

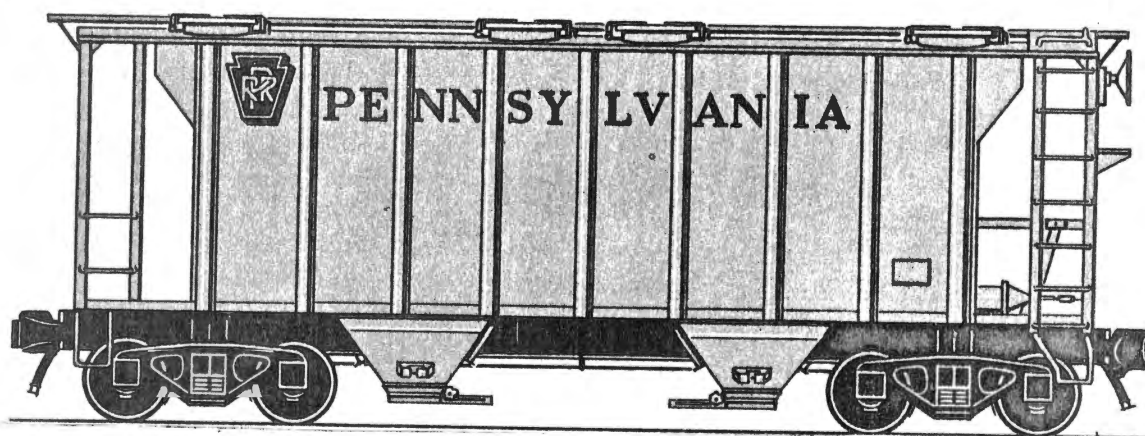
# Northwestern News

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"DON'T STAND ME STILL!"--

because when you do, it means that somebody else will have to pick up my cargo, and that somebody else could be from a foreign line, and when that happens it costs us dough and we all lose."



That's the story in a carload. In fact, a few years ago it was a song (as we recalled here earlier) set to the music of "Don't Fence Me In!" If anybody wants to borrow the Keystone Four record (10 inch, 78 rpm), I believe it is available somewhere. And even if you aren't that musical, the admonition still stands -- although freight cars shouldn't.

O---FOREIGNERS---GO HOME!---O

## O U R   T E A M   I N   W A S H I N G T O N

Team work has been stressed here and will continue to be, because it is not only important in our operations but in the broader field of what is being attempted to bring about changes on the national industrial scene.

As our company prospers so may its employes, and without company prosperity, everyone loses. So when our management asks assistance in communicating with legislators on behalf of bills which are helpful -- and against those which are disadvantageous -- the whole team is needed.

In Washington, we have an able group representing our company. It is headed by Vice President J. A. Schwab, and his aides are Bill Tinney, his assistant, and Ed Padberg. They are in constant touch with the legislative scene at the Congressional level, as well as all Departments, Agencies, and Commissions of the Government. They work without regard to hours, keep all segments of our railroad informed of the situation, and make use of their immediate contacts with all the members of the Senate and the House in trying for fair treatment for our company, and for the industry, in national legislation.

In our last issue we noted the remarks of a railroad magazine writer who had worked in yard service, to the effect that management was not communicating sufficiently with its own employees.

We make a start by telling of the work of J. A. Schwab and his staff as an evidence that management is actively pursuing what it asks everyone to do -- the perfectly proper placing of facts before the legislators.

O---TEAMWORK CAN LICK THE "PER DIEM" PROBLEM---O

### Our Friends, the Fans

It's a funny thing how chance so often can emphasize an idea. As an example; Tom Shedd, editor of Modern Railroads, dropped into the office the other day, joined Harry Schaden, vice-president and midwest manager of Carl Byoir and Associates, and the writer at lunch. During the conversation it was agreed that railfans comprise a valuable ally of our industry.

On return, there on my desk were two items in proof. First, the Northwest Railfan Club, James Bauman, corresponding secretary, has written its members to promote letters from them to their Congressmen on behalf of the railroad industry. The other was a copy of the "Mail Train," newsletter of the Midwest Railroad Society, which is so new that members who join it prior to June 30 are entitled to charter membership privileges. The editor is Roy F. Wake and the business address is 8805 South Tulley Avenue, Oak Lawn. It is a lively publication, having to do with rail activities in this area.

O---KEEP TRYIN' ON PER DIEM---O

### Bouquet -

to Clarence Frew, trainmaster, and Dr. R. W. Elston, physician at Fort Wayne, in the form of a letter to Vice-President J. P. Newell. Self-explanatory, it says:

"I want to commend you and your fine organization for wonderful service rendered me in time of need while aboard your 'Broadway Limited' several weeks ago. The kindest, most efficient assistance was given me by your Mr. C. R. Frew, trainmaster, and Dr. Elston at Fort Wayne. After becoming incapacitated while enroute east, they very capably saw that I had the necessary attention by transporting me to their local hospital. When I had sufficiently recovered, Mr. Frew made the necessary arrangements to get me aboard another of your trains so that I could complete my trip home.

"I am grateful for their kind and considerate attention, which was invaluable under the circumstances, and want to express this gratitude to you.

"You can be proud of their capabilities, and I hope you will pass my sentiments on to them..."

R. G. Stacy  
Jenkintown, Pennsylvania

O---THERE'S NO PER DIEM CHARGE ON COURTESY---O

Change is Only Certainty

You can be sure of one thing on the railroad -- and that is change. But we never saw a man moved so quickly after publicity as Cliff Silverthorne. Last issue he was pictured in a cartoon drawn by Warren Ridenour. Now he is assistant trainmaster at Fort Wayne. His successor as supervisor-train movement at Chicago is T. P. Dunseath. Tom's place as trainmaster at Chicago is taken by G. E. Williamson.

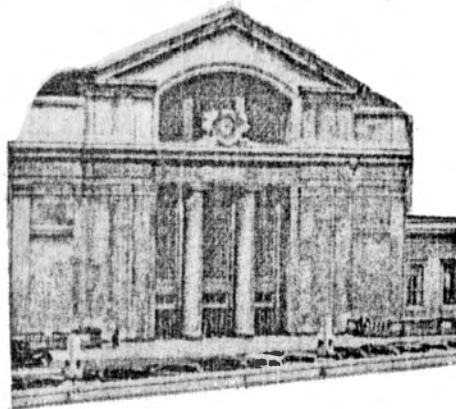
Two other earlier appointments in the transportation department saw L. P. Conversa made transportation supervisor at 59th Street, and F. W. Davis, Jr. named transportation supervisor at Colehour.

And in the passenger department, Ross Mandic is now the city ticket agent at Chicago, in place of T. W. Kennedy, who has been transferred.

O---NIGHT AND DAY - PER DIEM STARTS AT MIDNIGHT---O

Gracias, Compadres

That's for sure not pure Castilian, but it is our expression of thanks to three who helped us translate the letter from Argentina prior to reply. Raul Pinon, stenographer in the car distributing department, Mary Pasco, our neighbor at headquarters, and R. E. Pinkham, superintendent of transportation, who once directed the Panama Railway, all assisted.



TERMINAL

TOPICS

Chicago - When Jimmy Sumner, movement director, arrived at Gottlieb Hospital for an operation, he requested a south side room. When he entered it he found the other occupant was Chester Goldberg, machinist at 59th Street. Neither knew they would be roommates until that minute. Both have recovered nicely, and Jimmy, back to work, said there was never a dull moment with Chester around.

Fort Wayne - Bill Kirk, district sales manager there, has been named first vice-president of the Fort Wayne Chapter of the National Defense Transportation Association.

Chicago - C. R. McKenna, recently promoted to be assistant superintendent of transportation at Toledo, was honored at a dinner in the new Hartford Insurance building. R. E. Pinkham, superintendent of transportation, was toastmaster. The committee -- T. P. Dunseath, D. M. Baughman, W. E. Butler, C. B. Silverthorne, and J. R. Stiber, presented golf equipment to the guest of honor from all his friends.

Gary - Mrs. Frank E. Kosinski, clerk in the regional comptroller's office, is among the many proud parents of graduates these June days, but she has more than average reason. Her son, Edmund John Kosinski, not only has received his A.B. from the University of Pennsylvania after studying there on a four-year Fred W. Lewis scholarship, but he has been accepted in the University of Pennsylvania Medical School -- and has a scholarship for that too. Edmund has served as news editor on the Daily Pennsylvanian, and in the summer, works as a writer for the Gary Post-Tribune. Two recent stories appeared under his by-line. His parents travelled to Philadelphia for the graduation ceremony.

Chicago - C. L. Grover, travelling representative for M.B.A. in the western area, has been busier than ever this week. He was host to the new General President, Lyle Addie, at receptions in his honor at Chicago and Logansport, and then handled the baseball night at Comiskey Park.

Wyoming, Michigan - R. L. Pruitt, trainmaster at Grand Rapids, has been complimented by Jay Waalkes, fire chief of the adjacent city of Wyoming, for the cooperation displayed in the Spring Clean-Up Campaign there. Mr. Waalkes expressed this in a letter to A. M. Schofield, assistant regional manager.

Logansport - The Pennsy Family Club is preparing for its annual picnic, following a most successful Fish Fry, with an attendance of more than a thousand, and Family Night. The club has ordered 500 Sheaffer ballpoint pens with "Pennsylvania Family Club" engraved on them, for sale at \$1 each. Proceeds will help finance the picnic, Christmas party, and Little League baseball uniforms.

The club sends its best wishes to V. M. Johnson on his retirement from the Stations Department. There was a party in his honor on June 4. And Mr. Rose, operator at Race Tower, has been welcomed back to work after a long illness. We are indebted to George Voglund for the information.

Chicago - Our sympathy to Tom Dunseath on the recent death of his mother. He has the comfort of his many friends in his time of sorrow.

Denver - Carl F. Widmayer has been appointed district sales manager here, according to D. J. Butler, sales manager-western states. (Yes, I know this is off the Northwestern Region, but we all want to wish Carl well anyhow--Ed.). He succeeds T. W. Hoke, who has retired.

Chicago - Astronaut, the new fast freight between here and Boston, has been announced as our railroad's newest baby, and it is doing quite well.

Peoria - District Sales Manager R. E. Brown joined a group of railroad and Honneger people to launch the Honneger Milk Popper special, which departed from the feed mill at Fairbury loaded with more than 860 tons of the product bound for Michigan and Indiana. The material is a dairy concentrate, designed to balance farm grains and assist in the utilization of roughage.

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