Help is Asked by Vice-President

Assistance in forming opposition to the bills introduced in Congress to implement the pipeline transmission of coal slurry is requested by Vice-President H. W. Large.

Information on the subject is contained in a letter from Jack Dalton, executive secretary of the Associated Railways of Indiana, which says:

"On March 20, the President transmitted to the Congress proposed legislation granting the right of eminent domain to coal slurry pipelines.

"Senator Magnuson, Chairman of the Senate Commerce Committee, and Congressman Harris, Chairman of the House Interstate and Foreign Commerce Committee, introduced S. 3044 and HR. 10864 to implement the President's recommendations.

"The Senate Committee has scheduled hearings April 18 and 19 on S. 3044. Senator Vance Hartke is a member of that Committee, and we suggest that every effort be made to initiate letters directed to him urging careful consideration be given to the clear and undesirable adverse effect that the building of such pipelines would have on our severely depressed railroad industry. The Brotherhoods have indicated their willingness to cooperate with us in this letter writing campaign to Senator Hartke.

"We ask your immediate assistance in opposing these bills.

"A report on the number of letters generated will be appreciated as soon as possible."

Mr. Large adds:

"This is an urgent matter, and it is important that railroad employees write their views to Senator Hartke."

This request should be given as wide circulation as possible.
PERFECT SHIPPING MONTH

The "trifles" of proper loading, thorough inspection, care in handling and the other details, small in themselves but which go toward perfect shipping, can bring about the perfection sought this month. And if it is possible with the sustained drive in April, it is equally possible in the other months if the exercise of care can be repeated so often as to become a habit.

0—CAREFUL MEANS CARS FULL—0

THEY SAY--------

President Kennedy, in his message to Congress on transportation: "The difficulty and the complexity of these basic troubles will not correct themselves with the mere passage of time. On the contrary, we cannot afford to delay further. Facing up to the realities of the situation, we must begin to make the painful decisions necessary to providing the transportation system required by the United States of today and tomorrow."

P.R.R. Chairman J. M. Symes, in his address to the Committee of One Hundred:

"That the railroads can come back—granted the chance—I do not for one minute doubt. Aside from their very essentiality, I see four major forces, already in being and surging with pent-up power, ready to bring the industry back and send it highballing ahead.....In no particular order, they are:

"1. Mergers, with their power to trim away costly excess plant and to build competitive muscle.

"2. Elimination of featherbedding, with a halt to expensive and pointless waste of manpower and money.

"3. Full-scale implementation of Government reforms like financial support of commuter services and freedom to compete for business.

"4. Encouragement rather than hampering of business-building developments like piggyback."

U.S. District Court for the Eastern District of Missouri, in handing down decision in rate case:

"It is the rails' inherent advantage of being able to haul increasingly heavy loads at reduced rates which is being asserted in the instant rates. It is evident that in the demonstrated absence of any destructive competition, there are no grounds for precluding such assertion. Cancellation of the proposed rates would hinder competition fostered by Section 15a(3) and destroy, not preserve, inherent advantage."
Daniel P. Loomis, President, Association of American Railroads, in address to Members' Council, Chamber of Commerce, New Orleans:

"Some of the major policy problems that cry out for prompt and decisive action by Congress have been enumerated in a program appropriately called 'A Magna Carta for Transportation.' Among these is the problem of publicly provided transportation facilities, which are used either entirely without charge or without payment of adequate charges.

"Under a policy that is right and fair, it is clear that the commercial users of highways, airports and airways, and improved inland waterways should help to pay for these facilities in direct proportion to the use they make of them. With general taxpayers already heavily overburdened by other programs which can only be supported out of taxes, any further delay in relieving them of costs which can and should be borne by others is clearly indefensible. Congress should overrule all selfish opposition and impose a system of transportation user charges that are right and necessary in the public interest."

0---Silence is Golden, but Gold is Outlawed!---0

Back to Shakespeare

"Speak the speech I pray thee, as I have spoken it unto you-----" goes the Bard in his admonition to a budding actor in one of the plays—which one isn't important here and now. What is important is that we need speechmakers and speaking opportunities.

We have just two at this time. Crellin Mayberry, of the tax department is getting one for us, and the other is in the form of a request from Charles E. Stewart, program director of the Calumet Chapter of the National Association of Accountants.

If we are going to tell the railroad story, and we should---more now than ever before, because so much depends on enlisting public support for our position---we have to obtain the invitations to speak and the materials with which to put the talks together. Your public relations department will help to provide the materials—we have lots of reference works, policy books from the E.R.P.C., data from the A.A.R., materials such as the safety film from our own company, and if you will let us know of an opportunity to talk on some phase of railroading, to any audience, large or small, we will see that a speaker is provided. As a last resort, we'll do it personally!

0---You Make the News---We Print it---0

Batter Up

The baseball season is under way (and it seems strange to a confirmed rooter for the Baltimore Orioles to read so much about a couple of teams called Cubs and White Sox). C. L. Grover, our up-and-doing field man for MBA in this area, has arranged a Baseball Night for P.R.R. people on June 15 at Comiskey Park. Opponent for the White Sox will be the Los Angeles Angels, and Mr. Grover has obtained a block of 200 seats located in a fine section just behind the first base line. He will let you buy them, as many as you want, first come, first served, until the supply runs out. He is also about to arrange the annual outing in the Chicago area. More later.

0---GO! GO! WHITE SOX---0

--more--
**TERMINAL TOPICS**

**Chicago**—K. E. Smith has been appointed Supervisor—Transportation Engineering, Northwestern Region, according to an announcement by R. E. Pinkham, Superintendent—Transportation. Yep—you're right—that means Charley McKenna has left us. He has been promoted to Trainmaster at Toledo.

**Logansport**—We are sorry to learn of the death of the mother of Wayne Royce, car foreman.

**Chicago**—Robert F. Lewicki, engineman at 55th street, encountered misfortune the other day when his son was struck by an automobile on his way to school and sustained a broken arm.

**Somewhere in the Atlantic**—President Kennedy is not the only one involved in the review of the Atlantic Fleet. On the AKA 19, U.S.S. Thurban, will be Seaman Douglas R. Grover, son of the MBA field representative in this area.

**Chicago**—They're sticking out their chests down commissary way these days. That's because the dining car department received a national award for the high level of sanitation maintained in the dining and tavern cars, and the boys who stock them surely have a big part in it. President Greenough received the citation from Public Health Service, and the cars are now privileged to display the Grade A placard.

**Kouts**—The Chamber of Commerce has written thanks to the Pennsylvania Railroad for promptly removing some box cars which were stored in a way that the organization thought was unsightly and a potential safety hazard. Ray Dahl, secretary, sends "Thanks for a job well done."

**Grand Rapids**—In the successful effort to kill the bill which would have authorized increased length for trucks in Michigan, members of the Sales and Station Departments wrote 119 letters, phoned four Congressmen who were home, and enlisted the aid of traveling salesmen of other firms, according to H. L. Gordon, District Sales Manager.

**Chicago**—Matt M. Heatherton, Budget Supervisor, is a young old-timer. He started in the General Office here May 3, 1920, two months and two days after the quartet mentioned earlier, who began their duty March 1 that same year!