GOT $4,000,000 TO THROW AWAY?

Silly, isn't it? Of course you haven't.

Neither has the Pennsylvania Railroad Company. But exactly $4,115,628 was thrown away last year via freight loss and damage payments in the five commodity groups which showed the largest payments for that year.

And these five, moreover, represent less than half of the total sum which went down the drain in loss and damage—$10,976,302.

Okay, so that's for the statisticians—what does it have to do with me?

Plenty—because most of that loss is preventable. Twice a year our industry places emphasis on preventive measures. In October it's careful car handling month and in April—coming up—it's perfect shipping month.

Now "perfect shipping" in itself is idealistic, but Mickey Mantle doesn't bat 1,000, either. It's the standard—the goal that's important.

Our goal is to reduce that $4,000,000 by plenty.

There are some surprises in the figures that came out of the freight claim department—at least they are to someone who is not conversant with that operation in great detail.

While it isn't surprising to learn that fresh fruits, melons and other products of agriculture contributed the largest single sum—$1,217,946—it was unexpected to see train accidents in sixth place with $141,972, less than defective equipment, with $178,121, and improper handling in trains, yards and/or stations way down the list with just $14,707. This could mean that the stress on the last-named is beginning to have an effect. If that's true, there is a big, fat target in the cost of delay—which is listed as $283,546—fourth highest cause.

In this connection, Purdue University, at Lafayette, Indiana, which is in our area, will be the scene of the Sixteenth National Conference on
Handling Perishable Agricultural Commodities, March 19-22.

On Wednesday, March 21, in an afternoon panel discussion on "Perishables and Piggyback," Harry Buckley, manager loading services and loss and damage prevention for the Pennsylvania will speak on "Piggyback Loss and Damage Prevention Experience."

All this adds up to the obvious fact that management is deeply concerned about this wasteful condition, and, moreover, is doing something about it. Enlightened self-interest would indicate that all members of our team pool resources to support the objectives which are stated in the second part of Mr. Buckley's working title---LOSS AND DAMAGE PREVENTION.

---SAFETY FIRST MAKES LIFE LAST---

OLD TIMERS

When the General Offices were opened in Chicago in 1920, four men who were working then are still on the job. T. E. McInerney, who makes the file and mail room operation behave, stopped in the other day to point out that it was the forty-second anniversary of the offices, which were located at first in the Insurance Exchange Building. They moved into Union Station in 1925. The others who were with him then and now are Howard Dorrington, Paul Harges and C. R. Duff.

---GAMBLE WITH SAFETY? YOU BET YOUR LIFE---

PRIDE AND THE PASSENGER

We have something to be proud of in our passenger service. Listen to Ed Finnegan, our regional passenger manager:

"The Broadway is the outstanding all-Pullman train operating in North America. It is extremely well patronized, and past reaction to the equipment and service has been excellent. All employees in this region can become Broadway salesmen by talking this train up to their friends and acquaintances and by passing along any travel tips to our district passenger manager, L. G. McSteen, 222 South Canal Street."

Yes, we can all be proud of the Broadway, one of three all-Pullman trains still operating in North America.

We can do more than that. We can be proud of our entire passenger service, when we return it to a condition of which we can be proud.

Vice-President H. W. Large has directed a renewal of effort on the part of all supervision to check on our passenger trains---personnel and equipment---and it is hoped and expected that results will be apparent. A small form, to be carried on trips and filled out at once, will convey the reports to the transportation department.

---DON'T LEARN SAFETY BY ACCIDENT---

TERMINAL TOPICS

Thorvid H. Engquist stopped by on his way to retirement to reminisce about his lifetime in railroading. He spent almost forty on locomotives, and thirteen others as a train rules examiner. His assignments included special duty and a spin as assistant road foreman of engines. When he retired on February 28, he was nineteenth on the seniority list.

His colleagues at Dolton Yard really lived it up with him---they brought four cakes to the farewell party and presented him a purse. Mr. Engquist lives at 7616 S. Phillips St. in Chicago, and he plans to travel--

---more---
visiting his daughter in Memphis, his son in Tucson, and a friend in Seattle (where the fair will be in progress).

Leon L. Sinninger, station agent at Columbia City, received his fifty-year button recently from Vice-President Large and C. A. Thomas, superintendent of stations. The occasion was given a big-write-up in the Columbia City Post, and the editor Mrs. John O. Adams, not only presented him the photograph used in the paper, but a miniature train as well.

Howard E. Bolyard, passenger conductor, was greeted in Fort Wayne at the end of his last run in active service by his twin brother, Harold E., another brother, Herschel, and his own two sons, Howard Jr., and James. All this was shown in a photograph published in the Fort Wayne Journal-Gazette. Mr. Bolyard, who entered service as a trainman in 1918, has been a passenger conductor since 1943.

O---IS AN ACCIDENT LOOKING FOR YOU TO HAPPEN?---O

MOVING DAY
It is April 1 for part of what is now the Northwestern Region. On that day fifteen miles of the main line between the present region marker at Crestline and Mile Post 202 will be taken over by the Lake Region. Planning is under way to make the process an orderly one, with as little disturbance to the people involved as possible. Whatever temporary inconveniences may result, the overall benefits will be for everyone, as the endeavor is to make for improved operations, which in turn will lead to more satisfied customers, greater volume on our railroad, and better results for our management-labor team.

Wherever the nature of the work makes it possible, agreements will be formulated to give those involved the option of remaining in the Northwestern Region or transferring to the Lake Region. In some cases, this is not possible, and equitable arrangements will be made to see that employees' rights are protected.

O---TWO SIDES TO SAFETY - SAFE SIDE OR SUICIDE---O

MOVING PEOPLE
The engineering department has about come to rest with the announcement of two more recent changes in personnel. We greet Glenn Hartsoe as Assistant District Engineer at Fort Wayne, and J. E. Bullock, Jr., as Supervisor of Track at Colehour Yard. Mr. Hartsoe, from Methods and Cost Control in Philadelphia, succeeds J. M. Rankin, who becomes District Engineer at Harrington, Del., on the Chesapeake Region, and Mr. Bullock from the department of the Area Engineer in Chicago, replaced N. J. Padula, who becomes District Supervisor of Track at North Judson.

O---BE ALERT---AVOID THAT RUNDOWN FEELING---O

PLAUDIT FOR POLICEMAN
Not everyone can so please a customer that he writes to President Greenough about it, but Lieutenant C. J. Wilde of our Chicago police can claim this distinction. The customer was Milton Hammer, of the Nassau Manufacturing Company of New York, who was helped by Lieutenant Wilde when on arrival in Chicago, Mr. Hammer found himself in the predicament of having exhibition space at the Housewares Show in the Morrison Hotel, with nothing to put into it. The material was in a freight car at Polk Street and it was late in the afternoon on a Saturday. Appearing at Polk Street
with their bill of lading, they appealed to Lieutenant Wilde who not only located the car and arranged for delivery to them, but then, since the item was too bulky to fit into a taxicab, offered the use of his station wagon to Mr. Hammer.

In a letter to Lieutenant Wilde the latter had this to say:

"Never, in all our working experience, have we had such consideration shown us by transportation people. You are a credit to the railroad industry, and we shall always remember Pennsylvania Railroad with great fondness because of you."

And, concerning Lieutenant Wilde, he wrote Mr. Greenough:

"He extended to us services above and beyond the call of duty, and is a credit to the railroad industry in general and to the Pennsylvania Railroad in particular."

0---YOU ARE PAYING FOR A PENSION--LIVE TO ENJOY IT---0

ST. PATRICK'S DAY---TODAY???

Shure, and it is, with Hawaiian style shows yet, when the MBA holds its party at the Home Arts Guild, 235 S. Wabash Avenue. Hortense Gottschall and her colleagues don't mind taking liberties with the good saint in a good cause. In a later issue we want to talk about C. L. Grover, whose real vocation is being Santa Claus, but who spends the time between Christmases as traveling representative for MBA here.

0---DON'T WORK YOURSELF TO DEATH BY BEING CARELESS AT WORK---0

"The Dollars and Sense of Waterway User Charges" is a new 10-page booklet printed by the AAR. It is available for distribution among shippers and any others who might find it of interest. Apply to Public Relations, Room 680, Union Station, Chicago, and we will get you a supply.

Ralph Webster, Supervisor, TrucTrain Service of the Pennsylvania, has been named chairman of the new T.O.F.C. Association of Chicago. The members are those interested in the various phases of piggyback transportation. They meet on the second Tuesday of each month in the Canterbury Room of the Harvey Restaurant in Chicago.

AND FINALLY

If you have noticed a lot of new and different safety slogans scattered through this issue as break lines between items, you have a keen eye. And we hereby extend our thanks for ALL of them to District Engineer Tom Netherton at Fort Wayne, who has the final word with his last one---

0---SAFETY IS CONTAGIOUS---EXPOSE YOUR NEIGHBOR---0

#CET#