

RAIL BUS
5611 W Lake St
Chicago 44, Ill
Sept 10, 1967

Dear Mr. Weisberg

In January 1963 the Chicago North Shore and Milwaukee (Electric) Railroad was abandoned. On Feb 2, 1963 the late Allen Williams gave to this writer and ~~some~~ a few others data which he had collected for a group of Lake County (Illinois) people which indicated that the abandonment had been based to some extent on perjured testimony. Upon hearing the details of the above perjury plot (alleged) the late Eugene F. Downs compared this with the Teapot Dome scandal. ~~Teapot~~ (Harding)

I understood there is extant a book "The Strange Death of President Harding" by Gator Means.

Soon after the death of Kennedy, Mr. Downs came to the conclusion that

Kennedy had been murdered by and for his own people to mute the various scandals floating around:

1. Billy Sol Estes
2. Bobby Baker
3. Railroadings of Jimmy Hoffa
4. Railroad mergers - monopoly fascism
5. Vietnam. — "Holy War"

In your book, Whitewash, there is reference to the ~~text~~ statement of Dr. Robert N. McClelland; on ~~the~~ page 124 of Mr. Fox's book there is a reference to a statement by Secret Service Agent Clinton Hill about a revolver shot. These statements could explain President Johnson's Comment as per page 384 of Whitewash II.

To anyone who knows anything about industrial management, it should be

rather obvious that at the time of publication of Warren Commission Report, President Johnson was "a prisoner of the palace guard" and that Robert Kennedy through his associates was largely in control of the government, particularly the Justice Department and the Treasury Department.

I am not saying that I agree or disagree with the late Mr. Downs' theory, but it surely fits almost all the data.

Raymond J. Harrod
B.S. in ME

P.S. Re your note of 9/17/67

P.S. #2 Remember Garrison's "truncheon"!

Re Railroad ~~Public~~ Morosity and B.M. Morosity

LABOR 9-24-60

'Suppressed' Report on Railroads Gets Into News Again

A SURVEY of railroad passenger transportation made nearly two years ago for Railway Progress Institute, a trade organization of the rail equipment industry, continues to haunt railroad managements that are trying to get completely out of the passenger business instead of boosting and improving service to the public.

In last week's issue, Newsweek magazine cites anew the report by Richard A. Rice, Jr., of Transportation Facts, a consulting firm. It was tagged "Confidential—Not for Publication" when it was completed, as LABOR has previously reported.

Rich found that "there's money to be made in carrying passengers and it can be done by cutting fares and cleaning off the cobwebs," the Newsweek article points out.

Going on to quote the report, the article stresses: "One can only reach the conclusion that there is a tremendous demand for rail passenger services, a demand that exceeds even the negative forces of aging equipment, booming competition, and pricing policies."

Further, "railroad operating costs are basically cheaper than those of any other form of transportation."

"Why was the report suppressed, and by whom?" the article continues. "It was held up at the behest of some railroads because, as an insider put it: 'Nobody rocks the boat in this industry When the railroad people saw the report, they screamed. Since they're all members of a tight fraternity—equipment makers and the roads alike—the report has been tucked away.'"

R. J. HARROD, B.S., I.W.M.E.
RAIL BUS
5611 W. LAKE ST.
CHICAGO, ILL
60644
FEB. 1967

COPY

5611 West Lake Street
Chicago 44, Illinois

April 5, 1963

Honorable Harold Collier
House of Representatives
Washington, D.C.

Dear Mr. Collier:

I am the party referred to by one of your constituents as being under pressure from the Administration to cease interest in and private personal patriotic investigation of the North Shore situation and its relationship to potential windfall profits to the C&NW Railway out of the Federal Treasury.

I am not asking for your help at this time, but I am suggesting that for your own information and satisfaction that you make a few discreet telephone calls in Washington and in Chicago as to the progress, if any, of the Internal Revenue investigation of this matter. Information I have received from private sources indicates the report will be delayed until after pending transportation legislation has been enacted and that it will not be complete.

There are four separate and distinct facets of the North Shore Case:

1. The tax shelter angle as per the report of the Honorable Jack Bairstow to the Illinois General Assembly in 1961.
2. The "conflict of interest" and/or possible perjury angle per privately financed investigation by certain Lake County people.
3. The windfall profit angle of the situation for Mr. Ben Heineman and the C&NW Railway due to their excess trackage between Chicago and Milwaukee and between Chicago and Des Plaines per 1959 Illinois Legislation for a possible sale and lease-back deal at book value plus paying off the equipment trust on some rather poorly engineered new rolling stock.
4. The very close relationship between the steam railroad industry and General Motors, particularly as it applies to the North Western's suburban and interurban passenger, mail and express business. To General Motors' people and their "secret" agents in the railroad business the North Shore is a horrible example of a railroad that got by for years with a 75% passenger ratio and no long haul freight business. All the "respectable" textbooks on the subject insist it just couldn't be done.

You can see from the above that the pending transit legislation can and probably will become a cover-up for a great deal of rotten engineering, to say the least. The situation is just as bad in regard to urban transit.

I have made a rather casual engineering investigation of the North Shore right-of-way. The line from Chicago to Lake Bluff was built new with 100 lb. rail and crushed rock ballast about 1926. The line from Lake Bluff to Milwaukee was rebuilt to the same standards at that time. A 100 M.P.H. catenary was installed from Chicago to Waukegan before Mr. Insull ran out of money. It is rather obvious that Mr. Insull intended to operate at speeds up to 110 M.P.H.

From the foregoing I think you can see why I am being crucified for the benefit of Mr. Heineman with his 70 M.P.H. General Motors freight locomotives. With the North Shore Railway and a rather nominal amount of cash money, I can make him, General Motors, and the whole railroad industry look pretty stupid, to say the least.

If Congress passes some modification of the Administration's transit bill without looking rather carefully into all the ramifications of the North Shore situation there may be some repercussions, particularly since there are extant very detailed allegations indicating the possibility of perjury and fraud.

Very truly yours,

Raymond J. Harrod
B.S. in M.E.

Enclosure:
1959 Proposal

Harrod

9/7/67

Dear Sir,

Your letter to me c/o Dell Publishing Co has been forwarded to me.
Part of it I have trouble reading. If you desire an answer, would
you please explain?

Thank you,

Sincerely,

Harold Weisberg

My

5611 W Lake St
Chicago 44, Ill
9-7-67

Gentlemen:

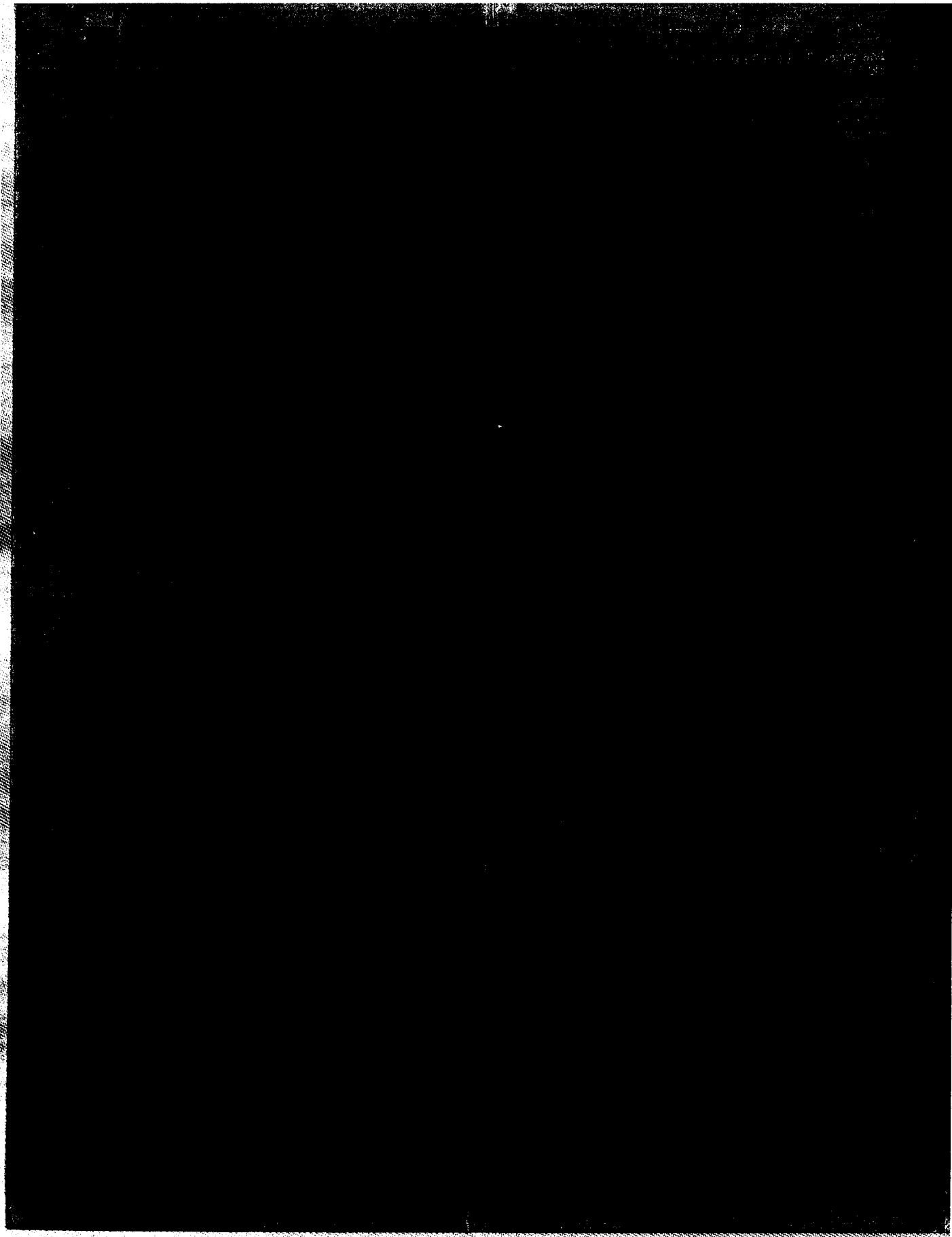
~~To
Dell~~

The late Eugene F. Downs of
La Grange Park, Illinois very early
in the game developed a theory regarding
the death of John F. Kennedy which
fits all the data that has come to
light since. This includes President
Johnson's passive attitude toward the
situation, as per the last page of Harold
Wenbergs Whatevash II, see enclosure.

Sincerely

Raymond J Harold

Enclosure: Photostat of p 384



Rail Boat
5511 W. 126th St
Chicago, Ill

~~Mr Harold Worsley
40 Bell Publishing Co. Inc.
750 Third Avenue
New York, N.Y.
Hattatown
Maryland~~

Please
Forward

