

Northwestern News

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GOOD HOUSEKEEPING

We haven't invaded mom's domain, as the title might suggest, although for what we have in mind, I feel sure that she could give us some valuable hints.

The housekeeping we are talking about is around the yards, stations, shops and other areas where attention to the detail of keeping things orderly can mean so much in the matter of safety.

And a secondary return of good railroad housekeeping is the saving that can be developed by avoidance of waste, such as water and steam leaks, over-extended inventory, particularly of items that deteriorate, and the like.

So as not to be accused of preaching, here's a quick admission that the writer's desk is probably one of the worst offenders in this area. Probably it is newspaper habit that carried over, and no apology is made because of that. In fact, once there was an accusation by a colleague in Baltimore of having a desk that looked like a newspaper office; and he was asked in turn what did he expect? At lease nobody ever has tripped over a pile of these papers!---yet.

But the point is that our revitalized program in safety and loss and damage prevention is making strides in this area. We note that J. J. Delaney, Assistant Train Master at Colehour, has reported many corrections in such conditions. Among them were weed-cutting in the vicinity of the Continental Grain Elevator on Calumet Western to give better visibility in relaying hand signals, cleaning out of excess ballast at the east end of Colehour yard to reduce a tripping hazard, and a beginning in the correction of a close-clearance fence situation in the Indiana Iron and Coal loading track.

And G. R. Burkey, agent at Polk St., reports activity of his "On the ground contact" committee, and a positive audible and visual achievement. This takes the form of announcement from time to time of the safety for several departments over the loud speaker. This was a suggestion by C. J. Wilde. The visible portion is the same rules illuminated in both the 12th Street yard master's office and the coach yard section foreman's office.

At Logansport, Train Master E. N. Taylor caused the removal of some old rubber casings which had fallen from open loaded cars, and Agent C. L. Pullen took action to clear tracks of some spilled coal. W. H. Krapf, area storekeeper stopped the use of non-authorized ladders and supplied the proper ones to take care of a housekeeping-plus-safety situation.

GOOD HOUSEKEEPING, in other words, will improve our competitive position in the President's Safety contest---it's bound to do it. It is showing already, because in 1961 we were in last place in Group B for both the month of May and the first five months, but this year we have climbed out of the cellar on both counts. We stand fifth, and have a record of improvement, while two of our five competitors slipped backward.

We aren't good enough to brag, but the direction is the right one.

O---A Cluttered Track Can Break Your Back---O

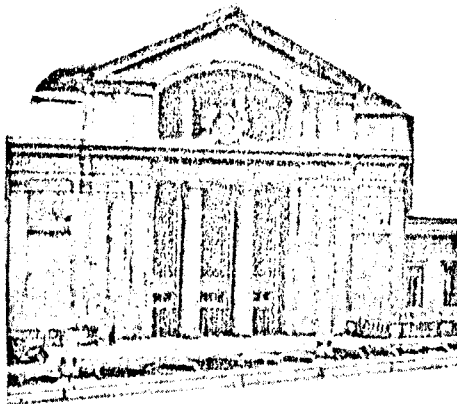
Requiem

It is with sadness of heart that we report the death of two officers of the company, J. A. Schwab, vice president-Washington, and J. T. Williams, manager-safety, system. Mr. Schwab, first manager of the Chesapeake Region, died in Baltimore on Saturday, June 16, following a brief illness. Mr. Williams died at Greencastle, Ind., while on a business trip on June 6.

It was only in our last issue that we described the accomplishments of Mr. Schwab and his staff. The writer's first work for the Pennsylvania Railroad was under his direction, and the sense of loss is deep and personal.

O---O

TERMINAL



TOPICS

Logansport--Two residents of this city, Mary J. Lebo and James D. Ellars have won Women's Aid scholarships. This was announced at the commencement exercises at Logansport High School. Miss Lebo is the daughter of brakeman Francis L. Lebo and Mrs. Lebo. She stood first in the class of more than 300 at graduation and will study at Purdue, with a major in math and a minor in science.

Mr. Ellars will study at Indiana Central, preparing to become a teacher of political science. His parents are Mr. and Mrs. Elbert H. Ellars, and his father is an engineman in the Northwestern Region.

Chicago--D. M. Baughman, supervising operator, has provided Pennsy magazine with the origin of three "quaint and curious" names of block and interlocking stations. One is "Packy," named for V. E. McFarland, former general traffic manager of Owens Illinois Glass Company, Gas City, Ind., who often signed letters with "Packy." The original Packy McFarland was, of course, a prize fighter. Another is "Tykle," a remote controlled block station at Sweetser, Ind., named for Frederick G. Tykle, retired executive

in charge of real estate for General Motors. He was instrumental in establishing that company's plant at Marion. A third is "Air Line", so named because the Monon Railway crosses the P.R.R. at that point, and it is a portion of the old Chicago and Indianapolis Air Line Railway (prior to 1882). But one was a stumper. Nobody knows the origin of "Anoka."

Grand Rapids--Rod Finch, office manager in the district sales office here, received his 25-year service button from Freight Traffic Manager G. A. Shaffer, according to word from Howard Gordon, district sales manager.

Chicago--E. E. Carleton, passenger sales representative was honored at a retirement dinner by a number of his colleagues and their wives, at the Cafe Bohemia.

Comiskey Park-- Pennsylvania Railroad baseball fans had two chances to cheer on Baseball Night. First was when the Sox-O-Gram board flashed the somewhat startling "Welcome Grover M.B.A., P.R.R. Fans." The second came when the White Sox rallied to defeat Los Angeles. The tribute to C. L. Grover was deserved, though unintentional.

Chicago--Matt Heatherton, budget supervisor, greeted many of his friends at a little open house party in his office on June 22. What he didn't know was the planning of a surprise party in his honor for Thursday, June 28, at the Midland Hotel Grand Ballroom. Matt retires after forty-five years of service. The committee in charge included Anita Flynn, M. J. Burke, C. M. Steuhler and W. L. Tardy.

Chicago-- James Schiefelbein, son of R. F. Schiefelbein, supervisor of train movements, passenger, drew the picture on the freight bulletin which you see on the various boards now. It shows two trains, GRE-2 and CG-8, as dogs (for their poor performance). James, just 12, learned to draw at the summer school of St. Xavier, Evergreen Park, last year.

Chicago--We welcome Marco Lombard, new draftsman in the engineering department. He succeeds John R. Mackie, who has just resigned. Mr. Lombard comes to Chicago from Miami, where he worked for an architect.

O---Waste Makes Haste--to the Poorhouse---O

Background

Many things may come to mind when this word is used. One could be whatever is the design in blue on this page? Have we run out of white paper, and are we forced to use something left over from a postcard store?

No, not exactly. This is our way of emphasizing something fine that has taken place recently in Fort Wayne, with Bill Throop, passenger representative, as the central figure. First, he received letters from five pupils of the second grade at Edison School in Lima containing their individual thanks for arranging a trip from Fort Wayne to Van Wert. One, Jim Freeman, wrote:

"Thank you for taking us through the Capitol Heights Pullman. You have a nice station. How much money would it take to get to Disney Land?" He was told \$40.65 one way and \$70.46 round trip.

But a few days later came another bit of mail. This was a letter from Mrs. Meyers, of the Delphos (Ohio) Catholic Daughters, who rode with us from Lima to Fort Wayne and back. There were 64 in the party, and enclosed with the letter was a "Thank You" card, which is the background for this page. On the following page will be reproduced the side of the

card which was signed by all the girls.

Mary Ball	Jane	Ridley
Joan	Marty	Jill
Kay	Jenny	Karen
Elizabeth	Connie	Barbara
Mary Kay	Jill	Jane
Linda	Pam	Kathy
Lori	Patsy	Stephanie
Lori	Becky	Mary
Kinda	Paula	Sandra
Sarah	Ruth	Sandy
Kay	Ann D.	Carol
Jo Ann	Kathy	Mary
Cindy	Lean	Judy
Diane	Sue	Sharon
Vicki	Peach	Fathy
Beverly	Sangamon	Pat

5-1772
MADE IN U.S.A.

Mrs. Meyers said in her letter:

"We can't begin to thank you for your cooperation given us to make our trip to Fort Wayne so memorable. The girls enjoyed every minute and the trip to Franke Park filled every spare moment. Everything was so timed and went so perfect, we couldn't have squeezed another think in. Seyferts were most courteous and their 25¢ 'sample' sack of chips really pleased the girls. The post office and the Museum were highlights. We divided the girls, each taking about 45 minutes there. Then at the Cathedral, the secretary to the Bishop, named Carl, showed and explained many things of interest which lasted until 5.30 o'clock. We swarmed in on MacDonald's but they didn't seem to mind us and then the girls filed to the waiting bus. We ate at Franke Park and the girls really let loose, each group finding something to their interests. At eight o'clock we left the park for the station. No hurts, no bruises, no sickness, everything perfect. And all this, Mr. Throop, was gained by those wonderful words, 'I will do all I can to help plan your trip.' Many thanks for your phone calls, your worries about the safety of the girls--you surely are a wonderful gentleman."

Our system slogan this year is "BUSINESS GROWS WHERE COURTESY SHOWS." Here's a prime example of the slogan--in action.

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