ACCENTUATE THE POSITIVE

.... and "eliminate the negative." That's what a dance tune directed us to do a few years ago. So we are going to have a sort of theme song in each issue, in order to emphasize something in our daily activities that will be beneficial.

In a way, we backed into it last issue with the first stressing of our newly activated safety campaign, and it has shown immediate results. Even before the beginning of the formal program, the new emphasis on safety resulted in a far better performance in April of 1962.

We had 2 lost time accidents.

In March, we had 9.

And in April of last year there were 10.

Now that is not perfect, but it is a healthy improvement. One accident a month is one too many. One industry proceeds on the theory that there is no such thing as an accident—that there is a preventable cause for every injury that takes place.

Moving along in our endeavor to continue our improvement, we are inviting a speaker from the National Safety Council to talk to us on the prevention of accidents at one of our regional safety meetings. H. H. Patterson, chairman of the sub-committee on publicity and advertising of the Committee on Motor Vehicle Traffic Safety at Railroad Crossings has promised to send a representative.

When you bet your life—and this is what you do when you leave accident prevention to chance rather than care—you can't afford to lose.

0--REMEMBER V.M.?---0

Theme Next Month

Maybe it's the springtime that makes us lyrical these days, but our emphasis for next month brings to mind another song—"Don't Stand Me Still".
Five years or so ago this parody on "Don't Fence Me In," with words by J. K. Murphy, Director of Public Relations, was designed to focus attention on the expediting of freight cars to get greater use out of them. There was even a record made of the song by the Keystone Four.

Well, like most old ideas that were good originally, this one is still good. And it can be applied to our theme next month which will be based on PER DIEM.

So, we'd like to hear from you on the subject. If you have any ideas how to cut down on expenditures for foreign cars, we'd like to hear about it.

---V.M. --- THERE WAS A BIG CAMPAIGN---0---

Family Club Active

With two events on a busy calendar completed, the Pennsy Family Club at Logansport is looking forward to the dance scheduled at Indiana Beach on Wednesday, June 20, from 8 P.M. to 1 A.M., according to George Vogland, chairman of publicity.

The club is under the leadership of J. L. Laing, trainman, who was elected president at the annual meeting. Other officers chosen were L. S. Hinkle, fireman, vice-president; E. R. Hatten, secretary; and R. L. Key, trainman, treasurer. To date, the club has enjoyed a fish fry at the Logansport National Guard Armory and a bingo session at the same place.

A picnic and the annual Christmas party are high spots of the future program. The club also sponsors a Little League team coached by R. W. Morgan, a Pennsylvania man. It will choose a community project as well. Last year it donated $200 to the Retarded School.

COLD TURKEY ON COAL SLURRY

No, it isn't a new dish on the Fred Harvey menu—it's the straight-from-the-shoulder testimony by President Greenough before the Senate Commerce Committee in opposition to the bill which would grant eminent domain for establishment of pipe lines to transport coal. He said, in part:

"Railroads are true common carriers. They are obliged to carry all sorts of things for all shippers, large and small. They are not permitted to pick and choose. But the chief sponsor of the coal pipeline has stated that, if it is built, it will transport only for large consumers, and it will not be built unless long term contracts to supply such consumers are obtained. Many small and medium-sized mines in West Virginia, Pennsylvania and Maryland would continue to depend on rail transportation.

"If the railroads are to carry a single carload of coal for any given small mine, a carload of lumber for a small mill, a carload of grain from the country elevator, a carload of steel for a small manufacturer, it is imperative that they not be weakened by permitting another mode, which assumes no such obligations, from skimming off the cream of their business and leaving the railroads the impossible obligation of carrying what remains. The loss to the railroads of millions of tons of coal annually would certainly require an increase in the rates paid by their remaining coal shippers, as well as rates applicable to other commodities."

Additionally, he declared that one such pipeline from West Virginia to New York City would create only about 50 new jobs, but would eliminate
at least 3,799 railroad employees and their payroll of approximately $24,140,394.

Then, pointing to the commission ruling that railroad contract rates are unlawful, he concluded: "It is obvious that fundamental economic facts, like comparative costs of transportation by two different agencies, can be nullified if one of them can be fed huge quantities of traffic by its sponsor and affiliate, while the other is forbidden by law to engage in any such practice."

Another of our Northwestern Region departments has registered its support of the opposition to these bills. C. A. Thomas, superintendent of stations, reports that members of his department have written fifty letters to their Senators and Representatives.

0---OH YES, WHAT ABOUT THAT V.M.?---O

VITAL MOMENT

Remember now? It was the Vital Moment in the course of action which preceded each accident—when proper care was not exercised that caused the trouble. It is like the "moment of truth," the "point of no return," etc. Proper thought and care at the Vital Moment will prevent a high percentage of our accidents.

0---VITAL MOMENT CARE SAVES LIFE AND LIMB---O

STOCKHOLDERS SAY "YES!"

"Overwhelming approval" was the phrase used in the press to describe action by Pennsylvania and New York Central stockholders in their vote on the merger.

In each instance the affirmative vote totaled well over the required two-thirds of all outstanding stock. More of the Pennsylvania shares were voted, and of these, almost 65 per cent favored merger. The fewer shares voted by N.Y.C. stockholders developed 77 per cent in favor, with less than 1 per cent of those voting being opposed. ICC hearings will be next. Chairman of the Board James M. Symes answered the labor demand for job protection by pointing out: "The employees should be much better off in the long run. The New York Central and ourselves have reduced total employment on the two roads from 230,000 ten years ago to 120,000 now—an average of 11,000 less employees per year over the past ten years. This has been necessary largely because of depressed earnings and, in too many cases, involved deferred maintenance in the property. It was also due to a lower volume of business and, in some cases, by automation. Unless conditions improve in the industry that employment curtailment will, of necessity, have to be continued. If the two roads merge it would mean a better railroad from the standpoint of service and efficiency. It would mean a more prosperous railroad that should be able to obtain more business—and that should mean more jobs.

"So I say to you, it is my considered opinion that there will be more jobs in a merged company five years from now than there will be on the two roads if they do not merge. The fewer number that would lose jobs as a result of merger would have job protection, whereas the larger number laid off without merger would have no job protection. It is as simple as that."

0---SAFE AT HOME IS EVERYBODY’S GOAL---O
Speech Available

There are a number of copies of the speech by Mr. Symes "Transportation: Free Enterprise versus Nationalization" delivered in Miami last month available in the public relations office. We have, too, a limited number of the addresses made by him and by Mr. Greenough at the annual meeting, and a few copies of the AAR booklet "A Review of Railroad Operations in 1961". While our supply lasts, these may be obtained at Room 680, Union Station, Chicago, or by calling extension 309.

---CARLOAD COMMENTARY---

It's a lot better to drive one thought home than let two die on base.

---Author Unknown---

---which reminds us that the Babeball Night date is approaching, when when the M.B.A. party will take place at Comiskey Park, with the White Sox meeting Los Angeles. At this writing both teams are well up in the race. C. L. Grover, regional representative of M.B.A. is handling the ticket sale, and he has obtained a block of seats in good position along the first base line.

TERMINAL TOPICS

Logansport--Ed Hall, ticket clerk, obtained a supply of A.A.R. comic books for a party of 45 first graders from the North Canton School who road our Train No. 71 to Winamac, in charge of Mr. Emerson of the school staff.

Chicago--Ross Mandic has been appointed City Ticket Agent here. He succeeds T. W. Kennedy who has been transferred, according to L. G. McSteen, District Passenger Manager.

Ft. Wayne--Roy L. Sands has waved his last signal as conductor in yard service after 39 years of workin' on the railroad. He was congratulated by Wallace W. Laramore, and a picture of the occasion was carried in the Journal-Gazette.

Ft. Wayne--Members of the M.B.A. are looking forward to their annual banquet which will take place here next Wednesday.

Springfield, Ill.--L. W. Hayhurst and R. G. Bradfield represented our engineering department at a meeting called by the Illinois Commerce Commission to plan review of the general order having to do with overhead line construction.

Chicago--The many friends of Tony Sylvester, elevator operator in Union Station, will be glad to know that he is recovering from his illness. On our arrival in Chicago, he went out of his way to brighten the day--- as he did for so many----so we gave him the name of "Tony the Tonic."

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SYMPATHY---Mrs. Walter S. Franklin, wife of our retired president, died on May 3 in Philadelphia after a long illness, and we extend to Mr. Franklin and his family our sincere sympathy. Mrs. Franklin, the former Cassandra Morris Small, of York, Pa., was widely known for her interest in Red Cross and hospital projects, and she originated what is now known as Hospital Music, through which patients are cheered during their illness.

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