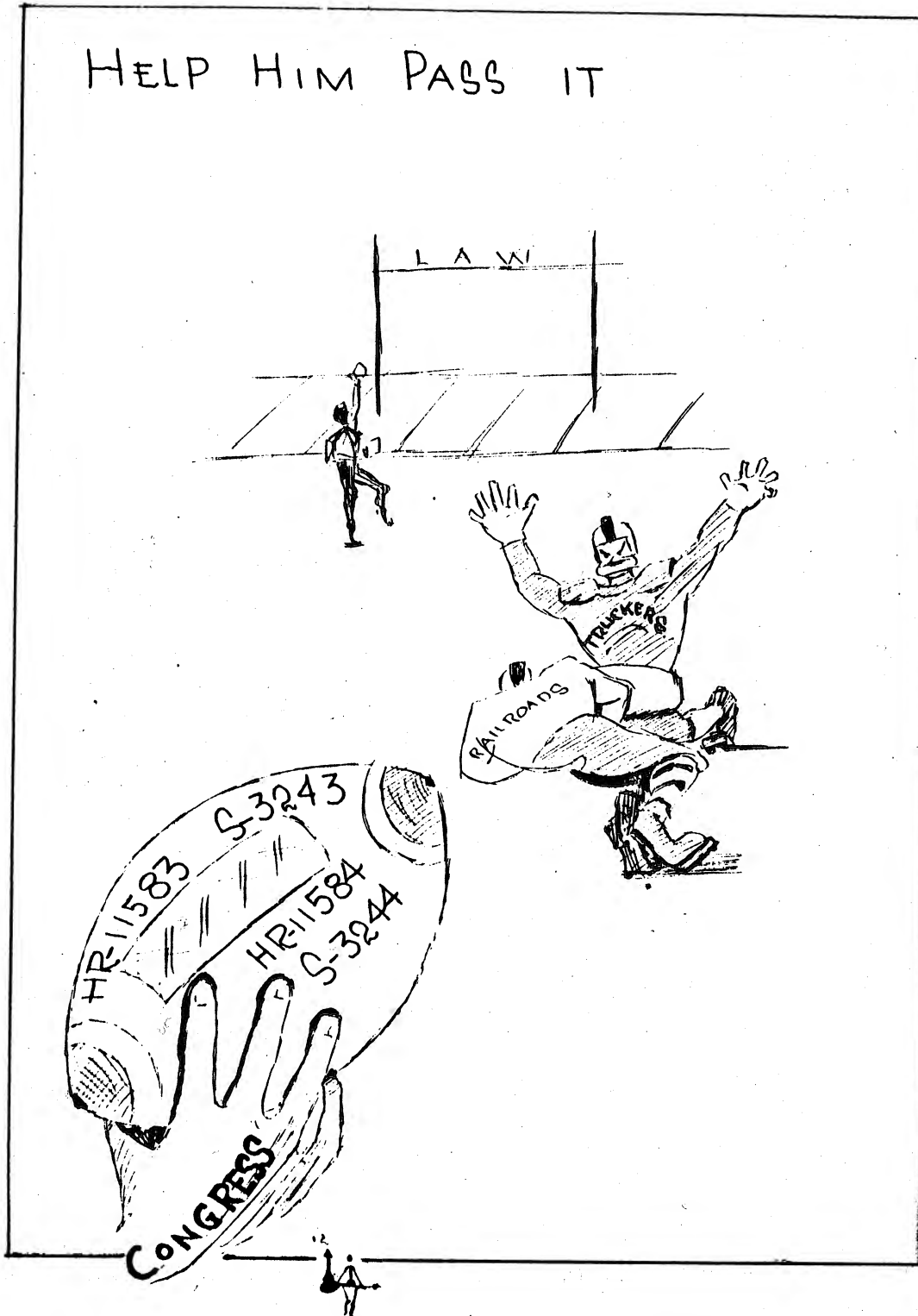


Northwestern News

Vol. 1, No. 17
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**Congress Is Driving
To Quit This Week**

By JOHN D. MORRIS
Special to The New York Times
WASHINGTON, Sept. 30 —
Congress moves into one of the
busiest weeks of its session to-
morrow, with leaders pressing
for adjournment by Saturday
night.
The size of the foreign aid
program is the main issue still
to be decided. Action on tax
and trade bills, among other
prior elements of President
Truman's five-point program,
will be taken.

This news adds point to our cartoon. Congress always is responsive to the views of the various constituencies, and never more so than in an election year. So, granted that action on the bills cannot be expected before adjournment, which may come at any moment, or even before you have read this, the members of the Senate and House of Representatives will be home soon. There is not a better time than the immediate future to remind them of your desire that these bills pass.

Remember the numbers again:

HR-11583 and 11584 and S-3243 and 3244.

O---OCTOBER IS CAREFUL CAR HANDLING MONTH---O

Message from the Vice-President

During the next few weeks you will be asked by someone in your department to contribute to the United Contribution Fund. Please be generous.

Historically, the Pennsylvania Railroad has supported this enterprise, called by various names in different areas. Frankly, in the Chicago area we cannot be too proud of our record, because the 672 who authorized payroll deductions last year, and the 111 who made cash contributions at the time of the campaign do not represent nearly as high a percentage of our total of employees as they should. The amount per individual, moreover, does not compare with the average sum in all industry.

That is why I ask you to give generously. But there is something more. Because of some misunderstanding, the percentage of our gifts earmarked for the Crusade of Mercy has been well below what it should be. In explanation, this entails the fund-raising for 142 separate organizations whose work depends completely upon this single campaign.

You will note that the pledge cards provide spaces to designate six divisions into which you may direct your contribution. Without in any way detracting from the other worthy organizations, I request that you direct the major part of your contribution to Code No. 1, the Community Fund-American Red Cross, so that we may play our proper part in supporting these charitable activities in the appropriate proportion.

District Sales Manager F. W. Konze has charge of this campaign, and his organization will solicit from those who are not on record as having contributed. Those who are on the payroll-deduction list will be continued there unless they specifically request that they not be continued.

H. W. LARGE

O---CARE IS NECESSARY---FOR OUR NEEDY---AND FOR OUR CARGOES!---O

KEYS TO THE SITUATION

Remember the very popular mystery story of yesteryear--"Seven Keys to Baldpate"? Well, we are presenting seven keys at this time, but there is no mystery. They sum up the procedures which the Association of American Railroads believes will enable us to cut down the serious losses that plague our industry as a result of faulty car-handling. They are:

OBSTRUCTING CAR SHOULD BE MOVED BY LOCOMOTIVE

1. If a car fails to clear on a classification track, do not attempt to drive it into the clear with another car or cars. Such a car should be moved to clear by a locomotive.

CORRECT COUPLING PROCEDURE MUST BE FOLLOWED

2. In hump-rider yards, rider should stay on his car until it couples, and then he should open the rear knuckle of the car before returning to the hump.

TYPE OF LADING MUST BE NOTED

3. In flat-switching yards, cars carrying the following types of lading should be ridden to coupling and kept coupled to power: A. Machinery; B. Glass; C. Newsprint; D. Open loads of lumber, pipe, poles or other loads that can easily shift; E. Tile and clay products; F. Other commodities as may be desired.

OBSERVE SAME CARE FOR FOLLOWING CAR

4. The car coming after any car listed in Key 3 should also be ridden to coupling or shoved to rest.

BE SURE TO DESIGNATE SPECIAL HANDLING CARS ON CLASSIFICATION LISTS

5. The yard clerk making classification lists should designate those cars requiring special handling according to Key 3.

EVERYBODY CONCERNED MUST KNOW TRACK OCCUPANCY

6. Yard switching conductors and/or retarder operators should know the occupancy of each track before beginning to classify cars.

RIGHT WAY TO SWITCH IS TO SHOVE OR PULL---NOT "KICK"

7. In switching cars at industries or freight houses, crews should shove or pull cars to spot and not attempt to "kick" cars into position.

NOW---A glance down the initials of these key headings will spell OCTOBER.

---and from J. A. Lenard, Supervisor Loading Services and Loss and Damage Prevention, we have the admonition:

"Our District Loss and Damage Prevention Chairmen will see that their local committees continue to function in a manner which should ultimately reflect improvement in our over-all performance, with subsequent reduction in our freight claim payments"

He also notes that copies of the "seven keys" bulletin have been distributed and more are available if wanted. In addition, posters will be forthcoming, the first of which is a "blue ribbon" concept with the exhortation to the proud-looking trainman "Always take pride in your skill and ability to avoid rough handling."

While our August performance improved by 6.9 per cent as compared with last year, the eight-month total showed an increase in these payments of 1.4 per cent---in money---\$106,358.

We can be optimistic about making up that margin before the end of the year, but we can't afford to be complacent.

O---AS THE CAR GOES, SO DO THE CARGOES---TREAT 'EM WELL AND KEEP 'EM---O

KEYSTONE COPS

Not the funny ones---the serious ones. And the serious side of railroad policing was never more in evidence than during the twelfth session of the International Railroad Police Academy.

This was an eleven-day class conducted by the Association of American Railroads here last month, and our own Chief E. W. Weddle was, as always, a prominent participant.

In fact we were quite surprised when we went to the Moot Court trial in the United States Court House, to find him sitting on the jury! Our friend, Inspector Bill Reynolds, of the B & O, and current chairman of the Railroad Community Committee in Baltimore, was our host, and as coordinator, explained what was going on.

It is a testimonial both to the seriousness of the attitude of the United States government law enforcement authorities toward our railroad police and their efforts, and the high regard in which they are held.

The United States District Court sets aside for a day its complete facilities, including the services of a judge---the Hon. Richard B. Austin, in this instance---the courtroom, and all the appurtenances.

Daniel Ward, States Attorney for Cook County, sent a member of his staff to be principal defense counsel, and he was joined by B. J. Waters, counsel to the United States Senate, Judiciary Subcommittee on Constitutional Rights, who travelled here from Washington specifically for this purpose.

As prosecutor, John P. Lulinski, Chief of the Appellate Division of the United States Attorney's Office, sought to convict Mick Simons, (FBI agent acting the part of a suspect in the theft of a number of cartons of power saws).

The members of the class conducted an investigation after the chiefs had planted evidence, etc., and the trial was designed to enable the members of the class to have an opportunity to conduct themselves on the stand under simulated trial conditions, with the lawyers badgering them and showing how the manner of presentation of evidence at times could win or lose a case. This one, according to the jury composed of railroad police chiefs, was ended "without verdict".

O---PREVENTION OF THEFT IS PREVENTION OF LOSS---O

They Say

COMMENTARY, the publication of the Fort Wayne Chamber of Commerce:

"Following a complete investigation and review of all the facts in the proposed merger of the New York Central and Pennsylvania Railroads,

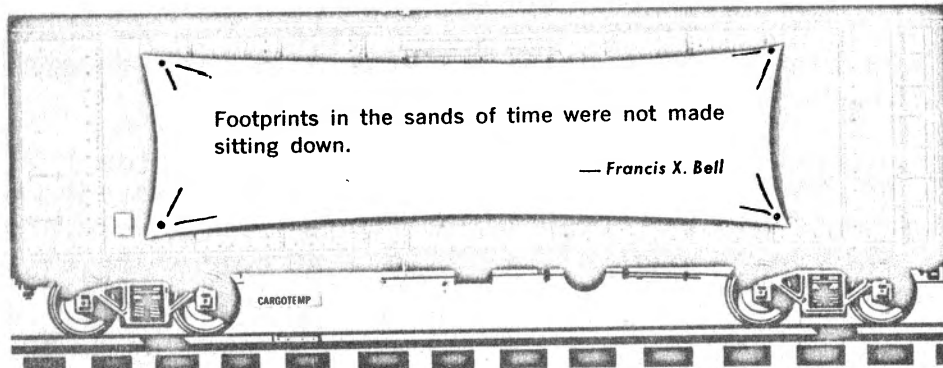
your Chamber's Executive Committee (on recommendation of the Transportation Committee), went on record approving this proposed move.

"Assurance given us by railroad officials, and subsequently included in their testimony before the Interstate Commerce Commission, indicate that there will be no change in passenger train service due to the merger; continued good freight service in all directions for Fort Wayne shippers will be maintained, with the probability that this service will be better because we will be served by a stronger transportation company, capable of providing better equipment and offering through service to and from many points where shipments must now move through junctions with consequent delays.

"Economic trends over the past ten years, in the operation of these railroads, clearly point to the need for drastic steps if they are to continue operation. The five-year plan for gradual necessary reduction in work forces here is a liberal one, and would provide much better terms to any employees affected by the merger than has been provided to those who have been laid off during recent years. In 1952, the Pennsy had 1,337 employees in Fort Wayne; current employment is around 850. The work force here under the merger will be one with much more security than the present work force has."

O---BE SURE TO TELL YOUR SENATORS AND CONGRESSMAN---O

CARLOAD COMMENTARY



Bouquets

From Jules L. Furth, vice-president, Furth and Company, Chicago, to Vice-President Large:

"This morning I received a phone call from a representative of the Pennsylvania Railroad. The person calling wished to inform me that as a result of construction work on 87th Street and Damen Avenue, it would be advisable to reroute any of our funeral processions going through this area. They stated that they did not wish to have our funerals inconvenienced or delayed. And I was so overwhelmed with this courtesy I failed to get the name of the person calling.

"I want you to know that this consideration of our problems by an organization as large and complex as is your railroad is most appreciated and I might add almost unbelievable. This is a public relations practice that is on a highly practical level and I am just sorry that the greater Chicago Community is not apprised of your thoughtfulness.

"My personal thanks for your kind thoughtful considerations particularly at a time when your industry is weathering some of its roughest moments."

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