RAILROADS MAKE NEWS

One of the reasons why railroading has such a hold on its people perhaps is the way that railroads make news. Railroads are involved in all sorts of things that are interesting.

A pretty good example is the current week on our segment of the Pennsylvania--the Chesapeake Region.

The biggest news story of the year in all likelihood will be the Khrushchev visit, when the Associated Press gets around to taking its annual poll on such at the end of the year. And the Chesapeake Region is right in the middle of it, moving the Russian leader from Washington toward New York as he begins his travels around the United States.

Quite in contrast, but sufficiently newsworthy as to have considerable space devoted to it in the local press is the rail tour of the Eastern Shore by the National Railway Historical Society due Sunday.

And in a different mien, the Associated Traffic Clubs of America will hold their national convention in Baltimore on Sunday, Monday and Tuesday. This will make news of a different sort, with Major General E. C. R. Lasher, USA (Ret.), Mrs. Ivy Baker Priest, Treasurer of the United States, and Newscaster Alex Dreier of the National Broadcasting Company among the speakers.

Never a dull moment along the Chesapeake, land of pleasant living and interesting work.

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Commendations for Wilmington's Nice People:

To Martin Gam, Station Master at Wilmington, from Regional Manager J. D. Morris. For detecting a hot box on Train #174 and preventing possible serious consequences.

To Leonard Flait, Assistant Station Master at Wilmington, from Robert E. Bowman, Jr., of the DuPont Company for his assistance to a friend from Argentina in seeing that the latter was cared for on the Champion after missing the express he intended to take.

To Betty Detraz, clerk in the office of R. F. G. Meyer, District Sales Manager, from W. Wallace A. Elder, traffic manager of the Giant Portland Cement Company in Philadelphia, for helpfulness in handling requests for movement of cars. Mr. Wallace pointed out in his letter:

"With so much interest in the trucking of cement, it is important that we secure information for our customers even though there may be delay in transit so that they will know about when a car may arrive at destination. In other words, the more service they get from the railroad carrier, the less interest they might have in the need for the use of trucks."

On the premise that Miss Detraz is digging to hold business in a manner that is equally important with digging for new, we are
sending her a Fifty-Niner button.

Traffic Clubs

As of interest the program of the Associated Traffic Clubs of America's Thirty-Sixth Annual Convention is:

SUNDAY, SEPTEMBER 22---12:00 noon. Tour of the Naval Academy, lunch at Officers' Club, arranged by Women's Traffic and Transportation Club. 9:00 P.M. Nightcap Party. B&O Glee Club and Barber Shop quartets. Sponsor and host: Industrial Traffic Managers.

MONDAY, SEPTEMBER 21---Business meetings, followed by luncheon, address by Major General E. C. R. Lasher, USA (Ret.) President, North American Car Corporation. 5:00 P.M. Harbor Tour aboard S.S. Bay Belle, provided by Maryland Port Authority. Dinner aboard.

TUESDAY, SEPTEMBER 22---Business meetings, followed by luncheon, address by Mrs. Ivy Baker Priest, Treasurer of the United States, arranged by Women's Traffic and Transportation Club. 7:00 P.M. banquet address by Alex Drier, newscaster and commentator of NBC, followed by dancing. Tickets include a package deal for all events at $25.00 and separate prices for banquet, luncheons and trips.

Howard E. Simpson, president of the Baltimore & Ohio is honorary General Chairman. J. Fred Fader is president of the host club, the Traffic Club of Baltimore, with Joseph M. Dignan, Jr., as general chairman and Stuart M. Whisner in charge of general arrangements. In addition to the host club, the Women's Traffic and Transportation Club of Baltimore and the Industrial Traffic Managers Association of Baltimore are cooperating.

Words to Remember

Of the billions of words that were uttered in the session of Congress just concluded, railroaders might well count those of Senator Capehart of Indiana as the greatest.

"Stop treating the railroads as the stepchild of American industry," he said on September 9. Commenting on such make-work bills as those on track motor car regulation, accident reports, proposed prescription by the ICC of standards of maintenance for track, equipment, signals and the like, he added:

"We must stop imposing more and more burdens upon the railroad industry. The time has come when we must give the able men who run the railroads more freedom to operate their railroads as other businesses are operated."

Mr. Capehart said that from pending studies of transportation problems, "I hope for legislation that will give to the railroads a plain, old fashioned American square deal to which ever man and woman, yes every industry, is entitled, and with less than which no one should be satisfied."

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