GIT THEM FURRINERS OUTTA HERE!

Just about two years ago this headline startled readers of CHESAPARAGRAPHS, which is the regional publication on the Chesapeake similar to our own NORTHWESTERN NEWS.

The item then went on to say: "No, we haven't developed dislike for the Poles or Italians or anybody else from foreign countries. There probably are some Russians we would like if we got to know them.

"The 'furriners' we mean are the cars from other railroads that squat around on our lines accumulating per diem. Business being how it is, we are hurting for money, and this is one of the easiest ways to get some. There are rules for sending these pickpockets home by the quickest route, getting them off our property so that we do not have to pay for their board to their owners. Specifically it is the empties in particular that should be scattered out of here, but fast."

Well, the same problem is still with us, and it is not practical to look for the day when we don't have to pay per diem to any other railroad. But with care, and centering our attention on this very serious problem, we can reduce the amount by substantial sums. As before, we don't hate foreign people, and certainly we no longer carry a sectional tendency toward isolationism to the extreme that Big Bill Thompson did when he waged successful political warfare on the idea of "keeping King George's snoot out of Chicago."

What we do want is to make best use of our own cars on our own line, and thereby send the "furriners" back home. Per diem is closely akin to loss and damage in that when allowed to get out of control it becomes a total expense without any real justification.

And the picture which illustrates our theme for the month, you can readily recognize as our Supervisor-Train Movement

C. B. SILVERTHORNE
He is working over some of the slogans that he contributes to this issue and the next one on per diem and its consequences.

What is not so readily apparent is that the cartoon is the work of another member of the Pennsy family—Warren Ridenour, Regional accident and contingent fund clerk.

There's no end to the talent on the Northwestern Region.

O—LET'S MAKE HAY IN JUNE—NOW 'EM DOWN FOR PER DIEM—O

SPARKING OF TALENT—

Do we ever have it in our Transportation Department! As Al Smith used to say when he was running for president—"Let's look at the record." The record is that of Honor Yards and Star Yards in the first quarter of this year, and our Northwestern Region heads the list with four certificates for careful car handling. Kalamazoo is the Honor Yard with no overspeed impacts, and Chicago-55th Street, Crestline and Dolton are Star Yards with 10 per cent or less as their ratios. While Crestline no longer is in the Northwestern Region, it was a part of our territory when the award was won.

General improvement is noted in this area, by Harry Buckley, Manager Loading Services and Loss and Damage Prevention, because for the first time since the awards have been given, each of the nine regions earned one or more. Pittsburgh and Northern follow us, with three each.

W. M. Hardt, II, Manager—Freight Sales and Services, is presenting the certificates to each yard, and is quite pleased to be able to do so as symbolic of the cooperation between his department and transportation.

O—PER DIEM SAVINGS ERASE DEFICIT—LET'S GET IN THE BLACK—O

A Writer Tells Us What Ought To Be Done

The writer for a trade magazine leaned back in his chair and said:

"You know, management is muffing the ball in communications on the presidential report. It isn't getting through to its own employees what the conditions cited in that report are doing to the men and their jobs."

The speaker isn't a typewriter jockey. He has worked for a railroad, and this is what qualifies him not only to write for the trade magazine on which he works, but to express an opinion. He certainly is not anti-management, nor is he against the men who run the trains, and perform the other necessary tasks, operating and non-operating.

He recognizes the fact, which cannot be stated too often, that under the present system railroad jobs are being abolished at a rapid rate, which is not decreasing. A study showed that rate to be 10,000 jobs a month for a long period of time. Management has stated that while there would be job changes in the implementation of the Presidential Commission report, and the mergers which are now under consideration, the resultant stronger industry would, in the long run, retain more jobs than would be possible under the down-trend caused and accelerated by continuing the present situation.

Mr. Symes put it in these words at Miami:

"The Presidential Commission report makes careful provision for displaced employees, granting protection more far-reaching than in any other industry I know of. So the
union leader's choice is between limited lay-offs, with ample protection—versus continuing lay-offs with no protection."

Certainly the press of the nation has pointed this out, but our reporter-critic says management ought to act more positively to properly inform employees.

The case for communications was well-expressed recently by Col. John Powers, who handles the assignment for Project Mercury. Speaking to the Publicity Club of Chicago, he drew a physical comparison between the extent of man's aerial envelope—100,000 feet high and 3,000 miles per hour prior to the Glenn orbital flight, and the limits 500,000 feet high and 17,500 miles per hour subsequently. Then he admonished the representatives of the newspapers and broadcasters present to enlarge their horizons five-fold in telling their stories of the new space age.

We can take to heart that advice from a most skillful operator in the communications field.

O-THE MONTH OF FLOWERS BECOMES THE MONTH OF DOLLARS WHEN YOU MAKE PER DIEM SAVINGS-O

O-CARLOAD COMMENTARY-O

This designation was coined at a safety meeting the other day. It isn't a tag that you will want hung on any group you belong to. It does NOT mean a committee for judging a beauty contest.

But let R. E. Pinkham, superintendent of transportation, explain as he did at the meeting. He said:

"Don't be a committee that sits around and clucks when things go wrong, and crows when they go good."

Perfect description—"Chicken Committee."

Jingles

Mr. Silverthorne not only coined slogans, but he added a couple of jingles:

$$-DURING PER DIEM JUNE-$$$---and another---

Foreigners are welcome here
Only when it's light
Send 'em home or elsewhere
Not wanted here at night.

Foreign cars may be fine
But not when on our line
Let's move 'em off
Thus we can scoff
At per diem all the time.

O-AIM FOR THE TARGET—ALL FOREIGN CARS OFF-LINE BY MIDNIGHT
And A Bouquet——

From Robert B. Johnson, Curator, Main Street, U.S.A. to Chief of Police E. W. Weddle:

"In behalf of the Henry Ford Museum and myself, I should like to thank you for the exceedingly fine help and cooperation given to us by Captain D. W. Echternach and Lieutenant W. D. Conrad during the Idma showing of Main Street, U.S.A.

"Through Captain Echternach's arrangements Lt. Conrad did an outstanding job in handling all the details of the assignment, along with doing them in such a way that they contributed greatly to the public relations of both the exhibition and the Pennsylvania Railroad.

"Their help was invaluable in handling the more than twenty-nine thousand, seven hundred persons who visited the exhibition, and many times their activities went far beyond what could be considered their regular duties.

"It was a pleasure to be showing on The Pennsylvania and to have the cooperation of your men, Mr. Weddle. Again our thanks for your assistance."

That's one foreign car we didn't mind having on our railroad. But get those other non-producers off it!

TERMINAL TOPICS

Fort Wayne——With Bill Kirk, District Sales Manager, presiding as toastmaster, the annual banquet of Fort Wayne Local No. 72, M.B.A., took place at the United Christian Church. Entertainment was provided by the Chain O' Lakes chorus, the Harmonettes—a quartet of girls from Central High, and Rita Jean, 15, and Chad, 13, daughter and son of P. W. Stettler, conductor. Les Emerson, son of Harry Emerson, retired PRR employee, led the men's chorus.

L. F. Zollinger, secretary-treasurer of the M.B.A., represented headquarters, and two members of the Vice-President's staff came from Chicago to the banquet. J. F. Doriot, president, told of his retirement from that position, and president-elect John Consor and other officers were introduced. Secretary John Litot and Mrs. Litot were hosts to the visitors. Frank Nitsche, trustee, also made his last report before retiring, and his word of cheer was that the local is in position to hold these dinners "forever." He and Clem Showalter were co-chairman.

Grand Rapids——C. H. Ignasias, agent here, has accepted an invitation to speak at the Kiwanis Club on the railroad situation. He will make this address in July.

Chicago——Anybody read Spanish? We are in receipt of a letter from Rafaela, Argentine, and we think the writer wants some photographs of our locomotives. But the only parts of the letter we are dead certain about are "The Pennsylvania Railroad" and "Very Truly Yours," which are in English.

Fort Wayne——Three men in passenger service received 40-year buttons from R. E. Pinkham, superintendent of transportation. They are C. A. Burrel, conductor, and D. N. Meyers and L. A. Oberlin, enginemen.

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