MICHIGAN BATTLEFIELD

We are truly in a war of survival as an industry, and the current battlefield is the State of Michigan. Our campaign is to defeat House Bill 269, which would extend the length of trucks permitted on the highways of that state. The objective of this bill is to put more automobiles on the highway carriers and deprive the railroads of the freight regained by them through the multi-level railroad cars.

At the United States Naval Academy in Annapolis, where the men are trained to become officers who will know how to win battles, there is a great emphasis on team sports. There is a practical reason. Much of the success of the operation of a submarine, for example, depends upon the team spirit which requires every member to accomplish an assigned task for the good of the ship and her crew.

What's the connection? Exactly this—we are all in the railroad business, worker, manager—everybody. Our existence, personal as well as corporate, depends on its success. What threatens that success needs to be challenged.

How do you make the team?

Write to your legislator and tell him your views. Our people who reside and vote in Michigan—write to the members of the legislature. Do it in your own words. We know that men astute enough to win political office will recognize canned material. We know that it hits the circular file—fast. It is ignored.

But the personal letter from the resident voter is given proper respect, and when such letters arrive in quantity, they command action. We need this assistance—now—and in quantity.

While Michigan is the current legislative battleground, there are others to come. Washington is the major scene, because a great part of our future lies in the hands of Congress. It is a long job, requiring much patient effort, but our story is a good one, and it is being heard more and more. We must continue to speak out for our right to equal
treatment, or we won't get it, and someone more vocal will profit by our deprivation.

Always remember that your personal letter is a most powerful weapon.

O---SAFETY FIRST---AND ALWAYS---O

Acknowledgments

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O---WOULDN'T YOU RATHER BE SAFE AT HOME?---O

Chain Reaction

We have two new officers in our engineering department whose promotions followed those of A. M. Schofield and J. D. Fuchs (noted in our first issue) as a kind of chain reaction. There were some intermediate moves by others, but the effect in our Northwestern Region was to bring to us Robert H. Smith (from the Buckeyes) as Regional Engineer and Leroy S. Strohl (from the Chesapeake) as District Engineer at Chicago. We extend them a true, hearty Northwestern Region welcome (from a resident of all of two months). And we welcome to Fort Wayne, as master mechanic, E. L. Velte.

We bid good-bye and good-luck to Al Barr, Regional Engineer at Philadelphia, Bill Glavín, District Engineer at Columbus, and Don Grimm, Master Mechanic, Middle District at Pittsburgh.

O---THERE ALWAYS ARE TWO WAYS---A SAFE WAY---AND A WRONG WAY---O

Others' Troubles

Misery doesn't always love company, but it helps. We don't have all the troubles, after all. The other night passengers bound from Indianapolis on the New York Central's Sycamore sat in the station for three hours before getting under way.

The crew explained the cause, all right, as "trouble west of here," but it developed that the problem was whether to wait until one track was cleared in the affected interlocking (at Lafayette), or to detour by way of Danville. If the detour was necessary, the passengers bound for Lafayette were to be taken from the train and sent by bus. They were taken off the train and put back on again three times before the final decision to stay on the Central tracks and proceed. Arrival in Chicago was exactly four hours late.

Most of the people took the inevitable with good grace. The point is that the cheerful willingness of the train crew to relay what information they had certainly helped the situation.

O---THERE'S SAFETY IN NUMBERS---SO DO IT BY THE NUMBERS---O

-more-
Congratulations.

To Mabel Cunningham, secretary to G. A. Shaffer, Freight Traffic Manager, for her election as chairman of the Pennsylvania Division of the National Association of Railway Business Women. She was installed Feb. 14.

---THINK SAFETY---

You Can't Beat the Price!

There will be a St. Patrick's Day dinner and fashion show given by the Mutual Beneficial Association, and you can't beat the price---$1. That's right, one dollar. It will be served family style at 6:15 P.M. on Thursday, March 15, at the Home Arts Guild, 235 South Wabash. Among the models displaying Hawaiian fashions will be Miss June Hammond, Mrs. A. J. McCormick, Mrs. R. J. Imhoff and Mrs. Kenneth Burt, along with other P.R.R. employees and wives of employees. Reservations close March 9 and they can be made with Hortense Gottschall, at 7405 S. Colfax, Chicago 49, or in Room 634, Union Station.

---SEND THE NEWS TO THE "NEWS"

Ah, Spring!

No, it isn't exactly here, but there's no law against thinking about it. And it is doubly pleasant to contemplate when contrasted with the winter we are having.

With so much snow and ice and wind-whipped freezing temperatures with which to contend, there is some possibility of excuse for some accidents. But not all. And certainly other regions have had similar problems, without giving up. Even so, when milder weather appears, the props will be knocked out from the bad weather alibi, and we will have to go to work seriously on our safety problem. We don't look good in this respect.

Without identifying the men involved, here are some accident descriptions (not all lost time, fortunately) which would not happen if safety were a major consideration by the individual involved.

"Broke piece of wood over knee. Part of wood hit left eye (preparing to build fire in cabin car)."

"While in act of discarding old five-gallon paint can, man had hold of open part of can, and in the act of letting can go, same struck him as he was about to step forward, on the inside of his left leg just above the ankle."

"...Brakeman failed to signal engineman. Cars hit, knocking engineman to floor."

These are over and above more than half a dozen which contained direct references to slipping of hands or feet caused by icy conditions. Even your editor slipped and fell into a snowbank (non-reportable---off company property, while hurrying to catch his commuter train). This can happen, but even then a little less hurry, a little more care, and even most of these can be prevented. But the others, well they speak for themselves, don't they? It takes so little to be SAFE ALL THE WAY.

---WHEN YOU ARE SAFE---YOU'RE NOT PUT OUT---

Pardon, Our Slip Is Showing

When we asked for news items in our first issue, we neglected to mention one important thing. Where to send such items. Drop us a note to Room 680, Union Station, or phone us on extension 309. We'll be glad to hear from you.

#cet#