

FALL 1992

# THE TRAIN DISPATCHER



*Cover Story Page 105*

# The TRAIN DISPATCHER

(ISSN 0041 0837)

Vol. 75 FALL NO. 3

Published four times a year as follows: (1) March, (2) June, (3) September, (4) December, at Train Dispatchers Building, 1401 S. Harlem Ave., Berwyn, Illinois 60402 by the American Train Dispatchers Association.

Entered as second-class matter, December 10, 1965, at the post-office at Ottumwa, Iowa under the Act of March 3, 1879. Subscription price, \$5.00 per year for members and \$12.00 per year for non-members.

POSTMASTER: Forms 3579 should be addressed to The Train Dispatcher, 1401 South Harlem Ave., Berwyn, IL 60402.

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445 Elmdale Ave. Ottumwa, Iowa 52501

UNION PRINTING  Ottumwa, Iowa

## MEMBER



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A.F.L./C.I.O. Transportation Trades Department

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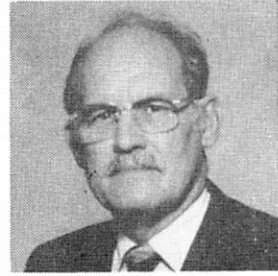
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## THE PRESIDENT'S PAGE

By R. J. Irvin, President



In our last article on this page, tribute was paid to our members on Amtrak, who have not had a pay increase since 1988, and who have one of the lowest pay rates among our membership, while living in a very high cost part of the country. We related their strong vote on self-help, and that their case was going before Presidential Emergency Board No. 222.

P.E.B. 222 did not give us what we hoped for in its recommendations on wages, but we successfully defended the drastic work rule changes that Amtrak was proposing.

We placed a tentative agreement before our Amtrak members for ratification, but it was turned down. Our Amtrak dispute then came under House Joint Resolution 517, and is subject to binding "last best offer" arbitration. That will all be over before this is printed, for which we are thankful. They've waited far too long for a settlement.

-●-

Our Director of Research, George Nixon, retired on July 1, 1992. George has worked hard and faithfully at that job since 1976. Before that he was General Chairman on the Louisville & Nashville, and, even before that, General Chairman on the Chicago & Eastern Illinois. He has been a train dispatcher since the early 1950's.

George is probably better known to our entire membership than any elected officer. He was always available for assistance in drafting claims and correspondence, consultation with the Rail-

road Retirement Board, or Travelers Insurance Company, research and advice on interpreting our agreements, and has a vast knowledge of precedent as established by awards of the National Railroad Adjustment Board. He was a thorough submission writer, who prepared almost all our cases during the past 16 years. We wish George the very best for years to come.

-●-

That is not the only change at National Headquarters. Our Secretary, and manager of our files, Mrs. Chris Campbell, retired August 1, 1992. Chris was well-known to many of our members, having been present to assist us at several of the most recent General Assemblies. She was also the voice that usually answered the telephone when one called National Headquarters. Chris came to work for the ATDA in April, 1979, and has held the same position for all these years. Most of the letters bearing the President's signature were typed by Chris. We also wish Chris very good days in the future.

-●-

With George Nixon's retirement, we have appointed Brother Leslie A. Parmelee as International Representative. He will assume the duties of Director of Research, and other assigned tasks.

Brother Parmelee was our General Chairman on ConRail. Election of his successor is underway as this is written.

It is intended that Brother Parmelee

will eventually be headquartered in Washington, D.C. We have long needed an office in that area. Until office space is available, he will work at National Headquarters or at his home.

-●-

We were saddened to learn of the death of John McCall on July 12, 1992 after a hard fight with cancer. Although John was no longer a member of ATDA, his heart was always with train dispatchers. He had been a very capable General Chairman on the Western Pacific and served as Vice President from 1983 until 1985. He then returned to train dispatching service. Unfortunately, we lost the representation on the WP when it merged with the Union Pacific.

Please refer to the Obituaries section of this issue for more information.

-●-

The Workplace Fairness Bill passed the House of Representatives 247 to 152. Although a small majority of the Senate favored this legislation, labor did not have enough votes to bring the measure to a vote in the Senate, as it required 60 votes to close debate and bring the bill to an immediate vote. It's dead for this session of Congress.

Polls indicate that a majority of the public favors this bill, which would bar permanent replacement of strikers. A majority of the House and Senate also favors the bill, but there are not enough votes to override the President's veto. And, he promised he would veto the bill if it passed the Senate. Unfortunately, a majority is not enough in today's political climate.

Labor will continue to fight for passage of this bill the next time around, and the time after that, if necessary, until it is passed.

-●-

More successful is the "Rail Safety Enforcement and Review Act", which has been passed by the House as this is written. It is expected it will pass the Senate and be signed into law by the President.

Of particular interest to us are provisions addressing the use of radios, and the adequacy and quality of same, and another section addressing the environment in train dispatching offices.

These provisions are in there because the ATDA successfully pushed a legislative effort to get them included.

## LEGAL NOTICES

### Dues 1992

For those who have elected to pay their 1992 dues on a quarterly basis, dues for the fourth quarter become payable on Oct. 1, 1992. Fourth quarter amounts are: Active, \$142.50. Active Extra, \$71.25. Associate membership dues are payable on an annual basis only, the next payment for those already having paid their 1992 dues, being due on Jan. 1, 1992.

System dues in the amount established by the system committee on each road must be added to and accompany the national dues. **FOR THE SAME DUES PAYING PERIOD THE NATIONAL DUES ARE PAID.**

### Notice of Supplemental Tax Rate For July-September 1992 Quarter

The Railroad Retirement Board is required by law to determine the work-hour supplemental railroad retirement tax rate needed to pay supplemental annuities and administrative costs for each calendar year.

The board has determined that for the quarter beginning July 1, 1992, the rate shall be 28 1/2 cents per work-hour.

## RLEA Elects Irvin

CHICAGO — The RLEA on Tuesday elected Ronald McLaughlin as Vice Chairman and Robert Irvin as Secretary-Treasurer of the organization. Mr. McLaughlin, who previously served as Secretary-Treasurer, replaces V.M. "Butch" Speakman, who resigned as Vice Chairman while his nomination to the Railroad Retirement Board is pending.

The RLEA also nominated three rail labor leaders for the labor position on the Amtrak Board of Directors.

Mr. McLaughlin is President of the Brotherhood of Locomotive Engineers, and became Secretary-Treasurer of the RLEA last year. Mr. Speakman is President of the Brotherhood of Railroad Signalmen and continues to serve on the RLEA.

Mr. Irvin has been President of the American Train Dispatchers Association (ATDA) since 1986, and served as Vice President of the ATDA from 1971-86. He also serves as Chairman of the Railway Labor Act Committee of the RLEA.

"We need to strengthen the RLEA and have balance among the crafts," Irvin said. "I'll try to bring that balance to the table, and I want to ensure that the RLEA continues to be a viable representative of the railroad brotherhoods and our mutual interests."

"The RLEA went through a difficult time last year, but we are again a stable organization and operating in an efficient manner," said McLaughlin. "I have enjoyed serving the RLEA as Secretary-Treasurer and look forward to serving the organization in my new position as Vice Chairman."

Edward P. McEntee of the International Brotherhood of Electrical Workers remains as RLEA Chairman.

Nominated for the Amtrak board were Donald Buchanan, Daniel Collins and Mac Fleming.

Mr. Buchanan is Director of Railroad and Shipyard Workers for the Sheet Metal

Workers International Association (SMWIA), a position he has held since 1986. Previously, he served as the International Representative for the SMWIA and as General Chairman for that Union's workers at Amtrak, Illinois Central and Chicago and North Western. He is a member of several RLEA committees.

Mr. Collins served as Assistant General Secretary-Treasurer of the United Transportation Union (UTU) from 1969 until his retirement earlier this year. He was the General Secretary-Treasurer of the Switchman's Union of North America, and he was a member of the Unification Committee that designed the Agreement and Constitution of the UTU.

Mr. Flemming has been President of the Brotherhood of Maintenance of Way Employees since 1990 and is Chairman of the RLEA Legislative Committee. He was previously Secretary-Treasurer of the BMWE and General Chairman for maintenance of way workers at Santa Fe Railroad.

The Northeast Rail Service Act, which established Amtrak, designates the RLEA as the body responsible for nominating the labor representative on the Amtrak board. Labor is presently represented by Charles Luna, a former President of the UTU.

Under the law, RLEA submits three names to the President, who nominates one person. The nomination must be confirmed by the Senate.

The Railway Labor Executives' Association is an association of the chief executives of the standard rail labor organizations representing railroad workers in the United States.



### Status of Disputes Submitted by A.T.D.A. to Third Division National Railroad Adjustment Board

Docket No.	Railroad	Subject of Dispute	Submitted	Status as of 8-10-92
TD-28673	KCS	Overtime (Tucker & Fleming)	3/17/89	Dismissed 7/24/92 Award No. 29311
TD-28898	Southern	Classification - Superintendent Transportation Locomotive	7/7/89	Withdrawn 6/12/92 Award No. 29278
TD-29129	C&O (CSX)	Compensation - Assistant Chief Work (Grand Rapids, MI)	12/20/89	Dismissed 7/24/92 Award No. 29317
TD-29809	Conrail	Grievance - Location of Signal Dept. Trouble Desk	3/12/91	Dismissed 7/24/92 Award No. 29297
TD-28781	W&LE (N&W)	Discipline (Geissman - Brewster)	4/13/89	Argued before Referee Myers 11/16/90
TD-29152	NYC&StL	Transfer of Work (Van Loon & 80th St.)	12/29/89	Argued before Referee Vernon 12/17/90
TD-29184	AMTRAK	Discipline (Akins - Philadelphia)	1/23/90	Argued before Referee Vernon 12/17/90
TD-29183	AMTRAK	Sick Leave (Owings - Philadelphia)	1/23/90	Argued before Referee Vernon 12/17/90
TD-29245	Chessie (CSXT)	Transfer of Work - Middletown Branch	3/8/90	Argued before Referee McCallister 3/15/91
TD-29352	CSXT	Transfer of Work - Power Distribution	5/7/90	Argued before Referee Fletcher 8/26/91
TD-29373	CSXT	Transfer of Work - Input of CDR's Register Slip	5/27/90	Assigned to Referee Fletcher
TD-29414	Conrail	Overtime Vacancies - (Extra Work - Niszcak, Kuczek)	6/20/90	Argued before Referee Fletcher 8/26/91
TD-29555	Conrail	Compensation - Instruction Pay	10/2/90	Argued before Referee Larocco 11/8/92
TD-29562	Conrail	Discipline (J.A. Smolko - Columbus, OH)	10/5/90	Argued before Referee Wesman 3/20/92
TD-29593	CSTX	Extra Work - F.D. Lane	10/31/90	Argued before Referee Larocco 11/8/92
TD-29604	AMTRAK	Discipline - W.W. Prettyman (Philadelphia)	11/19/90	Argued before Referee Wesman 3/20/92
TD-29771	CSXT	Sickness Benefits - (V.W. Outlaw)	2/26/91	Argued before Referee Fletcher 3/27/92
TD-29770	CSXT	Order of Call (J.G. Lachaussee)	2/28/91	Argued before Referee Fletcher 3/27/92

Docket No.	Railroad	Subject of Dispute	Submitted	Status as of 8-10-92
TD-29789	C&NWT	C.D. Beaver - Dismissed (Insubordination - Duties)	3/6/91	Argued before Referee Delauro 5/12/92
TD-29853	BN	Transfer of Work - Issuance of Pick up Message	4/1/91	Argued before Referee Sickles 5/11/92
TD-29845	CSXT	Order of Call - Claim of A.P. Fox	4/8/91	Argued before Referee Sickles 5/11/92
TD-29854	AMTRAK	Discipline (J.M. Glasning - Philadelphia)	4/9/91	Assigned to Referee Wesman
TD-29859	CSXT	Temporary Vacancy - Claim of M.M. Brabham	4/11/91	Argued before Referee Sickles 5/11/92
TD-29910	BN	Rest Day Service - Attending Team Building Workshop	5/10/91	Argued before Referee Mason 5/8/92
TD-30007	CSXT	Order of call (E.R. Thomas)	7/23/91	Assigned to Referee Eischen
TD-30032	TRRA	Discipline (H.R. Montine)	8/16/91	Assigned to Referee Msson
TD-30048	TRRA	Combining of positions - (B.J. Hosp, Et Al)	8/30/91	Assigned to Referee Eischen
TD-30109	CSXT	Travel Expenses - Attending Rules Class (D.G. Barker)	9/16/91	Assigned to Referee Wallin
TD-30160	Conrail	Overtime - (J.C. Drew)	10/25/91	Assigned to Referee Duffy
TD-30201	DM&IR	Transfer of Work - Power Distribution (G.L. Vandervort)	11/19/91	Assigned to Referee Fletcher
TD-30235	DM&IR	Failure to Appoint Chief Dispatcher	12/6/91	Assigned to Referee Fletcher
TD-30231	AMTRAK	Discipline (J.M. Pineiro - Philadelphia)	12/6/91	Assigned to Referee Simon
TD-30394	Conrail	Compensation While Posting (Z.E. Givner)	1/3/92	(a)
TD-30379	C&IM	Abolishment of ACD - Failure to give proper notice (J.H. Dirks)	2/19/92	(a)
TD-30382	C&IM	Abolishment of ACD Positions	2/20/92	(a)
TD-30388	SP (EL)	Pay at less than 100% - (A.W. Moebes)	2/21/92	(a)
TD-30469	Conrail	Overtime Compensation - G.W. Lorek (Harrisburg)	3/13/92	(a)
TD-30569	KCS/L&A	Time and One-Half for off Assignment Work (D.R. Russell)	3/18/92	(a)
TD-30570	SP (EL)	Responsibility for the Movement of Trains (Sabine Br.)	3/19/92	(a)
TD-.....	Conrail	Discipline - Suspension (W.E. Brown, Harrisburg)	3/23/92	(c)
TD-.....	Conrail	Coverage of STO/CTD Position Claim of J.D. Laventure (Selkirck)	5/1/92	(c)
TD-.....	KCS/L&A	Temporary Vacancy - Claims of K.D. Gerald	6/30/92	(c)
TD-.....	Conrail	Compensation - Road Day Service, J.J. Smith	7/1/92	(c)
TD-.....	AMTRAK	Discipline - T.M. Olsen (Phila.) - 9 Days Suspension	7/8/92	(c)
TD-.....	BN	Transfer of Work - Coal Line Ups (Alliance, NE)	8/3/92	(c)

## DO NOT BUY NATIONAL BOYCOTTS SANCTIONED BY THE AFL-CIO

All trade unionists and their families are asked not to patronize products and services of the boycotted firms listed below.

### ACE DRILL CORPORATION

Wire, jobber & letter drills, routers and steel bars  
*United Automobile, Aerospace & Agriculture Implement  
Workers of America International Union.*

### AUSTIN CABLEVISION, INC.

Cable television providers  
*Communication Workers of America.*

### BROWN & SHARPE MFG. CO.

Measuring, cutting and machine tools and pumps.  
*International Association of Machinists & Aerospace  
Workers..*

### BRUCE CHURCH, INC.

Iceberg Lettuce: Red Coach, Friendly.  
Green Valley Farms, Lucky.  
*United Farm Workers of America.*

### CALIFORNIA TABLE GRAPES

Table grapes that do not bear the UFW union label on  
the carton or crate.  
*United Farm Workers of America.*

### DIAMOND WALNUT CO.

Canned and bagged walnuts & walnut pieces  
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### GREYHOUND LINES, INC.

Intercity bus and charter service  
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### HOLLY FARMS

Chickens and processed poultry products  
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Warehousemen & Helpers of America.*

### INTERNATIONAL PAPER CO.

Producer, International and Hammermill bond,  
offset and writing paper and related products  
*United Paperworkers International Union.*

### IRON AGE SHOE CO.

Safety work shoes  
*Transit Workers Union of America.*

### KAWASAKI ROLLING STOCK, U.S.A.

Motorcycles  
*Transport Workers Union of America.*

### LOUISIANA-PACIFIC CORP.

Brand name wood products: L-P Wolmanized,  
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Sidex, Ketchikan, Pabco, Xonolite  
*International Woodworkers of America.*

### MOHAWK LIQUEUR CORP.

Mohawk labeled gin, rum, peppermint schnapps  
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Royal Comfort, Top, Our Advertiser: Little Cigars:  
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Union.*

### ROME CABLE CORPORATION

Cables used in mining and construction industry  
*International Association of Machinists & Aerospace  
Workers..*

### SHELL OIL COMPANY

Subsidiary of Royal Dutch Shell (Parent Company  
of Shell South Africa): Gasoline, petroleum and  
natural gas products  
*AFL-CIO.*

### SILO, INC.

National retailers of electronic equipment and  
appliances  
*International Brotherhood of Teamsters, Chauffeurs,  
Warehousemen, and Helpers of America.*

### SOUTHWIRE CO.

Commercial and industrial wire and cable  
Do-it-yourself brand Homewire  
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Black Hills Gold jewelry  
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### UNITED STATES PLAYING CARD CO.

Brand names: Bee, Bicycle, Tally Ho, Aviator and  
Congress  
*Retail, Wholesale & Department Store Union.*

## RECENT BOARD AWARDS

by L.A. Parmelee - Labor Member

In Award No. 29297, ATDA and Conrail, Referee Duffy was unable to decide the dispute because the Board was "... presented with irreconcilable statement of facts...". The pertinent part of the resulting dismissal award is quoted below:

The Organization contends that the Carrier violated Rule 23(a) of the Agreement when it placed the Signal Department trouble desk and the Assistant Superintendent's desk within the Train Dispatcher's office at the following locations: (1) Selkirk, New York, (2) Dearborn, Michigan, (3) Indianapolis, Indiana, and (4) Harrisburg, Pennsylvania. The Organization filed separate grievances for these four locations, but subsequently withdrew the portion relative to the Assistant Superintendent's desk after reaching an accommodation with the Carrier.

Rule 23(a) reads as follows:

"Train Dispatcher offices shall be maintained as private as possible and located so as to minimize interruption or interference from outside noise."

In 1979, when the parties entered into the current Agreement, there were 24 separate dispatching offices, but over the years, as a result of office closings and consolidations, the number of dispatching offices was reduced to six at various Division Headquarters. At the four locations which are the subject of the instant proceedings, the dispatching offices are located within the Computer Assisted Train Dispatching Facility (hereinafter "CATDF"), which employs an "open office" format.

Within the CATDF, all Dispatchers work in the same common office; the Signal Department Trouble Desk (hereinafter "SDTD") is located in the same office. The Organization states that the SDTD was never located within the Dispatcher's office prior to the establishment of the CATDFs, and contends that such location is not necessary in order for the Carrier to conduct its operations. It contends that this has given too many people access to the Dispatcher's office, and has created noise and interference in violation of Rule 23(a).

The Carrier contends that the SDTD must

be located within the CATDF since it supports the train dispatching mission of operating trains safely and efficiently and must work closely with the Train Dispatchers in emergency situations; it is thus an integral arm of the train dispatching facility.

The Carrier argues that Rule 23(a) does not require the maintenance of private offices for Train Dispatchers and asserts the right of management to determine the method of conducting its operations. It disputes the Organization's contention that locating the SDTD within the CATDF has created excessive noise and interference, and states that the noise level is "extremely minimal" and does not interfere with the work of the Train Dispatchers.

The Board is being asked to resolve this dispute by determining whether the Dispatcher's offices at the four locations are "maintained as private as possible" and "located so as to minimize interruption or interference from outside noise." The Board finds that it has been presented with irreconcilable statements of facts by the parties, and that it has neither the authority nor the competence to resolve factual disputes such as this. Under well-established precedents of the Board, the claim must therefore be dismissed.

Award: Claim Dismissed.

Award No. 29311, ATDA and KCS/L&A, Referee Goldstein, the Board found the claim barred by an excessive time delay in progressing it to the Board. The Carrier argued that laches applied and therefore the claim was barred. Laches is a legal doctrine requiring a moving party "... to do something which one should do, or to seek to enforce a right at a proper time" [Black's Law Dictionary - Sixth Edition].

However, while the Board did not directly hold that the claim was barred by laches, it instead found the language of the Railway Labor Act mandating the "prompt" settlement of disputes controlling and dismissed the claim.

On July 21 and 22, 1985, the claim dates involved in this dispute, both Claimants were working as Train Dispatchers at Shreveport, Louisiana. The Carrier and the Louisiana and Arkansas Railway have a joint train dispatching office at that location. There are separate

Carrier and Louisiana and Arkansas Railway Trick Train Dispatcher positions on each shift, and a joint Chief or Assistant Chief Dispatchers.

On the dates in question, a vacancy arose on the second shift Louisiana and Arkansas Trick Train Dispatcher position. There were no Extra Train Dispatchers available. The regularly assigned second shift Carrier Trick Train Dispatcher was transferred to fill the Louisiana and Arkansas vacancy, and an officer in Carrier's engineering department, was used to fill the resulting second shift Carrier vacancy. The Organization contends that the first shift Carrier Train Dispatcher should have been assigned to work four additional hours, and the third shift Train Dispatcher should have been called to report for duty four hours early.

The record before this Board shows that the claims were denied by Carrier's highest officer on November 11, 1985. Carrier reaffirmed its denial of both claims on November 14, 1985. The last correspondence pertaining to the instant claims is a letter from the Organization to the Carrier dated November 23, 1985, indicating that the matter was being forwarded to the President of the Association "for further handling in accordance with the provisions of the agreement and the Railway Labor Act, as amended." No other correspondence was exchanged between the parties until March 20, 1989, when the Organization filed notice of its intention to file an Ex Parte Submission with the Board in connection with the instant disputes.

At the outset, Carrier invokes the doctrine of laches as a bar to the claims. It contends that a delay of nearly three and one-half years between the final denial by the Carrier and appeal to this Board requires dismissal of these claims. Carrier further argues that it had a right to assume after this long period of time that the Organization had accepted its determination of the issue. The purpose of the Act would be frustrated if disputes could be held in abeyance and raised again at any future time, Carrier stresses.

The Organization advances no explanation for the delay of approximately three and one-half years in progressing these claims to the Board, nor does it argue that extenuating conditions are here present. Instead, it asserts that Carrier's position, based on the defense of laches, must be supported by a showing of prejudicial harm or detriment. Absent such a

showing, the Organization submits that these claims must be sustained on the merits.

This Board has carefully reviewed the numerous precedent Awards cited by the parties. It is clear that the Board has frequently held that even in the absence of contractual or statutory time limits, as here, failure of a party to process a claim within a reasonable period of time generally bars further consideration of the claim. Third Division Awards 8543, 8837, 10544, 13239, 13307, 13644, 25946. While there are several Awards which have reached a contrary conclusion, it is our view that the majority, and the better reasoned decisions, are based on sound policy promoting the expeditious resolution of disputes. The express language in Section 2 of the Railway Labor Act states that one of the general purposes of the Act is "to provide for the prompt ... settlement of all disputes growing out of grievances ..." To permit claims to slumber for an unduly prolonged period of time runs counter to that expressed intent. Accordingly, we find that Claimants are now barred from processing the instant claims before us.

Award: Claim Dismissed.

In yet another dismissal award, No. 29317, ATDA and CSXT, Referee Lieberman found this dispute improperly before the Board. Because disputes arising out of conditions set forth by New York Dock must be resolved through the mechanisms established therein, the Board held that it lacked jurisdiction to decide the issue.

The three claims involved in this matter all deal with Carrier's announced intention of transferring all train dispatcher functions performed in its Lvonla, Michigan office to the centralized office to be located in Jacksonville, Florida. The changes encompassing that move were dealt with in an implementing Agreement entered into on January 8, 1988. It is that Agreement only which is cited by Petitioner as the controlling understanding.

An examination of the January 8, 1988 Agreement reveals that it incorporates specifically the protective conditions set forth in the New York Dock Conditions; moreover, the implementing Agreement itself was entered into pursuant to the rulings of the Interstate Commerce Commission in various Finance Dockets which incorporated the New York Dock conditions. The New York Dock Condi-

tions provide for a specific mechanism for the resolution of disputes, namely Article I, Section 11. As this Board has held in the past (see for example Fourth Division Awards 4219 and 4293) we lack jurisdiction to resolve disputes arising from the New York Dock conditions. Also in point is Award 1 of Special Board of Adjustment No. 1057, involving the same parties. In this dispute the jurisdictional question is even more evident since the sole Agreement relied upon was the Implementing Agreement including New York Dock Conditions. Accordingly, the dispute herein must be dismissed. Award: Claim Dismissed.

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## Extended Unemployment Benefit Legislation

Legislation enacted in July amending the 1991 Emergency Unemployment Compensation Act extends the date by which railroad workers can be eligible for temporary extended unemployment benefits payable by the Railroad Retirement Board.

Under the November 1991 Act, previously amended in February 1992, railroad workers were eligible for 26 weeks of extended benefits regardless of years of service if they exhausted prior benefit rights by certain dates before July 4, 1992. Extended benefits are ordinarily payable by the Board for 26 weeks only to rail employees with 15 years of service, limited to 13 weeks for employees with 10 to 14 years of service, and ordinarily not payable to those with less than 10 years of service.

Under the July legislation, rail workers with less than 15 years of service can be eligible for up to 20 weeks of extended benefits if they exhaust normal rail unemployment insurance benefits before March 6, 1993. However, if the national unemployment rate falls below 7 percent for two consecutive months before March 1993, 10 rather than 20 weeks of temporary extended benefits would be payable to employees

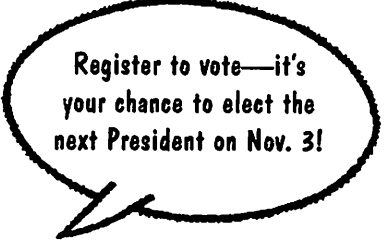
with less than 10 years of service, and extended benefits for employees with 10 to 14 years of service would be limited to the 13 weeks ordinarily payable by the Board. If the unemployment rate falls below 6.8 percent for two consecutive months, 7 weeks of temporary extended benefits would be payable to employees with less than 10 years of service.

Employees receiving temporary extended unemployment benefits in the week before such reduction to either 10 or 7 weeks would remain eligible for the number of weeks provided prior to the effective date of the reduction. However, the temporary extended benefits provided by the July legislation are not payable after June 19, 1993.

For claimants with less than 10 years of service, the total of all extended temporary benefits payable cannot exceed 50 percent of the claimant's creditable base year earnings.

The July legislation does not add weeks of temporary extended benefits to those previously provided by the earlier emergency unemployment compensation legislation. Individuals who have exhausted temporary extended benefits under previous law would have to again be eligible for regular rail unemployment insurance benefits, and exhaust such benefits, before receiving further temporary extended benefits payable by the Board under the July legislation.

The Railroad Retirement Board will be notifying claimants of their eligibility. However, any unemployed rail workers with questions concerning eligibility can contact the nearest field office of the Board.



Register to vote—it's  
your chance to elect the  
next President on Nov. 3!

## RRB NOTES

### Railroad Unemployment and Sickness Benefits

by R.L. Rafferty, Secretary-Treasurer

Higher benefits are now payable to unemployed and sick railroad workers under the Railroad Unemployment Insurance Act. Administered by the U.S. Railroad Retirement Board, this Act provides two kinds of cash benefits for qualified railroaders: unemployment benefits for those who become unemployed but are able to work and available for work, and sickness benefits for those who are unable to work because of sickness or injury. Sickness benefits are also payable to female rail workers when they are not able to work because of pregnancy and childbirth.

The following questions and answers describe these benefits, their eligibility requirements and how to claim them.

#### **1. How much is the increase in railroad unemployment and sickness benefits?**

The maximum daily benefit rate increases to \$33 from \$31 in the benefit year beginning July 1, 1992, with maximum benefits for biweekly claims rising to \$330 from \$310. The increase results from indexing to national wage levels. The higher benefit rate applies both to claimants receiving normal benefits in the new benefit year, as well as to claimants currently receiving extended benefits from the previous benefit year. However, sickness benefits resulting from other than on-the-job injuries are subject to withholding of certain retirement taxes.

#### **2. What are the service and earnings requirements for railroad unemployment and sickness benefits in the benefit year beginning July 1, 1992?**

To qualify for normal railroad unemployment or sickness benefits, an em-

ployee must have had railroad earnings of at least \$1,912.50 in calendar year 1991, not counting more than \$765 for any month. Those who were not employed in the rail industry before 1991 must also have worked in at least five months of 1991 (not necessarily full-time in each month).

Under certain conditions, employees who do not qualify on the basis of their 1991 earnings may still be able to receive benefits after June 30, 1992.

#### **3. How long are these benefits payable?**

Normal unemployment or sickness benefits are each payable for up to 26 weeks in a benefit year. The total amount of each kind of benefit which may be paid in the new benefit year cannot exceed the employee's railroad earnings in calendar year 1991, counting earnings up to \$988 per month.

If normal benefits are exhausted, extended benefits are generally payable for 13 consecutive weeks to employees with 10-14 years of railroad service, and for 26 consecutive weeks to employees with 15 or more years of service. However, under the 1991 Emergency Unemployment Compensation Act providing extended State unemployment benefits, regardless of years of service, have been receiving up to 26 weeks of temporary extended unemployment benefits payable by the Board if they exhaust previous benefit rights by certain dates.

#### **4. What is the waiting period for unemployment and sickness benefits?**

No benefits are payable for the first claims for normal unemployment and sickness in each benefit year. This generally results in a two-week waiting period, but no waiting period is required for extended benefits. Because each new benefit year requires a waiting period, even those claimants who have been receiving normal benefits continuously since the previous benefit year, or those who are new claimants and served a waiting period as recently as June 1992, must serve a new waiting period. And,

even though no benefits are payable for the waiting period, all claimants are required to file claims for their days of unemployment or sickness to satisfy the waiting period, or they may lose benefits for claims after the waiting period.

Because of the waiting period requirement, claimants who became unemployed or sick in the period June 18 through June 30, 1992, may wish to contact a Board field office to determine the most advantageous time to begin their claims.

**5. Does a claimant have to be unemployed or sick for a full two weeks in order to meet the waiting period requirement?**

Not necessarily. Benefits are normally paid for the number of days of sickness or unemployment over four in 14-day registration periods. If a claimant files a valid claim for five days of unemployment or five days of sickness in a 14-day period, the claimant meets the waiting period requirement for the year. Any subsequent 14-day period could then be payable for all days over four. Initial sickness claims must also include at least four consecutive days of sickness.

**6. Are there special waiting period requirements if unemployment is due to a strike?**

If claimants are unemployed because of a strike, benefits are not payable for days of unemployment during the first 14 days of the strike, regardless of whether or not they already served a general benefit year waiting period earlier in the benefit year. If a strike is in violation of the Railway Labor Act, unemployment benefits are not payable to employees participating in the strike. However, employees not among those participating in such an illegal strike but who are unemployed on account of the strike, may receive benefits after the first two weeks of the strike.

While a benefit year waiting period cannot count as a strike waiting period, the 14-day strike waiting period may

count as the benefit year waiting period if workers subsequently become unemployed for reasons other than a strike later in the benefit year.

**7. Can employees in train-and-engine service receive unemployment benefits for days when they are standing by or laying over between scheduled runs?**

No, not if they are standing by or laying over between regular assigned trips or they missed a turn in pool service.

**8. Can extra-board employees receive unemployment benefits between jobs?**

Yes, but only if the miles and/or hours they actually worked were less than normal full-time work in their class of service.

**9. How does a person claim unemployment benefits?**

In order to receive unemployment benefits, claimants must obtain an application Form UI-1 (ES-1) from their labor organization, employer or local Railroad Retirement Board office. The completed application should be mailed to the local Board field office as soon as possible after a person becomes unemployed. The application must be received by the Board not later than 30 days after the first day for which the person wishes to claim benefits. Benefits may be lost if the application is filed late.

The Board office reviews the completed application and notifies the claimant's railroad employer. The employer has the opportunity to provide information about the benefit application. After the Board office receives the application, biweekly claim forms are mailed to the claimant as long as he or she remains unemployed and eligible for benefits.

Only one application need be filed during a benefit year even if a claimant becomes unemployed more than once. In that case, he or she must promptly request a new claim form from a local Board office.

### **10. How does a person claim sickness benefits?**

An "Application for Sickness Benefits" and an attached "Statement of Sickness" (Forms SI-1a and SI-1b) can be obtained from railroad labor organizations, railroad employers or any Board office. An application and a doctor's statement of sickness are required at the beginning of each period of continuing sickness for which benefits are claimed.

New forms for claiming sickness benefits were issued in 1992 and the Board suggests that employees obtain an application form to keep on hand for use in claiming sickness benefits, and that family members know where the form is kept and how to use it.

If an employee becomes unable to work because of sickness or injury, the employee should complete the application and take or send it to his or her doctor for completion of the attached statement of sickness. The forms should not be detached. If the employee is too sick to complete the application, someone else may do so. In such cases, a family member should also get Form SI-10, "Statement of Authority to Act for Employee," and include it with the application. Form SI-10 can be obtained from any Board field office.

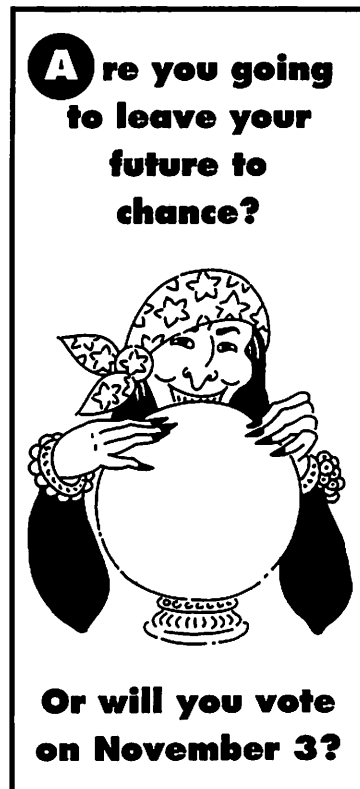
After completion, the forms should be mailed to the Board office whose address appears on the return envelope by the seventh day of the illness or injury for which benefits are claimed. Biweekly claim forms are mailed to the claimant after the Board receives the application and statement of sickness and determines eligibility.

### **11. How long does it take to receive payments?**

Because the Railroad Unemployment Insurance Act requires a waiting period and prepayment verification of all claims, a claimant's first benefit check for unemployment or sickness will not normally be received until at least the sixth week after he or she becomes sick or unem-

ployed. The noncompensable waiting period generally covers the first two weeks of unemployment or sickness. Also, when a claim for the second two-week period is filed, notice of the claim must be provided to the claimant's employer just as for the first claim and all subsequent claims. The employer has seven calendar days to receive notice of the claim, review pertinent records and provide information to the Board which may be relevant to the proper payments of the claim. At the end of the seven-day period, if no reply is received, the claim is processed for payment and the Treasury Department will issue a check the second business day following the Board's approval of the payment.

For subsequent claims, 15 to 20 days are normally required for payment because of the time for employer notification, mailing and processing.



## RRB Medicare Part B Contract

The Railroad Retirement Board has awarded the contract to process Medicare Part B claims for retired and disabled railroad employees to Travelers Insurance Company. The new contract will be effective October 1, 1992.

### 1. Why did the Railroad Retirement Board decide to competitively select its national Part B carrier?

The Medicare Part B program administered by the RRB provides benefit payments of more than \$700 million a year, with administrative costs to the Board's insurance carrier of more than \$22 million in fiscal year 1992. The Travelers Insurance Co. has served as the Board's nationwide Part B carrier for 26 years, but the contract was never subject to competitive bidding. This arrangement has been criticized by the Office of Management and Budget in the Executive Office of the President, as well as by the RRB's Inspector General, and questioned by members of the Appropriations Committees in both houses of Congress.

An OMB report following a comprehensive management review of RRB operations stated, "The government would receive both tangible and intangible benefits by selecting the RRB carrier using a competitive bid process. Introducing competition to the process should assist in improving the carrier's performance and reducing overall costs."

### 2. What types of charges does Medicare Part B cover?

Medicare is a basic government health insurance program for people 65 and older and certain disabled people younger than 65. Medicare Part A, or hospital insurance, is financed through payroll taxes and covers medical costs associated with hospitalization and related care.

Medicare Part B, or medical insurance, is financed by premiums paid by enrolled individuals, and pays for doctors' services and other medical costs not covered by the U.S. Health Care

Financing Administration. The RRB has responsibility for handling the Part B portion for about 850,000 beneficiaries.

### 3. How many bids or proposals were received?

About 70 companies requested copies of the formal Request for Proposal (RFP), while 23 entities were represented at a pre-proposal conference. Three companies subsequently submitted formal bids. The RRB staff determined that all three proposals were in a competitive range that justified additional written and oral discussions with the bidders.

### 4. What was the schedule of the bidding process?

A majority of the Board approved publication of its intent to solicit bids for this contract in December 1991. A notice was subsequently published in the Wall Street Journal and the Commerce Business Daily. The RRB staff developed the RFP, outlining Basic program requirements bidders would have to meet, which was released in February 1992. Initial proposals were due by March 23, 1992.

The initial bids were evaluated over the next month by RRB staff. After additional discussions with all three bidders, "best and final" offers were received on May 27, 1992. Following a detailed review of these final bids, a recommendation was made to award the contract to Travelers. This recommendation was approved by RRB Chairman Glen L. Bowser on June 30, 1992. (The RFP contained a target decision date of July 1, 1992.)

### 5. How were the proposals evaluated?

These initial and final bids were reviewed on a technical basis by staff in the RRB's Bureau of Disability and Medicare Operations. Procurement staff in the RRB's Bureau of Supply and Service reviewed them on the basis of cost.

The three basic areas which comprised the technical review were Medicare experience, implementation ability and program management considerations. In scoring the final proposals, the

relative weight of technical factors to cost was 80:20. Travelers received the highest score from the review team.

**6. Why wasn't cost given more weight in the scoring process?**

The cost factor, comprising 20 percent of the final score, represented estimated costs which the carrier would charge to the government to administer the program. Travelers estimated administrative costs to average slightly less than \$21 million a year. However, administrative expenses represent a relatively small percentage of the more than \$700 million in claims paid each year.

One of the elements in the technical review was claims processing accuracy. Travelers proposed to maintain an accuracy rate of 98.9 percent, which is above the standard of 98.5 percent contained in federal guidelines. This 0.4 percent difference in accuracy, when applied to the total amount of submitted claims, can represent \$8 million a year in erroneous payments. Therefore, effective program management can also result in reduced costs.

**7. How did the government benefit by utilizing a bidding process?**

The competitive selection allowed the RRB to provide expanded service to beneficiaries at a reduced cost. Per-claim processing costs will decline by about 22 percent over a five-year period (from \$1.77 in fiscal year 1992 to \$1.38 in fiscal year 1997). The contract called for in the RFP is for one year, with renewal options for up to five years. Estimated annual administrative costs for the carrier will decline by approximately \$1.5 million from the 1992 level.

At the same time, Travelers will devote more resources to identifying Medicare fraud and maintain an extremely high claims processing accuracy rate. The number of facilities that Travelers will maintain to handle walk-in inquiries and problems for RRB beneficiaries is also being greatly expanded to 33 sites in 20 different states.

Finally, the competitive bidding pro-

cess eliminated a provision for termination costs in the current RRB Medicare contract that was disadvantageous to the government. The provision called for payment of termination cost if the current contract was not renewed. It was estimated such costs would be \$6-7 million.

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## Reduction In Rail Traffic

WASHINGTON—June's two-day rail strike brought about a large reduction in rail traffic for the week ended June 27, the Association of American Railroads (AAR) reported .

Railroads originated 261,226 carloads of freight for the week, down 17.7 percent from the corresponding week of 1991. Intermodal volume, which is not included in carloads, was off 21.6 percent, totaling 98,925 containers and trailers. Ton-miles were estimated at 15.8 billion, down 18.1 percent.

"The sustained growth in 1992 rail traffic over last year's volume was substantially undermined by last week's strike," said Dr. Harvey A. Levine, vice president of the AAR's economics and finance department.

"Inactivity during June 24 and 25 slashed carload volume for the week ending June 27 by 24.4 percent from the previous week," he added. "By and large, the effect of the strike was evenly disbursed among commodities and intermodal traffic, as well as across railroads."

For the first 26 weeks of 1992, cumulative carloadings totaled 8,351,081, up 1.7 percent from 1991. Intermodal volume was up 7.6 percent, totaling 3,206,719 containers and trailers. Ton-miles for the period were estimated at 525.7 billion, up 3.9 percent from 1991.

Railroads reporting to the AAR account for 94 percent of carloadings and 97 percent of intermodal.

## Court Decision Kills Chemical Exposure Limits

by *Brendan Cooney*  
PAI Staff Writer

WASHINGTON (PAI) — Labor leaders were dismayed by the decision of a U.S. Appeals Court to wipe out federal workplace exposure limits for 428 hazardous chemicals.

The AFL-CIO had filed suit against the Occupational Safety and Health Administration, arguing that the agency's 1989 limits on chemicals were not stringent enough. But the three-judge panel of the 11th Circuit Court of Appeals in Atlanta ruled that the process OSHA used to set the standards was "so flawed" that it could not let any of them stand.

"We wanted them to improve the shortfalls in specific areas rather than throw out the whole standard," said Colleen O'Neill, an AFL-CIO spokeswoman. "By vacating the standard, we've returned to the limits of 1971, which are obviously too high, with workers being put at unnecessary risk."

Several industry groups, including the American Petroleum Institute and the American Iron and Steel Institute, also had filed suit against OSHA, claiming the levels were too tight and were economically damaging. The court said it could not judge the credence of the arguments of labor or industry, because OSHA was virtually devoid of reasons for setting those individual standards."

The 1989 regulations covered some 21 million workers and set limits on 428 hazardous substances, from carbon monoxide and chloroform to wood and grain dust. The new standards lowered the exposure levels for 212 chemicals, set limits for 164 previously unregulated substances, and kept old limits on 52 others.

OSHA in 1989 applied a general standard in order to cover all 428 chemicals, instead of giving substance-by-substance reasoning as it had in 1971. But the court said OSHA failed to ex-

plain why exposure to some chemicals was dangerous and why limits on carbon tetrachloride and vinyl bromide, for example, were set at levels that the agency acknowledged were still hazardous. The court left open the possibility of reconstituting the broad standard, but said the 1971 OSHA act would have to be amended by Congress.

"The court took those few standards that would have had any impact and trashed them," said Franklin Mirer, health and safety director for the Auto Workers.

The ruling also appeared to scotch a recent follow-on proposal to expand workplace protections against 600 toxic chemicals in the construction, maritime and agriculture industries.

The AFL-CIO also argued that the four-year deadline for industry to comply, until Dec. 31, 1992, was too loose. The court said OSHA had failed to explain the deadline, since each industry is affected differently.

The court stayed its order to give the Labor Dept. a chance to appeal. The department said it is still reviewing the decision.

The Clothing and Textile Workers castigated the Bush Administration for keeping OSHA from revealing in 1989 that the dry-cleaning industry could easily afford a stricter limit on perchloroethylene (perc), a solvent widely used in the industry. The court used the lack of explanation in the 1989 perc limit as an example of the vagueness that forced them to strike down the entire set of standards.

"OSHA's politically-inspired failure to explain the facts about the economics of the dry-cleaning industry has left over 100,000 workers at serious risk of dying from cancer," said Jack Sheinkman, the union's president.

The AFL-CIO said the decision redoubles the need for the OSHA reform legislation in Congress that would force OSHA to revise its standard every three years. As it is now, O'Neill said, "Twenty-one years later we're back to the 1971 levels."

## **New Benefit Year and Unemployment-Sickness Benefit Rate Increase**

A new benefit year under the Railroad Unemployment Insurance Act began July 1, 1992, in which the maximum daily benefit rate for railroad unemployment and sickness benefits increase from \$31 to \$33 and maximum benefits for bi-weekly claims increased from \$310 to \$330. The increase results from indexing to national wage levels. The new benefit rate applies both to claimants currently receiving extended benefits from the previous benefit year.

Claimants should be aware that no benefits are payable for the first claims for normal unemployment and sickness benefits in each benefit year, which generally results in a two-week waiting period. Because each new benefit year requires a waiting period, *even those claimants who have been receiving normal benefits continuously since the previous benefit year, or those who are new claimants and served a waiting period as recently as June 1992, must serve a new waiting period.*

Claimants should also be aware that even though no benefits are payable for the waiting period, they are still required to file claims for their days of unemployment or sickness during the waiting period, or they may lose benefits for claims after the waiting period. Because of the waiting period requirement, claimants who became unemployed or sick in the period June 18 through June 30, 1992, may wish to contact a Board field office to determine the most advantageous time to begin their claims.

To qualify for normal railroad unemployment or sickness benefits, an employee must have had railroad earnings of at least \$1,912.50 in calendar year 1991, not counting earnings of more than \$765 for any month. Those who were not employed in the rail industry before 1991 must also have worked in at least five months of 1991.

Under certain conditions, employees who do not qualify on the basis of their 1991 earnings may still be able to receive benefits after June 30, 1992. Employees who received normal benefits in the benefit year ending June 30, 1992, may be eligible for extended benefits. Ten-year employees might also qualify for accelerated benefits if they have rail earnings of at least \$1,962.50 in 1992, not counting earnings of more than \$785 a month.

After the waiting period is served, normal unemployment or sickness benefits are each payable for up to 26 weeks in a benefit year. The total amount of each kind of benefit which may be paid in the new benefit year cannot exceed the employee's railroad earnings, counting earnings up to \$988 per month in calendar year 1991.

If normal benefits are exhausted, extended benefits are generally payable for 13 consecutive weeks to employees with 10-14 years of railroad service, and for 26 consecutive weeks to employees with 15 or more years of service. However, under the 1991 Emergency Unemployment Compensation Act providing extended State unemployment benefits, railroad workers, regardless of years of service, have been eligible under certain conditions for up to 26 weeks of temporary extended unemployment benefits payable by the Board if they exhaust previous benefit rights by certain dates.

Application forms for unemployment and sickness benefits can be obtained from railroad employers, railroad labor organizations or any Board office. Railroaders with questions about unemployment or sickness benefits should contact the nearest office of the Railroad Retirement Board. Most Board offices are open to the public Monday through Friday.

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- A college graduate is a person who had a chance to get an education.

## **A Dozen Important Questions To Candidates for Congress** —*On Behalf of American Workers and Their Unions*

Until now, candidates for the United States Congress, both incumbents and challengers, have said little, except in the most general terms, about the serious concerns of millions of American workers and their trade unions. The following questions are intended to clarify their positions by requiring explicit answers:

1. President Franklin Roosevelt publicly declared during his campaign for reelection: "If I were a worker, the first thing I would do would be to join a union."

*Are you willing to make such a public declaration?*

2. Private industry, despite substantial tax breaks and other inducements, has failed to provide employment for millions of Americans who desperately need jobs. As of this July, there were nearly 10 million unemployed, 6.5 million who could get only part-time jobs and 1.1 million too discouraged to look for work.

*Would you favor the kind of massive government-sponsored jobs programs the New Deal instituted during the Depression of the 1930s? If not, what else do you propose besides giving business additional tax favors and other incentives?*

3. Some 37 million Americans have no medical insurance and many millions more have only limited coverage. For all working families, the rising cost of health insurance has become a worrisome problem.

*Do you favor the Canadian system, which is based on universal coverage, financed by taxes, with the government as sole payer for services? Or do you support the present system in which pri-*

*ate insurance companies play a major role? Or any other plan to control costs while providing quality health care?*

4. Since 1970, when the Occupational Safety and Health Act was passed, an average 40 workers have been killed on the job every day—one every 36 minutes. And every 13 seconds, a worker has been disabled. So understaffed and underfunded is OSHA, it can now inspect the nation's 5 million workplaces on the average of only once every 84 years so that employers feel virtually free to violate the law in two decades, the Justice Department has prosecuted only 14 people for workplace safety violations and only one person has been given a jail sentence—45 days—in the death of two construction workers.

*What legislative reforms would you propose to protect the lives of workers at their jobs?*

5. In the 1980s, an assortment of tax "reforms" enabled the rich and super-rich to become spectacularly richer. And while the nation's working people suffered a loss of 8-10 percent in real wages during the decade, the top 20 percent of U.S. families increased their share of the nation's total household income from 46.1 percent to 52.5 percent.

*What is your reaction to the widening gap between rich and poor? Do you think a tax increase on the wealthy is justified? If not, how do you propose to eliminate budget deficits or refrain from slashing essential social services?*

6. Although the National Labor Relations Act (1935) guarantees workers the right to join a union, thousands of workers are fired each year for trying to exercise that right, and many thousands more get the message that it is risky to join a union. Professional union-busters are hired by many companies to intimidate their employees, frequently using unfair, illegal practices.

The labor-management playing field is clearly tilted in favor of employers opposed to unions.

*Would you support measures to level the playing field? What are you prepared to say and do to protect the legal right of workers to join a union? What is your position on a company's hiring permanent replacements when its employees go out on strike?*

7. U.S. giant corporations have shifted their operations at an accelerated pace to countries around the world, where they can get the cheapest labor, tax-free privileges, protection against unions and strikes, and other advantages. Hundreds of thousands of American jobs have been "exported" with the encouragement of our government. Under the Maquiladora program, U.S. corporations have invested about \$2 billion in their cross-the-border operations with Mexico in the past decade.

*Do you favor a curb on the corporate practice of relocating factories overseas? What is your position on the "fast-track" trade agreement with Mexico? What steps would you propose to revive once-flourishing U.S. industries that produced radios, TV sets, shoes, glassware, calculators, cameras, apparel and other goods that are now manufactured elsewhere?*

8. In the 1990s, at least half of the labor force will be female and an estimated 30 million infants and children will be in need of child-care services. Yet there is a woeful lack of adequate and affordable child-care centers for the average working family. And unlike countries less wealthy than ours, the U.S. gives no assistance to working parents who decide to raise a family.

*What would you do about these problems that trouble working families? What is your position on unpaid or paid parental leave? Maternity benefits?*

9. During the 1980s, some 2,000 corporations raided their employee pension

funds to the tune of \$21 billion by claiming that the funds had enough remaining assets to cover its pension obligations. As a result of these raids and other corporate actions, an expanding number of workers with 20 or more years of service to employers will receive reduced private pensions and half of all workers will have no pensions at all. All of this immoral behavior is permitted under the 1974 Employee Retirement Income Security Act (ERISA).

*Would you advocate any changes in ERISA? What would you do to protect the pension rights of workers?*

10. There is a critical shortage of adequate and affordable housing for low and middle income families, including the growing number of homeless. At the same time, there are tens of thousands of unemployed construction workers who are ready and capable of overcoming that shortage—if the capital is provided. Private builders are not interested in low-cost housing unless it is heavily subsidized by the government. So the housing crisis continues and will become more acute.

*What solutions do you propose for the housing crisis? How can the government utilize the huge reservoir of skilled, but idle construction workers?*

11. The U.S. will have difficulty in competing in the world market unless its young people entering the labor force acquire the necessary skills, particularly in the new technologies. Yet, there is strong evidence that private industry prefers to downgrade, rather than upgrade, its labor force in its short-sighted drive for quick profits. Many job-training programs fail for a variety of reasons, especially if there is no guarantee of a job at the conclusion of the training.

*What role would you recommend for the federal government to improve and expand job training? What proposals can you offer to give young people greater incentives to acquire occupational skills?*

12. In many industrialized countries, particularly in Japan, there is a tripartite partnership of government, industry and labor in operation that strives for an economy in the national interest and that is also mutually beneficial to the participants. Not so in the United States. Here, employers have generally been aggressively hostile to unions, and the unions, defensively, have responded in kind. During the Reagan years, the government frequently sided with employers against unions, as in the 1981 air traffic controllers strike. Surely, the confrontational condition that exists in the U.S. hurts our economy, both here and abroad.

*Are you in favor of establishing a government-labor-industry partnership based on mutual respect and equal consideration of the three parties? What steps would you take to change the climate of confrontation to one of cooperation?*



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## Signal Boxes, Signaller and All That

by *W.L. Gwyer*

As the prodgeny of Welsh born grandparents I read with some interest the recent article in the "Train Dispatcher" concerning the Quintishill accident in the UK during the First World War. The writer did a splendid job of explaining the cause of the disaster and also hints at the difference in traffic control methods between British "Railways" and American "Railroads" which are indeed deeper than many of you may have realized. As we all know, in the U.S., Canada and Mexico the supervision and direction of rail traffic is the jurisdiction of the train dispatcher but in the British Isles, on the Continent and for that matter a large part of the world beyond such responsibilities rest in the hands of signallers and stationmasters-operators and agents in U.S. parlance. Train dispatchers, as such, are unknown.

Eschewing ABS the British developed their system of signal boxes and manual block to a fine art that served them well even into the present day, herding trains by the grand fleet. And I do mean fleet. The sheer volume of traffic was to Americans, simply astounding. David P. Morgan, long time editor of "Trains" and whose father was born in the Midlands was awe struck when he first visited Britain in the still steam middle 50's. He made the observation that only the principal expresses were held to any pin point scrutiny by the regional control centres — there were just too many trains to keep track of. The control centres themselves were a relatively recent development in British railway history having come about as a result of the congestion during WWI. But regional controllers are not train dispatchers and their duties are more analogous to an assistant chief. Routine traffic management decisions were left to the signallers.

In its basic form British signaling on multiple track consisted of a series of signal boxes (interlockings) connected by bells and a block instrument which resembled an inverted ship's telegraph, the purpose of which was to convey block information from one signal box to the next. In Morse days some were also tied together with a common telegraph circuit but this was rather rare. In the telephone era all shared a common phone line. The bell, however, was the main means of communication and a number of codes were employed which varied from company to company. As an example, one bell meant "attention"; two bells "train entering section"; two bells, pause, one bell "train leaving section", etc. In addition the block instrument communicated the condition of the block i.e. "line clear", "train on line" or "line blocked". The routine went something like this: signal box A rings signal box B with 1 bell, "Attention"; B answers with 1 bell (all bell codes were acknowledged by repetition); signal box A then rings 4 bells "is line clear for (in this case) an express train?" (different codes represented different classes of trains); signal box B examines his train register (block sheet or station record over here) and assuming the block was clear acknowledges with 4 bells and sets his block instrument to line clear thus causing signal box A's instrument to also read "line clear". The latter then "pulls off" (clears) the signal. When the train passes, after recording the time on the register, rings 2 bells "train entering section". Signal box B now sets his block instrument to "train on line". Once it passes his signal box he records the time, rings 2 bells, pause, 1 bell "train out of section" and restores the block instrument to its normal position: "line blocked".

Single track, which accounted for far less route miles than in the U.S., was handled the same way with the additional precaution of a staff or token system to prevent conflicting movements within the block. In the former, a staff

was physically issued to the locomotive driver (engineer) which permitted exclusive occupancy of the block. Following movements were authorized by a written ticket issued to the first train while the last carried the staff. Both were given up to the signalman when the train left the section. The token or tablet method was based on the same principal except it used electrically interlocked token dispensers located in the signal boxes at each end of the section. Once a token was withdrawn at one end the dispenser was locked at the other end until the token was inserted when the train left the block. A number of tokens (or tablets) were employed to permit following movements but in most cases an absolute block was maintained. There was also a third means employed on single track and this was the "one engine in steam" rule which meant exactly that. Only one train was permitted on the line at a time. Obviously such operation was confined to lightly used branches which, at least in the pre-Beeching era, were common all over the British Isles. In any case it is important to realize that all three of the above systems functioned without the need for any centralized intervention and the conduct of traffic rested with the signalmen.

In the modern age, which roughly began with the end of steam in the late 60's and the "rationalization" of BR, new signaling schemes along with electrification and dieselization were introduced. ABS and TCS replaced many a signal box and a number were consolidated into larger "power boxes" which employed several signalmen per shift encompassing a much larger territory using the latest in traffic control technology. In addition in the last few years some experimentation has been conducted with a form of radio dispatching similar to DTC. Never-the-less traditional manual block still survives in the UK and Ireland.

In a recent visit to Wales this writer was given the "grand tour" by BR and had the opportunity to spend a morning

in the large signal box at Cardiff General. Three signalmen and a supervisor were on duty operating a relatively new NX machine that controlled about 40 miles of mainline trackage plus the station itself. These chaps were busy and I like Morgan before me, was amazed at the traffic volume. I watched a veritable parade of Intercitys, DMU locals, parcels trains, locomotive hauled expresses, coal, tank and container trains roll thru the station. The signal inspector (a transplanted Yorkshireman) told me at least 400 trains a day pass through Cardiff. I only wished I could have been there when it was all steam! It is interesting to note that all permanent way work is carried on at night or on weekends; there is none of this "uh dispatcher, I need 8 hours to rebuild the bridge at MP 60" nonsense. Time precluded my visiting a more traditional signal box but I was assured that on my next trip the Signal Inspector and I would take a driving tour of the Welsh valleys and I would have a chance to see traditional British "train working" first hand.

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## Cover Story

Emigrants from all over the world poured into the west following the completion of the first trans-continental railroad. Several nationalities are no doubt included in this picture on the Central Pacific, that later became the Southern Pacific, at Hill City, Nevada, in the early 1880's. The emigrants traveled on a special low fare, and the emigrant cars were attached to mixed trains of freight and passenger cars.



## THE DOCTOR'S SAY

### How's Your Cholesterol IQ?

by Phillip L. Polakoff, M.D.

Director, Western Institute for  
Occupational/Environmental Sciences

Cholesterol—what it is, where it comes from, what effect it has on health—continues to be a subject of great interest to patients.

Here are some answers to questions doctors are often asked. The information comes from the American Lipid Information Bureau.

#### Q. What is cholesterol?

A. Cholesterol is a fatty substance produced by the liver, which is combined with other lipids and proteins in a particle called a lipoprotein. Cholesterol circulates in the serum, the watery fraction of the blood. It is the only one of the fats, or lipids, in the blood.

#### Q. Where does cholesterol come from?

A. Approximately 60 to 80 percent of cholesterol is manufactured by the body, primarily in the liver. The remainder comes from diet.

Normally, the liver regulates cholesterol levels by making new cholesterol when levels fall, and eliminating excess cholesterol when levels are too high. However, dietary fat and cholesterol are linked and a diet rich in saturated fat shuts down the liver's ability to eliminate excess and causes cholesterol levels to rise.

#### Q. What is the significance of an elevated cholesterol level?

A. Elevated total cholesterol poses an increased risk for coronary heart disease. If a high cholesterol level is coupled with one or more other cardiovascular risk factors, the risk for developing heart disease is even greater. These risk factors include high blood pressure, ciga-

rette smoking, family history of heart disease, diabetes, vascular disease, high triglycerides (another blood fat), obesity, or being male.

#### Q. What is a desirable cholesterol level?

A. According to the National Cholesterol Education Program, total cholesterol levels below 200 mg/dl (milligrams per deciliter) are considered desirable. Levels of 200 to 239 are considered borderline high, and levels above 240 are deemed to be high.

#### Q. Is knowing my total cholesterol level good enough?

A. Not necessarily. Studies such as the Framingham Heart Study show a significant incidence of heart disease among patients who have "desirable" and "borderline" cholesterol. Many of these patients have too little of the "good" cholesterol (HDL) or too much "bad" cholesterol (LDL) and triglycerides. Such studies suggest that it is therefore important to test the HDL, LDL and triglycerides—in addition to total cholesterol—to more accurately assess risk of heart disease.

#### Q. How often should I have my cholesterol checked?

A. The National Cholesterol Education Program guidelines advise the following:

- testing every five years for people who screen in the desirable range (under 200).
- referral to a physician within one year for those with borderline high levels between 200 and 239, but with no reported coronary disease history or less than two other risk factors.

- referral to a physician within two months for those with borderline levels and a history of coronary artery disease or two risk factors; LDL cholesterol should be calculated from a measurement of total cholesterol, HDL and fasting triglycerides.

- complete lipid analysis for those with levels at or above 240.

Q. If my physician says my lipid profile is abnormal, what steps should I take to improve my health?

A. Your physician probably will recommend appropriate dietary modification, stress and weight reduction, exercise, and smoking cessation. If these prove ineffective, lipid-regulating medication may be prescribed.

If you have any questions, or suggestions for future articles, write to me at WIOES, 1181 Solano Ave., Albany, CA 94706.

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## North American Free Trade Negotiations

### *A Shortcut Around OSHA*

Matamoros, Mexico is the home of the "Mallory children" - 40 mentally-retarded, physically-deformed teenagers. They are the sons and daughters of women who worked at the U.S.-owned Mallory Capacitor Co. in Matamoros during the 1970s.

According to Doraelia Lerma, a former Mallory employee, workers in the plant were often overcome by fumes while washing capacitor components in a chemical bath. Some people believe the chemicals were solvents; others claim they were PCBs. Lerma became pregnant while working for Mallory. Now she is a full-time caretaker for her daughter, Maria, who is retarded and at the age of 18 still doesn't speak.

Mallory has shut its doors, but little has improved for tens of thousands of Mexican workers still employed by U.S.-owned plants across the border. Poor health and safety conditions are rampant.

Consider the case of Julio Cesar. In October 1990, the Ford Motor Company hired the 16-year-old boy to work at their Audiroidro plant in Juarez. On his

fifth day-working in an isolated area and without supervision-Julio was killed while operating a glass crushing machine. According to Elizabeth Macias, Julio's mother, her son had been given no safety training and no protective gear. For Julio's life, Ford gave his mother \$650 in insurance and \$2,650 in indemnity pay.

When U.S. companies cut costs in Mexico by failing to establish proper health and safety standards, workers lose on both sides of the border. Mexican workers suffer the immediate consequences, but American workers are also threatened-either through lost jobs as companies move to Mexico to take advantage of lax conditions, or as U.S. plants adopt lower standards in order to stay "competitive."

Despite the evidence of substandard health and safety practices at U.S.-owned Mexican facilities, the Bush Administration is negotiating a North American Free Trade Agreement to encourage more such plants. The AFL-CIO is urging that enforceable occupational health and safety standards be included in any trade agreement with Mexico. But the Administration has refused, saying that these matters can be taken care of at some later date.

### **GM, Mexico & the Jobs Trade**

**FACT:** The real wages of American workers are in decline, down more than 15 percent over the last 20 years. Some have attributed this drop to the erosion of America's manufacturing base, the loss of well-paid manufacturing jobs, and a shift to a low-wage service economy.

**FACT:** In December 1991, the General Motors Corp. announced that it would lay off 74,000 American workers and close 21 U.S. plants over the next five years.

**FACT:** In January 1992, Delco Electronics Corp., a GM subsidiary, an-

nounced that it would open two new maquiladora plants in the Mexican border city of Reynosa. They will employ up to 3,000 workers.

**FACT:** In 1974, GM began building three plants in Juarez, Mexico. By 1975, the Mexican plants employed 7,000 workers. By 1991, GM had 30 Mexican plants, and was at that time Mexico's largest private employer, with 56,000 workers.

**FACT:** Delco's U.S. plants in Kokomo, Milwaukee, and Flint now employ a total of 10,158 hourly workers. With the announced expansion, Delco's Mexican maquiladoras in Reynosa and Matamoros will employ up to 10,806 workers.

**FACT:** President Bush is pushing for a free trade agreement with Mexico which would encourage more such U.S.-owned Mexican plants.

**FACT:** In 1990, the hourly wages of a Mexican manufacturing worker only averaged \$1.80. For workers in U.S.-owned maquiladora plants along the border, the average was significantly lower at \$1.25 an hour — or \$2,600 for 40 hours a week, 52 weeks a year.

**FACT:** Geo Metro, GM's least expensive new car, has a base sticker price of \$7,284. If the North American Free Trade Agreement goes forward, as proposed, not many workers—American or Mexican—will be able to afford to buy a new car.

A 15-foot-tall puppet of labor legend Mother Jones and a 10-foot-tall puppet of RAC financier and U.S. fugitive Marc Rich were featured on television and on newspaper front pages across Europe, telling the story of how 1,700 USWA members in Ravenswood, W. VA were locked out of their plant on Oct. 31, 1990 while scabs were used in as "permanent replacements."

"We were able to reach a much wider audience because the puppets provided a striking visual way of communicating," said Uehlein, special projects coordinator for the AFL-CIO Industrial Union Dept. Uehlein played Marc Rich while a student from Antioch College, where the puppets were created, played Mother Jones, a hero of labor struggles early in the century. The Mother Jones puppet and another of Pittston CEO Paul Douglas were used to good effect in the UMWA's successful strike against that coal company.

That's what the Great Labor Arts Exchange is all about: building solidarity and telling labor's side of the story through the arts in all their many expressions. The 14th national GLAE, which has spawned many regional exchanges in recent years, drew nearly a hundred participants from a score of different unions.

For three days in June—amateur and professional musicians, songwriters, artists, poets, dramatists, cartoonists, and film and radio producers swapped their art and their experience in using it in the cause of labor. Participants wrote a labor rap song, learned how to produce skits to fit the occasion, and learned how the New York Labor Chorus was organized. A song contest about this year's presidential election drew 16 contestants.

The GLAE is a project of the Labor Heritage Foundation, 815 16th St. NW, Room 301, Washington, DC. 2006.

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## Giant Puppets Marched in Vanguard

by Calvin G. Zon  
PAI Staff Writer

SILVER SPRINGS, MD (PAI) — Two giant puppets played a key role in the recent victory Ravenswood Aluminum Corp. (RAC) Steelworkers after a bitter 19 month lockout which became a pivotal labor struggle against union busting.

## THE A.T.D.A. NATIONAL WOMEN'S ORGANIZATION

RUTH PORTER, Chairperson  
14826 South Whipple  
Posen, IL 60469

NANCY SKEANS, Co-Chairperson  
4361 Rocky Garden LN North  
Jacksonville, FL 32257-8629

LYNDA BAILEY, Reporter  
4212 S. 375th Pl.  
Auburn, WA 98001

I look forward to summer with such anticipation, but, by August, Autumn becomes my favorite season. Not just because of my birthday, (WHEN I choose to celebrate it, which is usually by-decade or so), but mostly because I have an INORDINATE amount of wiggly, dirt-filled, chatty little people that infect my home in the summer and then - miraculously - leave like lemmings in the fall. They do find their way home in the evenings, but their energy level is controllable. This might express my sentiments better:

### BACK TO SCHOOL AT LAST!

Kids (finally) out of the house and the head.

Quilts on the stove, stew on the bed.  
At other homes, the opposite is true,  
But at the Bailey house, we make do;  
we make do.

Last March I received my first (and so far only) written response to this column from Janet McCall who lives with her husband Larry in Orange Park, Florida. Janet addressed her letter to my buddy Cathy Rafferty because the printer had inadvertently used an old letterhead on a previous column which listed Cathy as reporter. Cathy forwarded the letter with a sweet apology which was not necessary. Janet's letter commented on the column about Sue Myers and the Dispatcher's Spouse Club they organized:

"Our Jacksonville-Orange Park group have a special bond that has made the transition to the Florida office a very pleasurable experience. With our husband's working different shifts and a lot of us leaving grown children and grandchildren behind with the move, our support for each other has kept us going.

I would like to suggest Nancy Skeans as a future sister to be featured. Nancy

doesn't hold an office in our group, by her own choice, but she's right there for us all.

Nancy does any number of things from flower arranging, decorative sweatshirts, cooking, baking (used to make wedding cakes) to doing secretarial jobs for her husband Vern, who is the JAX ATDA Union Rep. and everything is done to perfection. Nancy is also our comedy zone, (Roseanne Barr, look out), loves to send funny surprises and practical jokes through the mail. She's a real star in our group and we'd love to pay her tribute.

Thanks for the article and considering Nancy for in the future."

I have mentioned Nancy before in this column because she is also a great friend of mine. In fact, I think Janet and I could agree that Nancy is one of the few people who would be a great friend to anybody who is fortunate enough to meet her. Love you, Nancy; I STILL have your towels.

Now for some fun. I called NANCY and did not tell her she was to be featured in this column, and asked her about JANET McCALL. Nancy told me that Janet and her husband Larry, who is the assistant chief on the Chicago Division, moved to Orange Park from Medina, Ohio, which is a small town outside of Akron. They have two grown sons and a granddaughter named HENNA. Janet is a beautiful seamstress and makes all of her own clothes. She and Larry have lived in Orange Park for four years and LOVE it, and to show the kind of SPIRIT this woman has, tomorrow, she and Nancy and some of the other spouses are going tubing down the ICHETUCKNEE RIVER (Vern looked up the spelling, thanks VERN) AND JANET CAN'T SWIM! LARRY is a wonderful artist, he does beautiful

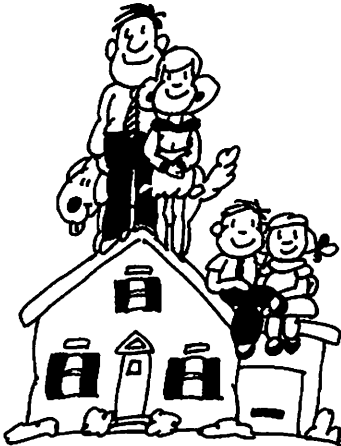
calligraphy, and has designed several safety slogans for CSX.

Thank you, Janet, for your contribution to this column. If anyone else would like to feature someone, please write to me. Here are the ingredients, in order, to the GREENBLOCK SALAD: lettuce, carrot, crouton, tomato, spinach, celery, mayonnaise, turkey, chive, and cucumber.

Now I'm hungry so I guess it's time to close and go make supper, and for once I know what to fix! GREENBLOCK SALAD and QUILT STEW!

**V**ote for candidates  
who understand *real*  
family values: good jobs  
for working families,  
affordable child care,  
family and medical leave,  
strong education policies,  
and universal health care.

.....



## Unions, Outdated?

by Richard J. Perry

Just as you can almost always count on running out of gas when you're as far as possible from a gas station, you can rely on the nation's newspapers and TV around Labor Day to carry pieces about how unions have "outlived their usefulness."

Have they? Let's ask some questions, and then decide.

- Would employers provide their workers with health insurance if unions weren't there to insist on it? Even if they did provide some kind of insurance, would it be as good as what the unions have won?

- Without unions serving as the watchdog they are, would the government enforce the Occupational Safety and Health Act?

- Without the protections offered workers by union contracts, would a lot of employees end up losing their jobs because they wouldn't allow themselves to be abused?

- Would employees of huge corporations get the respect, dignity and security they have if they didn't have a union backing them up?

- Without unions there to make sure the law is enforced, wouldn't a lot of employers try to cheat workers by paying less than the federal minimum wage, or refusing to pay overtime?

- Without a union to turn to for help, wouldn't a lot of women be subjected to sexual harassment — and be afraid to speak out for fear of being fired?

No, unions have not outlived their usefulness. They are needed today as much as ever. Until government truly watches out for the American people, until business takes the view that civilized behavior toward employees and consumers is more important than the bottom line, there will be a need for unions — for the ability of workers to unite and speak as one. Count on it.

## TWENTY-FIVE YEARS AGO

In the Fall 1967 issue of THE TRAIN DISPATCHER we find; Pictures taken at the Twentieth General Assembly held at the LaSalle Hotel in Chicago. There were 117 delegates, nine officers and two past presidents in attendance. . . A notice of dissolution of the Widows & Orphans Benefit Fund as of January 1, 1968. . . The Truth in Lending Law passes the Senate, according to the September issue, over the strenuous opposition of lenders. . . "Your Washington Reporter" questions whether "big brother" government will become a way of life in the major industries of the United States? It was asked because of the drastic action by Congress in imposing "mediation with finality" on the railroad shopcrafts in their wage dispute with the carriers The reporter, R.E. Porter also, mentions legislation for benefit increases under Railroad Retirement is pending before the House Interstate Commerce Committee, and is expected to move swiftly after congressional action on Social Security increases. . . A greeting from three of the original members of the A.T.D.A. is reproduced in the September issue. The writers are Clifton L. Darling, Honorary and Past President, Riley W. Beal and Ross E. Gore. . .

And from the Snickers page; As two small boys stared at an abstract painting in a modern art exhibit, one whispered to the other, "Let's get out of here before they say we did it."

## FIFTY YEARS AGO

In the Fall 1942 issue of THE TRAIN DISPATCHER we find that; Membership card No. 1 for 1943 goes to Bro. A.J. Lebourveau, Chief Dispatcher at Dunsmuir, CA, who was first to pay his next year's dues. . . Increased business because of the war effort has resulted in

a set of dispatchers being added at the MP's Coffeyville, KS, office. . . Labor Day finds American workers engaged in making ships, planes, tanks and other equipment designed to bring victory in World War II. . . President Darling says railroads are making new peak records in traffic which often results, he charges, in train dispatching manpower being dissipated through overwork. . . B&M Bro. John E. Hunt died of a heart attack while working third trick at Greenfield, MA. Another dispatcher claims the story released to the press failed to mention that his death was caused by overwork on an undermanned assignment. . . A minimum wage of 40 cents per hour has been established on the nation's railroads. .

The S.P. has authorized the employment of women telegraphers during the present manpower shortage. Several dispatcher's wives have gone back to work as operators. . . Washington correspondent Ruben Levin reports railroads have help-wanted signs out for the first time in 20 years. . . Sample of 1942 humor; Old lady (to little boy smoking), "You'd better stop doing that or you'll never be President of the United States.". "Never will anyway, " replied the little boy, "I'm a Republican."

**DO THE  
RIGHT THING**



**VOTE '92**

## HONOR MEMBERS

### 25-Year Honor Members

In recognition of their 25 years of continuous service in the A.T.D.A., the following persons have been awarded the special 25 - year membership Honor Emblem.

### July 1992

John J. Clark, Jr.	SCL
Robert C. Behling	NJT
Arthur D. Cravens	Conrail
Joe H. Fuller	Clinchfield
Eddy M. Ellis	AT&SF
Cecil J. Johnston	Conrail
Grady C. McLain	CSX
Robert H. Miller	BN
Robert M. Miller	CSX
Robert O'Connor	Path
Harry Parks	BN
Byron G. Rainwater	SP-W
Ellsworth J. Smith, Jr.	GTW

### August 1992

Hugh C. Daugherty	Chessie
Michael E. Enright	Metro North
Daniel C. Hoenig	BN
Stanley R. Johnson	Soo Line
William C. Lang	Chessie
Charles L. Lantz	CSX
Larry G. McCall	CSX
Benjamin R. Nelson	GTW
Ernest N., Olson	BN
Larry E. Shirley, Jr.	Southern
Andrew Yehoda	Conrail

## NEW MEMBERS

### April 1992

S.D. Cobb	BN
D.S. Mondey	BN
D.E. Garvey	BN
S.B. Deckard	WAB

### May 1992

G.P. Sharp	SP-W
B.E. Gogan	KCS-L&A
K.J. Fenlon	BN
G.R. Barrett	B&AR
R.K. Luna	Kiamichi
J.J. Rooks	St. L&SF
A.M. Lamb	NYC&STL
R.J. Hohenzny	C&NWT
D.W. Ellington	BN
S.R. Waters	Southern

### June 1992

H.W. Carter, Jr.	Amtrak
R.E. Abbey	BN
J.H. Akers	Conrail
W.A. Jones	Conrail
R.T. Eggleston	SP-W
B.J. Wade	SP-E
R.L. Megowen	Amtrak
K.J. Meeker	SP-W
J.W. Lewellen	SP-E
A.J. St. Amant	B&AR
F.L. Norman	SP-E
S.F. Relien	BN

### July 1992

B.E. Jackson	BN
W.W. Biddle	SP-E
G.M. Mayse	Conrail
C.M. Dunn, Jr.	SP-W
G.R. Cedillo	SP-E
J.A. Rourke, Jr.	SP-E
H.S. Valderaz	SP-E
M.F. Jones	Conrail
H.C. Hirter	BN
M.W. Underwood	FTW&D
G.P. Zunker	BN

• The longer you keep your temper the more it will improve.

• Most people's hindsight is 20/20.

• It's smart to pick your friends but not to pieces.

## RETIREMENTS OF MEMBERS



### G.J. Nixon

Retired on June 30, 1992: George J. Nixon, Jr. of the Berwyn, IL, office, A.T.D.A. He had a railroad career of 47 years including 22 years as a train dispatcher, and 20 years spent as Director of Research for the A.T.D.A. He was employed before that time in the Danville, IL, office of CSX C&EI and L&N, now CSX.

Bro. Nixon was born in Watseka, IL, on Aug. 4, 1929. He began his railroad career on May 28, 1945, as a student operator. George was promoted to train dispatcher on July 21, 1950. On May 1, 1972, he was appointed A.T.D.A. Director of Research. Bro. Nixon was personally acquainted with eight of the A.T.D.A. Presidents, working under five of them.

He had been a continuous member of the A.T.D.A. since Jan. 14, 1953, and was awarded the 25-year membership Honor Emblem on Jan. 14, 1978.

Retirement plans are to spend time with a Ham radio, travel and take it easy. His address is 2021 S. Wolf Rd. Apt. 203, Hillside, IL 60662.



### R.E. Hodson

SP-E



Retired on May 31, 1992: Richard E. Hodson of the Houston, TX, office, Southern Pacific Railroad, after 42 years of railroading including 23 years as a train dispatcher.

Bro. Hodson was born in Crystal Lake, IA, on May 31, 1932. He began his railroad career in August 1950 as a depot agent for the Rock Island Railroad in Iowa. He was promoted to train dispatcher for the Illinois Central in Chicago, IL, in 1969. He retired working for the Southern Pacific in Houston, TX.

He has been a continuous member of the A.T.D.A. since May 7, 1979.

Retirement plans are to do woodworking and travel and fish and spend "lots of time with Family." His address is 4414 Spiral Creek, San Antonio, TX 78238.

**A.P. Fox** CSX

Retired on disability January 14, 1991: Allen P. Fox of the Jacksonville, FL, office, CSX Railroad, after 24 years of railroading including 22 years as a train dispatcher.

Bro. Fox was born in Cullman, AL, on July 22, 1937. He began his railroad career as a operator in 1957, and was promoted to train dispatcher in 1959.

He first joined the the A.T.D.A. in 1966 and again in 1978 and the last time in 1988.

Retirement plans are to "live each day to the glory of God". His address is 1071 Co. Rd. 609, Hanesville, AL 35077

**H.M. Matheny** SP-W

Retired on June 1, 1992: Harry M. Mathney of the Roseville, CA, office, Southern Pacific-West after 44 years of railroading including 36 years as a train dispatcher.

Bro. Matheny was born on March 18, 1929, in Alleghaney, VA. He began his railroad career on Nov. 15, 1947, as a telegrapher. Harry was promoted to train dispatcher on Dec. 6, 1955.

He first joined the A.T.D.A. on March 1, 1956 and again in 1963.

Retirement plans are to golf, travel and just "sit". His address is 1700 Tanglewood Lane, Roseville, CA 95661.

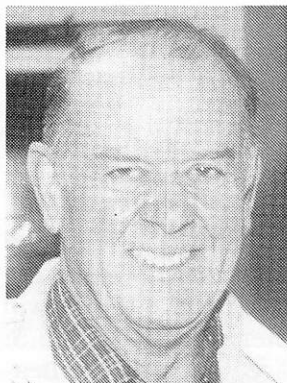
**H.R. Bier** P&LE

Retired on May 25, 1992: Harry R. Bier of the Pittsburgh, PA, office, P&LE Railroad, after 43 years of railroading including five years as a train dispatcher.

Bro. Bier was born on March 2, 1930, in Pittsburgh, PA. He began his railroad career in July 1949 as a telegraph operator and was promoted to train dispatcher in 1987.

He has been a continuous member of the A.T.D.A. since February 1, 1989.

Retirement plans are to hunt, fish and do some traveling. His address is 142 Chadborne Ct., Zelenople, PA 16063.

**C.M. Smith****CSX**

Retired on July 31, 1992: Charles M. Smith of the Jacksonville, FL, office, CSX Railroad, after 43 years of railroading including 27 years as a train dispatcher.

Bro. Smith was born in Waycross, GA, on December 11, 1929. He began his railroad career as a telegrapher in October 1948, and was promoted to train dispatcher in 1965.

He has been a continuous member of the A.T.D.A. since August 8, 1966, and was awarded the 25-year membership Honor Emblem on August 1, 1991.

Retirement plans are to "serve Jesus" through his church, enjoy traveling, play golf and a possibility of going to Russia for a year to help teach witnessing. His address is 9718 N. Peabody Drive, Jacksonville, FL 32221.

**A.C. Dressler****SOO**

Retired on Dec. 1, 1991: Albert C. Dressler of the Terre Haute, IN, office, SOO Line railroad, after 43 years of railroading including 35 years as a train dispatcher.

Bro. Dressler was born in Menomonie, WI, on Dec. 15, 1929. He began his railroad career on Oct. 13, 1948, as a telegraph operator, and was promoted to train dispatcher on March 26, 1956. He served in the Air Force from Aug. 24, 1950, to July 31, 1954. He is happy that he "lasted long enough to retire" and appreciates all the friends he made through the years.

He has been a continuous member of the A.T.D.A. since July 1, 1957, and was awarded the 25-year membership Honor Emblem on July 1, 1982.

Retirement plans are to visit family and friends, do some spot shooting, play euchre and horse racing. His address is 4487 E. Old Maple Ave., Terre Haute, IN 47803.



**GO DIRECTLY  
TO THE POLLS.**

**VOTE NOVEMBER 3!**



## Promises, Promises . . .

*North American Free Trade Negotiations*

**January 3, 1992.** *Remarks in support of the North American Free Trade Agreement (NAFTA) by Mexican President Salinas are entered into the Congressional Record: "Let me repeat, Mexico will not accept polluting industries nor will it permit non-compliance with my country's labor laws."*

**January 29, 1992.** *President Salinas meets with representatives of the Maquiladora Association of Matamoros. The maquila owners express concern about on-going labor negotiations, including a series of strikes which have won large pay increases for workers at nine of the U.S.-owned companies.*

**January 31, 1992.** *Agapito Gonzalez Cavasos, head of the 32,500 member Union of Day Laborers—the union which called the strikes—is arrested by the Salinas government. Ailing and 75, he is taken to Mexico City under armed guard.*

As demonstrated by the events above, there is every reason to believe that the Mexican government is more concerned with wooing U.S. corporate investments, ratifying NAFTA, and acquiring U.S. manufacturing jobs than with protecting the interests of its own citizens.

That Gonzalez was arrested on two- or three-year old tax evasion charges does not obscure the fact that his only real "crime" was that he had been successful in using Mexico's labor laws to benefit his members. Indeed, when Gonzalez was finally arraigned some two weeks after his arrest, the judge dismissed the case. But later that same day, the government suddenly discovered additional charges, allowing it to "legally" keep Gonzalez in custody.

U.S. employers have inadvertently confirmed the political nature of this arrest. In the *Brownsville Herald*, members of the Maquiladora Association bragged that they would now "get more favorable terms" from maquila workers. One U.S. businessman told the newspa-

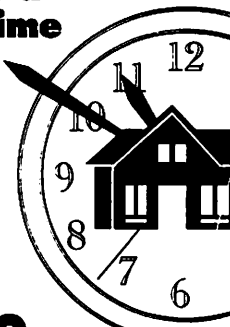
per that the Mexican government had "flexed its muscles and shown that the union has been getting in the way of growth." Labor leaders should remember, he threatened, that "there are always skeletons in the closet."

Trade and trade agreements are only useful if they serve to improve the lives of each nations' citizens. There is little disagreement over the fact that the implementation of the NAFTA will cause the loss of U.S. jobs. We believe that it will also serve to further weaken the U.S. manufacturing base, causing immeasurable pain and suffering to American workers. Unless there is a drastic change in current labor practices, Mexican workers will also see few, if any, benefits.

The AFL-CIO will fight to defeat any agreement which fails to protect both U.S. and Mexican workers, including punitive measures for worker rights violations, enforceable worker-safety and environmental standards, and protections for workers in import-sensitive industries. Promises from President Salinas and U.S. business owners are not enough—no matter how often they are repeated.

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# AMERICA OUTDOORS



## Fishing Report

Al Lindner



### Fishing for River Run Smallmouth

by Al Lindner

Pickwick Lake stretches 40 miles from Wilson Dam in Florence, Alabama, to Pickwick Dam just across the Tennessee state line. It's a river-run reservoir with barges and ships heading to ports worldwide, navigational markers provide guidance.

Pickwick is typical of large river run reservoirs. Vast open water and abundant structure - stump rows, brush, logs, rock rows, drop-offs, humps, creeks, and sandbars - mean many giant smallmouths that have never seen a lure.

In river-run reservoirs like Pickwick, bass don't live in current, but use slack-water areas as ambush points where they can dart in and out of current to feed. Slack areas don't have to be large. A stump or rock that breaks the normal flow of current is large enough to hold a big bass. And don't overlook pockets off the main channel that lie close to deeper water.

In strong current, fish 1/2-ounce jigs to maintain contact with the bait. Flow can vary daily, so be ready to change lure size. If you begin with a 1/4-ounce leadhead or grub and find that as current increases you've lost contact with your bait, switch to a heavier leadhead.

In current, I prefer to point the nose of my boat downstream while casting at a 90-degree angle from the boat. Let the boat, line, and lure move downstream at the same speed. The technique isn't difficult if you match line size and lure weight. Once you reach slack water, position your boat so you can angle casts to the best spots, keeping in mind that fish hold on the down current side of structure.



In fall and spring, jigheads with bulky grubs and fly-and-rind combos work best. Colors are a matter of preference, but I suggest a smoke, black and chartreuse, or brown-orange grub; and a black, brown, purple, white, or chartreuse fly.

Once you learn where, when, and how to fish river-run reservoirs, every cast has the potential to produce a giant. Smallmouth roam more at night, making them easier to locate, and September through November are prime months. Night fishing requires scouting before dark, especially if you're new to the lake. Select an area you feel could produce fish, and stay with it until you learn more about the lake.

Short-arm single-spin spinnerbaits from 1/4 ounce to 1/2 ounce are top producers at night. Fish the bait yo-yo fashion, keeping it off the bottom, but bump stumps and structure.

To yo-yo, let the bait settle to the

bottom; then raise and lower your rod tip while retrieving slowly and steadily. The spinnerbait goes up and down like a yo-yo. Maintain contact with the lure. In current, you'll get as many strikes on the upward swing of the blade as you will on the fall. To make the bait appear more natural, cast upstream or at an angle to current.

In early fall, add a Carolina-rigged worm to your arsenal, a 3/8 to 1/2 ounce bullet sinker held 3 feet from the worm with a barrel swivel and bead. Rig the worm weedless with a 3/0 or larger hook. As the weight is pulled across the bottom, the worm swims above. Brown, black, red, and purple are productive colors.

During September and October, try topwater baits for some of the finest fishing anywhere. Key places to try are the mouths of creeks or over gravel bars ... and hang on ... these areas can produce big, big fish.

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## Backyard Birds The Year Around

If you'd love to see wild birds outside your windows the year around, all you need to do is set up a bird feeding station. Getting started feeding wild birds in the backyard is easy to do, relatively inexpensive and rewarding.

First, you need a bird feeder or two. There are many kinds available. Finches, chickadees and titmice use hanging feeders, often made of plastic tubes to hold seeds. Cardinals, grosbeaks, blue jays, juncos and doves prefer a more stationary feeder with larger perching space. Woodpeckers and nuthatches eat beef

suet from feeders attached to tree trunks.

The best location for all bird feeders is near some kind of natural cover, such as a tree or shrub, into which the birds can escape should a winged or four-footed predator attack. Ideally, the feeder should also be close enough to the window for maximum viewing and enjoyment. Birds will adapt to wherever the feeder is placed, even a few inches from a window, as long as it is close to some natural cover.

Then you need bird food. The most popular bird food among those kinds of birds that are most sought is sunflower seed. Buy sunflower seed either in the shell (black oil sunflower is best) or hulled or cracked sunflower seeds out of the shell. Sunflower seed can be placed in most tube and tray feeders.

Finches - American goldfinches, purple finches, house finches, pine siskins and redpolls - are partial to the tiny black niger (thistle) seed, which requires a special tube feeder with tiny portholes; ground inhabiting birds - doves, sparrows and juncos - like the wild bird seed mixtures; woodpeckers - downy, hairy, red-bellied and red-headed - will eat the white beef suet available from meat departments of supermarkets.

To maintain busy feeders, they should be filled daily, though the birds will survive nicely at other feeders in the neighborhood or in the wild should your feeders become empty while you are away.

For more information, visit your lawn and garden center or nature center.

George Harrison is the author of *The Backyard Bird Watcher*, Fireside Books, 1989. For autographed copies send \$12.75 to Harrison Productions, Inc., Box H, Hubertus, WI 53033.



## Quilters Protest Chinese Reproductions

Remember the famous slogan of the *Ladies' Home Journal*, "Never underestimate the power of a woman?" In this case it's women quilters.

The Smithsonian Institution in Washington, D.C. has quilters up in arms because original Americana quilts are being reproduced in China and offered for sale in U.S. catalogs.

The Smithsonian earns extra revenues by licensing the right to reproduce some of its collections. In July 1991 the Smithsonian signed a three-year contract with American Pacific, which employs 20,000 workers, giving them access and the Smithsonian name for the development and marketing of quilts. Four quilts were selected and American Pacific began making the reproductions

in China, using American textiles for the applique, with Chinese-made backing and batting. The pieces were cut and sewn together by machine, then quilted by hand.

Quilters have no problem with the reproduction process but feel the work should not be sent offshore. "That's why there aren't any jobs here," said Viola Canady, a noted Washington quilter. "If it must be reproduced, it should be done right here in America." Each quilt takes over 50 hours of labor by three or four workers.

For over 200 years quilters have met to create and stitch American quilts, some with historical, religious or political themes woven in. The quilts have garnered enough recognition to be on display at the National Museum of American History. One of them, made in 1830 by Susan Strong of Frederick, Maryland, bears the design of the Great Seal of the United States. This is one of the quilts being made in China.

One local quilting instructor felt the reproductions were poorly constructed. She reported that the tag which indicates country of origin was inconspicuously placed in a side seam and could easily be snipped off. Others, reported *The Washington Post*, stated that this has in fact been done and the quilts were sold as family heirlooms.

Senator Albert Gore, Jr. (TN), who displays an Americana quilt in his office in support of the newly acclaimed National Quilting Day which takes place the third Saturday in March, said that "quilting is not a lost art. It is alive and well in our own country, in the hands of our own craftspeople."

Several quilting groups banded together on the first National Quilting Day in front of the American History Museum protesting these treasures being reproduced in China. They are also asking Congress to take steps to discourage the creation of jobs in China which has a record of human rights abuses and trade infractions.

## Railroad Recollections

by Roy C. Long

Hinton News Dec. 5, 1989

### A Hot Time In The Old Town:

Since the beginning of passenger transportation by U.S. railroads, passenger departments have operated special trains offering reduced fares to various events. Over the years, the Chesapeake and Ohio Railway Company provided the public with excursion trains to events such as high school football games; Cincinnati Reds and Washington Senators baseball games; Billy Sunday revival meetings and when Barnum and Bailey Circus was in town. One of the more recent trains provided on a regular basis each year by the C.&O. was the cherry blossom excursion to Washington, D.C., while the trees are in full bloom.

Usually it was a fun time riding an excursion train. There would be group singing, dancing in the aisle and social drinking that sometimes got out of hand by some passengers that couldn't handle liquor. Sometimes, on extended excursion trips, a group of men would get up a friendly game of poker.

Sunday, July 26, 1903 the C.&O. operated an excursion from Clifton Forge, VA, to Lynchburg, VA. One of the passengers became involved in a disagreement with two brothers, William and Otto Green of Balcony Falls, VA, one of which pulled a revolver and shot the passenger at Abert, Bedford County, Virginia. In researching for this article, three different names were given for the injured passenger. Hinton Daily News reported his name Rubleson, Roanoke Times Edward Hite, and Roanoke Evening News Harry Rudisille, the son of Botetourt County Deputy Sheriff Rudisille.

William and Otto Green were arrested in Lynchburg and incarcerated in the jail at Bedford City. The injured passenger whom we believe to be Edward Hite of Clifton Forge was taken to the C.&O. Hospital in that city in serious condition.

A few days following the shooting it was decided by law enforcement officers that a positive identification may be needed for a conviction. It was no secret what was planned and the two prisoners were brought to the hospital at Clifton Forge for that purpose but Mr. Hite's condition was so low he was unable to make an identification and the prisoners were placed in jail to await the outcome.

The date was Thursday, July 30, 1903 and the people of Clifton Forge had become greatly excited due to the seriousness of Ed Hite's condition and the perpetrators of the crime in their fair city. Groups of men were observed on street corners talking in hushed tones and it was feared a mob was about to form for the purpose of lynching the prisoners.

Alleghany County Sheriff, fearing for the lives of his prisoners and a desire to uphold his sworn duty, decided to take the two to Covington, VA on Express Train No. 1 that night and incarcerate them in that city for the prisoners safety.

The engineer of No. 1 was James Park of Hinton, W. VA, and the conductor was Jack Hall of Huntington, W. VA. When the sheriff and guards arrived at the depot with the two prisoners, conductor Hall feared there would be trouble and gave a sigh of relief when the train departure time arrived and there was no sign of a disturbance. What was not known was the fact that a leader, thought to be a brother of Edward Hite, had made plans to secure the prisoners by force. His followers, estimated to be 200 men, were lurking in the darkness a short distance west of the depot waiting for No. 1 to arrive.

No. 1 left Clifton Forge passenger depot and was gaining speed when engineer Park observed lights being waved on the track ahead and brought the train to a stop in the midst of a large group of men. Conductor Hall, seeing the mob, knew immediately what was happening and hurried through the train securing the doors and ordering the passengers to

lay flat on the floor. Engineer Hall was unaware of the prisoners on the train and had no idea what was going on. He started down from the engine to see what the trouble was when some of the men with drawn guns ordered him back in the cab threatening to shoot him if he attempted to move the train.

The rest of the mob rushed to the coaches and finding they could not enter, gathered around the smoker, demanding release to them of the two prisoners. Getting no response they began shooting into the car breaking the glass out of all the windows. The sheriff, guards and two prisoners were laying on the floor of the smoker and were not injured in the melee.

When the shooting into the car ended, the men on the engine, probably thinking the dreaded task was over, got off the engine and started back to be with the main body of the mob when engineer James Park, seizing his opportunity, pulled the throttle open and the train sped away. Several members of the mob jumped on the platform of the cars and attempted to stop the train again by turning the angle cock. Being unsuccessful in this they jumped to the ground and fired a few rounds in the direction of the train as it moved out of sight.

The prisoners were locked up in the county jail at Covington without further incident. Law enforcement officers kept a close watch on the situation and on Saturday, August 1st, learned that a mob was being formed in Clifton Forge and would be enlarged by additional men at Covington. The situation became so serious that the Clifton Forge Rifles under Captain Roberts was called out to maintain order. A special train was made up by the C.&O. Railway and the two were escorted to jail at Lynchburg under the protection of Captain Roberts' Company. Bedford County Sheriff Huddleston took charge of the prisoners and returned them to jail in Bedford City to await their trial.

A near execution by Judge Lunch was

therefore averted. We know of no murders in Alleghany County in this manner. There was, we are told, two men put to death by hanging on the gallows in the jail yard at Covington. Henry Magruder was put to death June 19, 1896 when found guilty of an attack on a lady in her home and criminally assaulting and bludgeoning to death little 13 year old Ellen Wallace at Longdale, VA. The other one was Robert Boles, a C.&O. brakeman, who was hanged on the gallows March 17, 1905 for the shooting death of fireman John Ruff while both were on duty in the C.&O. Railway yard at Clifton Forge.

We extend a hearty thanks to Stewart Bostic of Iron Gate, VA, for his assistance in the research of this incident.

#### PLOT TO ROB THURMOND BANK

When the main line of the Chesapeake and Ohio Railway was completed to Huntington, W. Va., in 1873, there were very few settlements in the New River gorge. Bowyer's Ferry, later named Sewell and Quinnimont were two of the few communities. Fame of the vast coal fields of Raleigh and Fayette Counties spread and coal operators flocked to the area seeking their fortune.

Thomas G. McKell of Chillicothe, Ohio, acquired several thousand acres of coal land on Dunloup Creek. A bridge spanning New River. at Thurmond and a branch line, Loup Creek Subdivision of the C&O was constructed to Macdonald. Also Rend and South Side Branches were constructed to service mines on the south side of New River.

Thurmond soon became the highest revenue paying station on the entire C&O because of coal shipments. In 1910 the revenue from Thurmond amounted to almost five million dollars.

The Dungen Hotel was built on the south side of New River from Thurmond about 1901 and it was said the bar never closed until West Virginia went dry in 1914. A potent alcoholic beverage called "white lightning" or "moonshine" could

be secured easily and the gambling rooms of the hotel never ceased to function. Fame of the Dungen spread as thousands of dollars changed hands in the poker games daily.

It is hard to understand why bandits in adjoining states apparently mistake the Mountaineers of West Virginia for fools. By their action it seemed they themselves were lacking in an ingredient called brains. I believe it was only a few years ago when two men from Ohio robbed a bank in Montgomery. As they made their get-away in a "pink" Cadillac, State Police headquarters a few miles down the road were notified and all they had to do was wait until the bright pink car showed up and make the arrest.

During October 1930, Mr. and Mrs. Alvin Johnson of Ashland, Ky., with their accomplices, Tom Rose of Columbus, Ohio and Ed Murphy of Cincinnati, Ohio, motored to the Thurmond area in a powerful Hudson sedan automobile built for speed. In a small town such as Thurmond, the four strangers stood out like the proverbial sore thumb as they went about casing the business district and asking questions that raised suspicion among the citizens. They wanted to know where Mr. J. Hugh Miller, the Assistant Cashier of the National Bank of Thurmond lived, what time he opened the bank each morning and his usual daily routine. Word along the grapevine was to the effect that the four were going to rob either the National Bank of Thurmond or the New River Banking and Trust Company. Tongues wagged for several days as citizens discussed the strangers presence. The business people were inclined to dismiss the idea of a robbery as time passed without anything happening.

On the afternoon of October 7th, Alvin Johnson approached Thurmond taxi driver "Snake" Jaris and offered him \$400.00 if he would drive the men across the river from Thurmond to the south side the following morning. Now that was quite a large sum of money in 1930 when the great depression was just settling in.

Snake said he would be parked at his usual place of business but made no offer to aid the men because he was aware of the town gossip. Snake immediately told Hugh Miller of the offer and Mr. Miller, in turn, contacted C&O Special Agent H.E. Sawdy of Thurmond.

Mr. Sawdy, as suspicious of the four as the other citizens contacted his boss, Mr. E.O. "Buck" Allen of Hinton requesting assistance. Special Agent Kyle Maddy of Hinton went to Thurmond on passenger train No. 1 and Buck Allen on No. 3 the next morning. The three set up strategic observation points in hiding where they could observe the gang if they showed up and indeed they did.

About 8:30 a.m., two of the men walked across the bridge to Thurmond and sauntered down the railroad tracks toward the business district. As they neared the bank, two men, residents of Thurmond, came along with guns on their shoulders on their way to the river bank to shoot rats. The sight of the guns frightened the would-be robbers and they turned away.

The special agents decided to act. Mr. Sawdy hurried across the bridge to the waiting Hudson automobile and placed Johnson and his wife under arrest. Johnson resisted and when overcome, was searched and a .45 calibre Colt automatic and a .32 calibre pistol were found in his clothing. Also more than 100 rounds of ammunition were found in the car. A large quantity of carpet tacks were found in the car leading officers to believe the bandits intended to throw them in the roadway to hamper pursuing automobiles.

The two other bandits, Tom Rose and Ed Murphy, who were on the depot side of the river, made an attempt to cross the bridge and were arrested by Kyle Maddy and Buck Allen.

Sawdy took the three men to Fayetteville jail where they were held while their records were checked out by police. They were subsequently taken before Magistrate R.E. Kelley of Oak Hill, convicted for carrying concealed weapons, were fined and sentenced to one year. in jail.

## WASHINGTON WINDOW

### A Scam for All Seasons

Not only is it just a question of interrupting your dinner. Now the phone scammers have become so sophisticated that it's a matter of keeping your shirt.

Armed with an array of new high-tech artifices, phone thieves have figured out all kinds of ways to dupe even the most cautious consumers.

More than nine out of ten Americans have received post cards in the mail guaranteeing them a prize, according to a recent Louis Harris poll. About 54 million Americans have responded, most becoming victims of one of today's most pervasive telemarketing scams.

Out of those who responded to the post cards, 69 percent received no prize. And those who did likely were disappointed. Some got checks for less than \$1; others won coupon booklets for over-priced merchandise.

The post card scheme is just the most prevalent of the phone-related ploys that are sweeping the nation.

Sonya Louis, for example, recently got a call from a Houston company announcing she had won a new car and that all she had to do was send \$599 for shipping, according to The Washington Post.

Louis, a 29-year-old Californian who has sickle cell anemia, told the caller she was poor, disabled, and could not afford to be fleeced. After the caller insisted the offer was legitimate, Louis accepted. The company took her money and ran. "How could they do that to her?" her mother said.

The survey showed that 62 percent of adult consumers do not know where to turn when confronted with a possible phone scam. And only 31 percent of victims report the fraud.

"These findings confirm our worst fears about the extent of phone fraud and the acute vulnerability of millions

of consumers to scams," said Linda \*Golodner, president of the National Consumers League, which sponsored the survey.

Why are the tricksters so effective? Because they have modified their approaches to stay ahead of public perceptions, the league says. Instead of using "cold calls," of which the public has become wary, the tricksters now use newspapers, television, and the mail to lure victims into calling them.

And now that most Americans have seen the simple post card scheme, the con artists have added a new approach. Bogus "recovery services" now call post card recipients and notify them of a second chance to win or of bigger and better prizes. Yet another scheme offers cheap Florida real estate that turns out to be sham. One out of 33 people polled by Harris had bought investments from complete strangers. That's "a very large market for fraudulent investments," the survey cautioned.

The young and the old are most vulnerable. Only a third of the elderly understand that "900" numbers allow the business to determine the cost of the call. And 73 percent of the young are unaware of where to turn for help when hit with a phone swindle.

People who said they found it most difficult to resist a phone sales pitch were those with less than a high school education and those with household incomes less than \$15,000. The victims are "often the people who can least afford to lose money," Golodner said.

She said recessions increase people's vulnerability, especially to advance-fee loans, in which victims pay a few hundred dollars up front for a promised loan, and advance-fee jobs, in which people pay a fee for a promised list of jobs. But "this is a permanent class of scam artists that will operate no matter what the economy is doing," said Alan Westlin, president of the Reference Point Foundation, a Teaneck, N.J. - based nonprofit group that has joined the

(continued on page 127)

## OBITUARIES

*It is with sincere sorrow that the Association records the death of these members, a significant part of whose lives have been spent in support of our mutual ideas and purposes. We extend our sympathy to the bereaved families.*



**MAX ARTHUR KILGORE**, 80, Akron, OH, on May 21, 1992. Death was caused by cancer. He retired on Jan. 16, 1976, from the Akron, OH office, AC&Y Railroad, after 35 years of railroading.

Bro. Kilgore was born on December 27, 1911, in Grafton, OH. He began his railroad career as a telegraph operator on the NYC in 1927. He was promoted to train dispatcher in 1944.

He first joined the A.T.D.A. on January 3, 1944, and rejoined in 1969. He also was a member of West Akron Church of Christ.

Survivors include his wife, Nona, 248 Idlewild Ave., Akron, OH 44313; a son, Jack, Alexandria, VA; a daughter,

Marianne Newlon, Silverlake, OH; a brother, Earl, Bradenton, FL, and five grandchildren.

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**JOHN C. McCALL**, 59, Sacramento, CA, on July 12, 1992. Cancer was the cause of death. He had a railroad career of 41 years, including 24 years as a train dispatcher.

Bro. McCall was born in Grand Island, NE, on Oct. 24, 1932. He began his railroad career as an operator in 1951, and was promoted to train dispatcher in 1968.

He had been a continuous member of the A.T.D.A. since 1968, serving as General Chairman from 1975 to 1988, and National Vice President from 1983 to 1985. He also was active in Boy Scouts of America.

Survivors include his wife, Donna, 4904 Venuto Way, Sacramento, CA 95841; 2 daughters, Lois Vasquez and Linda Cook; 2 sons, Mark and Matt; his mother, Olive McCall and sister, Sybil Jennings; 3 grandsons and 3 granddaughters.

The following is from a plaque presented to Brother McCall by the former WP dispatchers a few weeks before he died; "In recognition of your memorable fight for local and national dispatcher rights and dignity. Your relentless pursuit for railroad safety. Your vast railroad knowledge. Your efforts to teach sometimes with a bark sometimes with a smile. But mostly, your concern for your fellow man makes the Western Pacific Dispatchers active and retired feel you are truly a man we can call 'Friend'."



**ARTHUR FREDERICK LARLEE**, 58, of Bangor, ME, on November 19, 1990. Death was caused by cancer. He was employed in the North Main Junction office, B&AR Railroad, with 36 years of railroading including 18 years as a train dispatcher.

Bro. Larlee was born on September 26, 1932, in Oakfield, ME. During the years 1951-1955, he served in the U.S. Air Force. He began his railroad career as a carpenter helper on the Bridge Building crew in 1956. He was promoted to train dispatcher in 1964.

He had been a continuous member of the A.T.D.A. since July 11, 1966.

Survivors include his wife, Ellen, 62 Falvey St., Bangor, ME 04001; a son, Arthur; a daughter, Lisa; three brother, three sisters and a grandson, Sean.



**FRED E. PUTNAM**, 65, of Philipsburg, MT, on November 30, 1991. He retired from the Missoula MT, office, Burlington Northern Railroad with 34 years of railroading including 33 years as a train dispatcher.

Bro. Putnam was born June 25, 1926, in Fresno, CA. He served in the U.S. Navy during WWII, and began his railroad career as an agent-operator on May 29, 1950. He worked as extra dispatcher in 1951 until getting his date as train dispatcher in 1953. He worked in the Casper, WY, office, until 1958, then moved to the McCook, NE, office. After that merger, he moved to the Missoula office until retirement.

Fred had been a continuous member of the A.T.D.A. since August 11, 1955, and received the 25-year membership Honor Emblem on September 11, 1980.

Survivors include his daughter, Ellen Putnam, 2209 Ave. E, Scottsbluff, NE 69361; two sons, Gary of Mitchell, SD and Lee Mosher of Scottsbluff; step children, Tami Mitchell; Richard Jacobsen; and Terri Jacobsen all of Missoula, MT; one sister Eunice Adams of California; and 13 grandchildren.



**JOSEPH F. X. COLLINS**, 47, of Jersey City, NJ, on May 24, 1992. Death was caused by multiple skull fractures received in an accident on his motorcycle. He was struck by a drunk driver making a U turn in front of him. He was employed in the New York City office, AMTRAK, as Power Director. He had 18 years of railroading experience with 17 years as Power Director.

Bro. Collins was born in Brooklyn, NY, on December 19, 1945. He began his railroad career as an operator in April 1974.

He had been a continuous member of the A.T.D.A. since August 8, 1977. He also was a member of St Aloysius Church.

Survivors include his wife, Stephanie, 3 Duncan Court, Jersey City, NJ 07306; children Greta and Joseph; one brother and two sisters.



**CLIFFORD W. WALPERT**, 77, Springfield, MO, on July 3, 1992. He retired on August 15, 1976, from the ST.L & SF Railroad. He had 34 years railroad experience with 25 years as a train dispatcher.

Bro. Walpert was born in Pinckneyville, IL, on April 19, 1915. He began his railroad career as a telegrapher on October 20, 1942, and was promoted to train dispatcher on December 12, 1950.

He first joined the A.T.D.A. in 1957 and again in 1964.

Survivors include three sons, Michael, Hattlesburg, MS, William, Springfield, and Robert, Overland Park, KS; three brothers, Richard, El Reno, OK; George, Bethlehem, PA and Kenneth, Los Angeles, CA; a sister, Jean Riddle, of Lawton, OK. His address was 323 E. Morningside, Springfield, MO 65804.

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**CLARENCE PERCY JR**, 73, on July 23, 1992. He retired on Jan. 24, 1945, from the Texas and Pacific Railroad, with 42 years of railroading including 10 years as a train dispatcher.

Bro. Percy was born in Ft. Worth, TX, on Feb. 12, 1919. He began his railroad career on July 10, 1936, as a general clerk and caller. On April 1, 1945, he was promoted to train dispatcher and was promoted to Superintendent at Monroe, LA, in 1979.

Clarence had been a continuous member of the A.T.D.A. since Oct. 15, 1945, and was awarded the 25-year membership Honor Emblem on Aug. 24, 1970. He also was a member of the First Methodist Church in Midland, TX, Masonic Lodge #1340, Big Spring, TX, York Rite Lodge, 32nd Degree Mason and Presidential National Defense Executive Reserve 1959-1979.

Survivors include his wife, Fern, 2412 Neely, Midland, TX 79705; a son, Clarence Percy III; a daughter, Donna Potter; a brother, Joe Percy, a retired train dispatcher, 4 grandchildren and 1 great granddaughter.

-●-

**GLEN W. DAUGHERTY**, 68, on July 18, 1992: Death was caused by cancer. He retired on June 18, 1985, from the Springfield, MO, office, St. Louis San Francisco Railway, after 43 years of railroading including 40 years as a train dispatcher.

Bro. Daugherty was born in Eureka, MO on Aug. 26, 1923. He began his railroad career on Nov. 25, 1941, as a telegrapher and was promoted to train dispatcher on May 20, 1944.

He had been a continuous member of the A.T.D.A. since March 6, 1945, and was awarded the 25-year membership Honor Emblem on May 15, 1970. He also was a member of Walnut Street Christian Church and American Federation of Musicians.

Survivors include his wife, Mary, 2378 E. Wayland, Springfoeld, MO 65804; a son Greg, Springfield; two brothers, Elwyn Rayninville, and Wayne Kearner, MO.

## Labor on Public Television

Labor comes to public television this fall with two new half-hour programs that educate and entertain the general public.

**Labor of Freedom** is a powerful new documentary that examines the impact of trade unionism on democratic movements around the world. **Songs of Solidarity** is an inspiring musical program that highlights performances from Solidarity Day '91.

The AFL-CIO sponsored programs were distributed to PBS stations nationwide through the American Program Service for airing on Labor Day or during the fall season.

**Labor of Freedom** documents the stunning victory of Solidarnosc in Poland, where a handful of shipyard workers grew into a powerful movement that eventually toppled the Communist government. The economic changes in Poland have caused many hardships, but shipyard workers say that Solidarnosc has done a lot in Poland and across Europe, to improve working conditions for working people. One shipyard worker says, "I think things will get better gradually, although all changes are too slow."

The documentary profiles how the Philippine trade union movement helped workers achieve ownership of a shipping company, start independent businesses and improve their basic standard of living. Newly elected Senator Ernesto Herrera reinforces the strength of the labor movement by saying, "the Filipino worker will be able to improve his social standing, his economic condition, and effectively exercise his political rights only if he organizes in a trade union."

In South Africa, people of color are still struggling for basic human rights. **Labor of Freedom** focuses on the dehumanizing effect of apartheid on black South Africans and how trade unions are trying to change that oppressive system.

**Songs of Solidarity** captures the

emotion, self-determination, and union pride in a half-hour musical program from Solidarity Day '91 — a day when 325,000 working Americans marched on Washington in a show of unity. The mix of music — including country, rock, folk, rhythm and blues and gospel — tells stories about workplace safety, civil rights, fair trade and the need for health care.

Country music headliner Willie Nelson joins the International Ladies' Garment Workers Union Chorus for a rousing rendition of labor's anthem, Solidarity Forever. Pete Seeger, Theodore Bikel, Si Kahn, Anne Feeney and many other dedicated and talented musicians from the trade union movement bring their own **Songs of Solidarity** to this exciting new program..

Every public television station has its own programming schedule, so check with your local PBS station for time and date. The Labor Institute of Public Affairs (LIPA) has screening copies of both programs available for \$10 each.

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league's fight against phone fraud.

The league and the foundation have vowed to wage a high-tech war against the phone thieves, "fighting fire with fire." In January they launched the Consumer Protection Network, a campaign aimed at coordinating public and private sector efforts to fight scams. The groups will establish a toll-free number for questions, set up an on-line data base of complaints, and use software to pinpoint emerging trends and locations of fraud.

In the meantime, how does one avoid being hoodwinked? "Wait. Tell them to send you material," said John Barker, a project adviser with the Consumers League. "Any legitimate business or charity will send you a form. Then you can think about it." □

## SANDHOUSE SNICKERS

At the check-out counter the clerk said, "Oh, I've charged you for celery instead of lettuce."

"What's the difference?" I asked.  
"Well, celery is long with leaves."

"I want you to breathe in and out, in and out," said the nurse anesthetists. "Oh," said the elderly lady, "do I do it wrong?"

"I want to return this hammock that my wife bought yesterday."  
"Is there some problem?"  
"Yes, we have a tree in the backyard and the other is in the front yard."

A small business owner was filling out a questionnaire. It began "How many employees do you have broken down by sex?" "None at all, although a few people do come in late in the morning."

Note from bank: "Your account appears to be overdrawn."

Note back: "Please write again when you are absolutely certain."

The little boy said he wanted a big shiny motorcycle. His daddy informed him, "Not, as long as I'm alive." Later he showed his uncle the same shiny motorcycle and told him he was "going to get it when his daddy dies."

Waiter: "What'll you have for dessert?"

Diners: "Nothing for me."

"Couldn't possibly."

"Too full."

Waiter: "It's included with your meal."

"Cake."

"Cherry Pie."

"Chocolate ice cream."

Mary was rushing out of her house that was on fire when the phone rang. She grabbed it and said, "My house is on fire!" The salesman on the other end obviously had heard that one before as he said, "But, this will only take a minute."

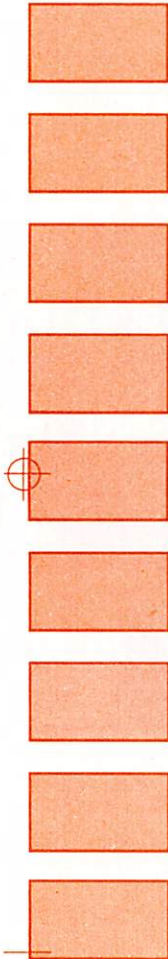
Attendant: "Do you wish to consult with Wing Tong Fong, the Great Chinese mystic?"

Lady: "Yes, tell him his mother is here from the Bronx."

"How was your wife's pumpkin pie?"  
Not too bad, but she expected me to drink four glassfuls."



"Mr. Jones, I recognize you from Johnny's drawings."



# Songs of Protest Songs of Pride Songs of Freedom

The strength and vitality of the modern  
labor movement is expressed in the music  
from Solidarity Day 1991.

Featuring:  
**Willie Nelson, Pete Seeger**  
& many other performers



## SONGS OF SOLIDARITY



Produced by the Labor Institute of Public Affairs





# **Why Should I Vote?**

- ★ 1 million American construction workers are unemployed
- ★ 2,500 construction workers die each year from unsafe work sites
- ★ 37 million Americans have no health insurance
- ★ 1 in 10 Americans are on food stamps
- ★ 41 percent of U.S. bridges are deficient or obsolete

**Change starts with a vote.  
Your vote!**