NOVEMBER, 1956

THE TRAIN DISPATCHER



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CONVENTION NUMBER

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653 Sheffield Drive

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HONORARY PRESIDENTS

COMMENTS ON CURRENT EVENTS

President J. B. Springer intends to continue this column, but pressure of work prevents an article in this issue.

REPORT OF SEVENTEENTH GENERAL ASSEMBLY

Due to the fact that THE TRAIN DIS-PATCHER is overdue on the press for this issue, it is deemed inadvisable to wait for a copy of the minutes of the proceedings of the Seventeenth General Assembly sessions now being prepared by a reporting firm. For that reason this will necessarily be a brief extract from those proceedings, and a more complete report will be provided in later issues.

The Seventeenth General Assembly of the American Train Dispatchers Association was called to order at 10:00 A.M., Monday, October 15, 1956, in the Florentine Room of the Congress Hotel in Chicago. Meetings continued through Thursday, October 18, 1956, and the Assembly adjourned at approximately 4:00 P.M. on that date.

The Assembly was saddened by the sudden passing of the founder of the organization and Honorary Past President, Brother Julius G. Luhrsen, at the Hotel Congress about 7:30 A.M. on the morning of Tuesday, October 16, 1956. His death was due to a heart attack. A separate story concerning Brother Luhrsen appears elsewhere in this issue.

President O. H. Braese and Vice Presidents J. B. Tipler and J. R. Garber announced their retirement from active service at this meeting of the Assembly.

An election of officers was held on Wednesday afternoon, October 17, 1956, to fill all offices of the Association, and the following officers were elected for the next succeeding term:

J. B. Springer, President

A. Covington, Secretary-Treasurer

D. M. Geil, Vice President

R. C. Coutts, Vice President

R. M. Crawford, Vice President

T. C. Garrett, Vice President

Trustees:

S. A. Burnett, Trustee

A. F. Evey, Trustee

F. J. Edzwald, Trustee

Because of a heavy work schedule for the Assembly, the customary joint meeting with the National Ladies Auxiliary on the opening day was dispensed with, and speakers were not scheduled for any of the regular sessions of the Assembly. The invocation was delivered by the Reverend Father John J. Hill of St. Margaret Mary Church of Chicago, after which the Assembly settled down to the regular order of business.

Reports of Committees

The Credentials Committee reported 120 delegates and 11 officers and Past Presidents entitled to be seated, and no protests were received relative to the seating of any delegate. The President announced the appointment of the various committees, and the report on rules and order of business was received and adopted.

Following this, the Finance Committee made its report. Among the items recommended were: No changes to be made in officers' salaries; dues of active members to be increased to \$48.00 per year, effective January 1, 1957; dues of active-extra members established at \$18.00 per year, effective January 1, 1957; Associate dues remain unchanged at \$5.00 per year. Percentage dues for active-extra members are eliminated, effective January 1, 1957. The increase in dues was made imperative by the reduced number of members and by the substantial increase in expenses since the dues were last adjusted in 1947.

Constitution Completely Revised

Amendments to the Constitution and By-laws were then taken up, and the

Constitution Committee began making its report. The amendment proposed by Brother C. W. Johnson and published in the August issue of The Train Dispatcher was absorbed in the proposals made by the Executive Board and was later defeated.

The amendment proposed by Brother James A. Wherland, Jr., also printed in the August issue of The Train Dispatcher was next considered and discussed and was defeated by an over-

whelming majority.

The present form of Constitution and By-laws by which the Association had heretofore been governed was completely revised, dropping the designation "By-laws" and arranging the material in Articles and Sections under the simple heading of "CONSTITUTION." All provisions relative to a given subject were arranged in their proper sequence in separate Articles and Sections in the revised edition.

The printed form of the new CON-STITUTION, as finally adopted by unanimous vote, will contain an index to facilitate the finding of subject matter and will provide a handy reference book for all members. The new Constitution becomes effective January 1, 1957, except for Article IV, which is

discussed below.

The Assembly authorized the reproduction of the transcript of the proceedings which, when completed, will be

distributed to all Chairmen.

Present provisions contained in Article III, Section 6, pertaining to suspended members reinstating to good standing within a two-year period by paying all back dues and assessments have been superseded by new Article II, Section 9, which provides that a member who fails to pay dues within one calendar month after becoming delinquent shall be suspended from membership and dropped from the rolls.

New Articles Adopted

New Article IV, as proposed by the Executive Board, outlining the duties of the President, was adopted substantially in the form in which it appeared in THE TRAIN DISPATCHER, and this particular Article was made effective immediately upon adoption.

New Articles relating to the duties of the Secretary-Treasurer and the Vice Presidents remain substantially un-

changed.

Except for clarification of language, new Articles relating to the duties and authority of the Executive and Joint Boards remain unchanged.

In new Article X, dealing with the General Assembly and specifically with reference to representation and election of delegates on roads with less than twenty (20) members, a drastic revision was introduced from the floor and adopted. Briefly, it provides that the General Chairman shall be the delegate ex-officio regardless of the number of members on that road. Roads having more than 59 members are entitled to additional delegates on the basis of one delegate to each forty (40) members up to a total of eleven (11) delegates. This means that on a road having only one member, that member is entitled to attend the Assembly as a delegate with full voting rights. This provision will increase the number of delegates to the next Assembly by approximately fortyfive (45) and will substantially increase the cost of the Assembly.

New Article XIV, captioned MIS-CONDUCT AND PENALTIES, was thoroughly discussed and, with some changes in the wording, was adopted substantially as proposed by the Executive Board.

Provisions in the present By-laws with respect to charges against members, trials and appeals were considered inadequate and deficient in many respects. These were replaced by new Article XV, which sets forth in detail the manner in which charges may be made, trials conducted and provides final appeal procedures to the General Assembly. These changes were deemed imperative by our legal counsel for the purpose of properly safeguarding the interests of the Association.

The provisions for amending the Constitution as contained in present Article XI are retained except that amendments introduced after the Assembly has convened will require twenty-five (25) signatures instead of the present ten (10). The proposal made by the Executive Board was rejected.

Among the more important resolutions adopted by the Assembly were those authorizing affiliation with the American Federation of Labor-Congress of Industrial Organizations and the participation of the Association in the ownership of the newspaper *LABOR*. The delegates rejected the proposal made by the Executive Board to subscribe to *LABOR* for all members.

Report of Committee on Appeals and Petitions

K. A. Leger, former General Chairman on the Union Pacific, had been tried and expelled from membership by a duly constituted trial board under the provisions of the A.T.D.A. By-laws as of August 9, 1956. Leger appealed to the Executive Board from the decision of the trial board, and the Executive Board unanimously sustained the decision of the trial board. Leger then appealed from the Executive Board's decision to the General Assembly, and his appeal was referred to the Committee on Appeals and Grievances in accordance with Constitutional requirements.

The Committee made a careful study of the case and submitted a written report to the General Assembly, a copy of which was furnished to each delegate. After discussion, a motion to adopt the Committee's report, which sustained the decisions of the trial board and the Executive Board, was unanimously passed by a roll call vote.

NATIONAL LADIES AUXILIARY CONVENTION

The Sixteenth Convention of the National Ladies Auxiliary was held on Tuesday, October 16, 1956, at which time new officers were elected. A further report on the activities of that meeting will be presented in subsequent issues of THE TRAIN DISPATCHER. An enjoyable program of entertainment for the ladies throughout the Assembly was provided under the capable supervision

of our Office Manager, Miss Myrtle E. Johnson.

The usual get-together dinner was held on the evening of Monday, October 15, 1956, and proved to be a very enjoyable event. Following an excellent dinner during which musical entertainment was provided by the Ralph Sterling Strollers, retiring President Braese introduced the Officers of the Association and the guests of honor at the speakers' table. The honored guests were the Honorable Judge and Mrs. Frank Douglass; members of the National Mediation Board, including the Honorable Robert O. Boyd. Chairman; Honorable Frank A. O'Neill, and the Honorable Leverett Edwards; Mr. and Mrs. Edward J. Hickey, Jr., of Washington, legal counsel for the Association; Mr. and Mrs. Michael Fox, President Railway Employes Department AFL-CIO; Mr. and Mrs. Jesse Clark, President Brotherhood of Railroad Signalmen of America; Mr. and Mrs. M. G. Schoch, President Railroad Yardmasters of America; Mr. and Mrs. John Griner, Labor Relations Officer of the Railroad Retirement Board. Brief talks were made by several of the honored guests, including words of praise for the many years of faithful and devoted service rendered the Association by Retiring President Braese and extending to him a multitude of good wishes for his retirement, which is to be principally spent in California. Following this, formalities were dispensed with, and the balance of the evening was spent in informal visiting and the exchanging of pleasantries among those present.

Lay down a method for everything, and stick to it.—Lord Chesterfield.



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We take this opportunity to thank you for the many courtesies and most valuable cooperation extended us by your entire membership.

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Louisiana Repeals "Right-to-Work" Law

Louisiana has repealed its "right-to-work" law and the governor has signed the repeal bill.

The action has been described by labor leaders as "historic." It climaxed intensive political effort by organized labor which resulted in the removal from office of 58 state representatives and 14 state senators who had voted for the "wreck" law in 1954.

Louisiana is the first state to remove the anti-union measure from its statute books. Seventeen other states have "right-to-work"

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REPORT AND MESSAGE OF PRESIDENT O. H. BRAESE

This is the fourth consecutive time that I appear before you as President to submit a report of the previous three years' work of this Association, together with a message of recommendations which I believe to be for the best interests of the members. I again do this with a sense of humility and a deep realization of not only the honor and privilege of doing so, but also with full knowledge of the responsibility devolving upon me.

As in past years, I again hope and pray that we may conduct our deliberations during this meeting with business-like precision and dignity befitting men of our caliber, to adhere to truth and justice, and to practice charity in our dealings with our fellow members.

Now to my report. In the interest of time conservancy I shall only briefly refer to the various items of work performed during the past three years, because more detailed information on most items will be found set forth in the Attachments to this report, copies of which have been furnished you.

Pay Increases

You will recall that when we held our convention in 1953, the proposals which had been submitted in December 1952 by our General Chairmen were still in a status of being handled on a national basis. You will also remember that final settlement of the issues was made on June 10, 1954. That settlement provided for:

- An increase in pay of \$8.00 per month retroactive to December 1, 1952.
- 2. Cancellation of the cost-of-living agreement (obtained in 1951) and adding to basic monthly rates, retroactive to December 16, 1953, the then prevailing \$26.00 per month under that Agreement.
- 3. An increase of another \$10.00 per month retroactive to December 1, 1953, making a total of \$44.00 per month; plus
- 4. An additional week's paid vacation for 15 or more years' service in any capacity for the employing Carrier.

The Sixteenth General Assembly, held



O. H. BRAESE Retiring President, A.T.D.A.

in 1953, instructed the Association's Officers to take necessary action to obtain further increases in pay; the timing was left to their judgment. Action thereon was begun on July 8, 1955, and settlement through mediation providing for a \$34.00 per month increase, retroactive to October 1, 1955, was made on February 1, 1956. The reason why your Committee found it necessary to agree to that settlement is quite well known to all of you, but because of the wholly inadequacy of the amount of that increase, a meeting of General Chairmen and Officers was called and held last May to discuss and determine the advisability of initiating another national movement, and if so, should it be for a substantial increase in pay, or for improvements in working conditions, or for both. During the two-day session the General Chairmen voted in favor of another national movement but that it be confined to a wage-increase, and that the matter of improvements in working conditions be held in abeyance for determination by this General Assembly.

Proposals for an increase of twenty (20) per cent were submitted to the rail-

roads on June 1, 1956, fifteen (15) per cent of this to constitute a basic wage increase, and five (5) per cent to represent a skill-differential. Conferences on individual railroads were duly completed without agreement on a settlement. The services of the National Mediation Board were invoked—first, on roads which had made counterproposals, and later on all other roads involved. That Board has docketed the dispute as Case A-5199 and, although we requested prompt action, the Board has advised that due to other commitments, mediation on our case will not begin until later this month.

National Mediation Board

As of October 1, 1953, just prior to our last convention, we had seven cases pending on which we had invoked the services of the National Mediation Board. Since that date, and up to now, we found it necessary to invoke the services of that Board in an additional total of 49 disputes, including the three national movement disputes in 1953, 1955 and 1956. A total of 46 disputes, including the 1953 and 1955 national movement disputes, were disposed of during the last three-year period. Ten cases are presently pending in mediation. (See Attachment "A" for detailed information on this item.)

National Railroad Adjustment Board

At the beginning of the past threeyear period we had a total of 26 cases pending before the Third Division of the National Railroad Adjustment Board which had not, up to then, been decided by that Board. In addition to those pending cases we found it necessary to submit a total of 95 cases during the past three-year period. During that period and up to now, the Board has rendered awards on a total of 48 cases, 9 were withdrawn, and 64 cases are still before the Board awaiting decision. (Attachments "B-1" and "B-2" show more detailed information on this item.)

Revision of, or New, Agreements

Reports submitted by the Vice Presidents who assisted in this work will show the railroads on which Agreements on rules were revised or new Agreements negotiated. Since this represents routine activities, no comment here seems necessary except to say that in their handling of these matters the Vice Presidents did a most commendable job.

Representation of Members at Investigations

It has been our experience that when members are called into investigations or hearings due to alleged infractions of operating rules, their interests can best be protected if an experienced representative is present to advise the member and to watch out for what might prove to be trick questions being asked, the answers to which might be the deciding factor in the Carrier taking disciplinary action. Once such action has been taken it becomes most difficult to induce the Adjustment Board to reverse the Carrier's action. For this reason I have for years urged, and again urge, members to promptly contact our National Headquarters, either personally or thru their Chairman, so that a National Officer might be assigned to represent the member. The reports submitted to this convention by the Vice Presidents show in

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more detail their activities in this connection.

5-Day Week of Presently Excepted Chief Dispatchers

According to our records, up to now, chief train dispatchers on a total of 36 railroads are on a 5-day week. On 13 of these roads our Agreement rules require it. On two, i.e., the P.R.R. and the P.-R.S.L., persons performing duties similar to those of chief or assistant chief dispatcher on other roads, are titled "Movement Director" or "Assistant Movement Director" and these positions are fully covered by our Agreements on these roads. On the other 21 roads the chiefs were placed on a 5-day week, either by Carrier's voluntary action or as a result of our convincing management that this should be done. (See Attachment "C" for detailed information.) Other railroads are still requiring their chief train dispatchers to continue on the same 6-day week the A.T.D.A. succeeded in obtaining from the former U. S. Railroad Administration in 1919.

However, to bring this question to a head, a proposal for revision of the Scope Rule of our Agreement on a major western road is now in mediation, but judging from this Carrier's attitude during direct negotiation, it may become necessary for us to petition the court for a mandatory order requiring the Carrier to negotiate rules governing working conditions of the entire craft or class—including the presently excepted chief dispatchers, as is contemplated by the Railway Labor Act.

Include Time Spent in the Armed Forces of the United States in Qualifying for Vacations

Many Carriers had interpreted the intent of our vacation rule, obtained in 1954, in a manner which deprived a number of our members of vacations with pay which they would have received had they not served their country, in the Armed Forces of the United

States during war emergencies. In our endeavor to obtain a fair and equitable interpretation from the Carriers' Conference Committees with whom we had negotiated that rule, we were told that they had no authority in the matter and that we should handle it with the individual railroads under Sec. 6 of the Railway Labor Act. Our General Chairmen were duly notified to do this and, up to now, Agreements covering this have been executed with a total of 34 Carriers. (See Attachment "D" for details.)

Court Cases

In my report three years ago I told about a situation then existing on the Grand Trunk Western where the Carrier had refused to apply an Adjustment Board award which sustained our claim that those used to relieve excepted chief dispatchers be paid on the 261 divisor basis. To force the issue the members on that road had voted in favor of a work stoppage, but when the Carrier learned of this, it petitioned the Court for an injunction against a strike and also requested that the Court declare the award illegal. The Court denied both requests of the Carrier, whereupon, accompanied by Vice President Crawford and General Chairman Kay, I met with management and negotiated an Agreement for payment of all claims, subsequent to which this Carrier placed its chiefs on a 5-day week.

Strikes

Because management of the Louisville & Nashville Railroad refused to become a party to the Non-ops' Health and Welfare Plan to which other roads had agreed, the Non-ops authorized a strike which became effective March 14, 1955. Other roads controlled by or affiliated with the L.&N., *i.e.*, the A.&W.P., the Clinchfield, Georgia, and the N.C.&St.L., were also involved. The Non-ops established picket lines, and the members of

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all other organizations including the A.T.D.A., although not directly affected, respected the picket lines. One of the Operating Organizations did not. In due time the L.&N. served notices on members of the A.T.D.A., the Yardmasters, and the three Operating Organizations who would not cross picket lines, to report for work by a given time and date or they would be considered as having severed their employment relation with the railroads. All of us promptly protested the notices on grounds that they violated the intent of our discipline rules, and invoked the services of the National Mediation Board. That Board was unsuccessful in inducing the L.&N. to withdraw the notices, whereupon all of these organizations authorized a strike of their members which began on April 18, 1955. On May 20, 1955, the Carrier capitulated; settled the dispute with the Non-ops, and agreed with us and the other organizations to restore all employes represented by us to their former positions with seniority and other rights unimpaired.

However, I sincerely regret to report that a number of our members failed to comply with the strike order and continued working. Other members preferred charges against them. A Trial Board was created which held trials at all points where those under charges were located, found them guilty as charged, and fixed the penalty as expulsion from membership, which penalty was thereupon imposed by the President, under Section 63 of our By-laws. (See Attachment "E" for details.)

The Augusta & Summerville is a terminal railroad located in Augusta, Georgia, and handles inbound and outbound

trains of five roads entering Augusta. This road, by unilateral action, abolished the second and third trick positions represented by us and allegedly turned the work over to employes not covered by our Agreement. Upon request of the members, a strike was authorized, but within a few hours after it began, this Carrier petitioned for and obtained a temporary injunction from the local Court against picketing. The dispute was eventually disposed of by the Carrier agreeing to withdraw from the Court its request for a permanent injunction, and Agreement by us to submit claims and handle them in the manner contemplated by the Railway Labor Act.

"Rump" Organization

Late in March of this year several members on the Union Pacific Railroad furnished me with copies of a letter which had been circularized among train dispatchers on that road by one H. W. Stoker who, last December, had been elected as Office Chairman of this Association by members in the Los Angeles Office. In that letter Stoker had promised that if the train dispatchers on the U.P. would secede from the A.T.D.A., the U. P. would consider and treat them as officers; grant them a \$100 per month increase in pay, and other emoluments. K. A. Leger was, at that time, the duly elected General Chairman A.T.D.A. on the U.P., and since this subversive movement had been started by a member of his System Committee. I deemed it best that Leger, as this Association's official representative on that road, make and circulate among the members an appropriate reply Stoker's letter. Accordingly, I prepared

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a rough draft of such a letter and mailed it to Leger with request that he place it in the hands of all members. He declined doing so, and, on the assumption that he had the matter well under control, I did not press him for action.

However, subsequent thereto Stoker had requested the National Mediation Board to act under Section 2 Ninth of the Railway Labor Act and to decertify the A.T.D.A. as the representative of the train dispatchers on the Union Pacific. The Board informed Stoker that this could not be done because the Railway Labor Act authorizes the Board to conduct an election only to determine which organization or individual is to be the representative for purposes of making and maintaining agreements governing rates of pay and working conditions. Thereupon, Stoker undertook to form a local, or "rump" organization, and, as chairman thereof, applied to the Board for a representation election.

Stoker's letter to the train dispatchers did not so state but clearly implied that what he had promised to obtain for them was based on information given him by officials of the U. P. Because that would be in violation of the Railway Labor Act, if true, we protested Stoker's application and asked the Board to hold a hearing to determine the facts. Such a hearing was held in Omaha on July 20, 1956. The Vice President of the U. P. appeared and testified that there was absolutely no basis for the assumption that what Stoker had promised would be granted by management.

It had been my intention to use Leger as a witness for the A.T.D.A. at the hearing in Omaha, and had instructed him to be there at Association expense, for that purpose. However, a day prior to the hearing I learned from Leger that, although serving as the A.T.D.A. General Chairman on the U. P., he had collaborated with Stoker and others and had engaged in activities designed to supplant the A.T.D.A. by a "rump" organization; that he had signed an authorization card for representation by that "rump" organization; that he had contributed money to finance those activities, and although he knew that the promises made by Stoker could not be fulfilled, he had done nothing to refute those baseless promises.

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To protect the loyal members on the U. P., against such treasonable activities by their General Chairman who had admitted his part in destroying the A.T.D.A. on the U. P., and since the members had not removed him from office under Sec. 67 of our By-laws, I had no alternative except to remove him, which I did as of July 19, 1956. Subsequent thereto, charges for conduct unbecoming a member were preferred against Leger; a trial board was created; a trial was held and Leger was found guilty, as charged. The penalty fixed by the trial board was expulsion from membership, which penalty was thereupon imposed in accordance with Sec. 63. Prior to the trial, Leger refused to transfer the System Fund and other Association property to the Acting General Chairman, Brother C. L. McClenny, and had transferred the System Fund to a California bank, ostensibly for use by the "rump" organization. However, court action instituted by our loyal members on the U.P. is designed to prevent the latter being done. In due time the National Mediation Board assigned a Mediator who conducted a representation election. This resulted in a vote of 54 for representation by the A.T.D.A., and 174 for the "rump" outfit.

Arbitration

During the past three years we were engaged in two separate Arbitration proceedings. One was on the Fort Worth and Denver involving the question of payment to trick dispatchers of additional compensation for also performing chief or assistant chief work, in addition to trick dispatcher work when no chief or night chief was on duty. This Arbitration Board decided that:

"On any day when any second or third trick dispatcher performs any of the exclusive duties of chief or night chief dispatchers during that portion of said trick dispatcher's assignment when no chief or night chief is on duty said trick dispatcher shall be paid an additional compensation of the difference between the trick dispatcher rate and the night chief

dispatcher rate for, but only for, that portion of his assignment when no chief or night dispatcher is on duty if, but only if, (1) the performance by the trick dispatcher of said duties is required by the Carrier, or (2) the Carrier acquiesces in the voluntary performance by the trick dispatcher of said duties by failing to forbid such performance."

In this case, Carrier argued that the phrase "and to perform related work" as it appears in our Scope Rule defining the duties of train dispatchers, made it permissible to require trick dispatchers to also perform work of chief or night chief dispatcher. However, the Board held that "it is well established under a basic rule of contract interpretation that where an enumeration of specific things is followed by a general word or phrase, the general word or phrase is to be held to embrace only things of the kind or species as those specifically identified." In other words, the phrase "and to perform related work" means work related to the three items mentioned in the definition of work of trick dispatchers, namely, "to be primarily responsible for the movement of trains by train orders, or otherwise; to supervise forces employed in handling train orders; and to keep necessary records incident thereto."

The other Arbitration case was on the St, Louis-Southwestern (Cotton Belt) involving the question of Carrier's liability in reimbursing train dispatchers for losses sustained in the sale of homes when required to move to another location due to office consolidation. The rule in our Agreement on that road makes no specific provisions, except perhaps in broad terms, so the Arbitration Board found no support in our rule for the claim and issued a denial award on that particular point.

Meetings of General Chairmen

During the last three-year period, one meeting of Officers and General Chairmen was held in Chicago in May of this year, to discuss and decide whether a national movement should be

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started on proposals to the railroads for increases in pay, for improvements in working conditions, or both. The result of that meeting is well known to you. Such meetings have a wholesome influence on the development of cooperation among our System Committees, and in addition they are informative and educational. My predecessors apparently were of a similar opinion because the record shows that such meetings were called and held by them beginning in the early twenties; four such meetings being held during the three-year period, 1941-1944. In fact, the report to the Thirteenth General Assembly shows that Brother Darling recommended that "If possible and in keeping with prevailing conditions, we should have a meeting of General Chairmen in each of the two years between meetings of the General Assembly."

Legislation

Through united effort of all Organizations, including the A.T.D.A., the Railroad Retirement Act has been amended to provide for beneficial improvements. In fact, the Railway Labor Executives' Association, of which I am a member, has a standing committee which devotes much time and study in efforts to provide further beneficial improvements in the Railroad Retirement Act.

By reason of such cooperation, I have been successful in interesting the Chief Executives of the Brotherhood of Locomotive Firemen & Enginemen, the Brotherhood of Locomotive Engineers, the Order of Railway Conductors, the Brotherhood of Railway Trainmen, the Brotherhood of Maintenance of Way Employes, the International Brotherhood of Electrical Workers, the Brotherhood of Railroad Signalmen, and the Order of Railroad Telegraphers, to join with us, with full support of the Railway Labor Executives' Association, in the preparation of bills to be introduced in the next session of Congress, the intent of which is similar to, but an improvement on, what we alone, in previous years, had introduced but without success, as our "Office Inspection Bill." This new bill would authorize the Interstate Commerce Commission, upon complaint or upon its own initiative, to investigate the rules, regulations, practices, methods, facilities, and conditions involved in the direction of the movement

of trains and/or other mobile equipment on rails, and, after hearing, prescribe and enforce by appropriate order such conditions as are found to be safe. Most important to us is that it would prevent any Carrier from making any change in its rules, regulations, practices, methods. facilities, or conditions, until such contemplated changes have been filed with and, after hearing, have been authorized by the Commission. Since the term "conditions" means the extent of a train dispatcher's territorial assignment, normal volume of duty requirements and responsibilities, you will readily understand how important this would be to us. (Attachment "F" is a copy of what we have tentatively drafted as the intent of this bill.)

Message and Recommendations

Before submitting my recommendations, permit me to make a few comments which I believe to be important to all of us in this convention room who represent the members of this Association.

As you know, this Association was founded in November, 1917, or almost 39 years ago. A comparison of the conditions under which we then worked, with present-day conditions will make it obvious why we became organized for collective bargaining purposes.

We often forget the almost insurmountable difficulties encountered by our representatives in their determination to obtain these improved conditions. was only through courage, persistence, faith, plus the splendid support given by the members, that these improvements were possible of accomplishment. When we evaluate what we have today, we shudder when we review the past. The problems we face today require quite different approaches than in the past. So we must continually plan and change our methods to fit presentday conditions, but certainly not with lesser determination in our primary purpose which, among others, is to safeguard and promote the welfare of our members and their families.

You are fortunate to be a part of this progressive organization. You are the men who must meet all of the constant changes. Every day you will learn of individuals undermining, and even attempting to destroy your Organization by the use of techniques used by those

who are trying to destroy Christianity and our way of life. This means that you must remain ever vigilant. Never become too satisfied with existing conditions. Continually strive to improve not only your service to the membership but also your relations with manage-

ment of your railroad.

Unions simply cannot stand still. They either forge ahead slowly or slide backwards quickly. Never take your membership too much for granted. There is nothing that destroys union relations as much as a union's failure to recognize their members striving for personal dignity. Make every reasonable effort to know your membership personally. The secret of being human is to be sincerely interested in others and their problems.

The world is full of pessimists; be careful following their advice. Courage and faith in the future is fundamental to success. The best time to plan and forge ahead is—when others are afraid. Have continued faith in yourself, your country, and God. You will be glad

you did.

It is with these thoughts in mind and, as is also required by Sec. 11 of our Bylaws, that I now submit my recommendations on matters which, in my opinion, are necessary for the best interests of the members. Accordingly, I recommend that:

- 1. This convention go on record as being in favor of the present work week being reduced from 5—8-hour days to 5—6-hour days, and that this be accomplished by whatever means necessary.
- Continue our cooperation with the other railway labor unions in proposing and progressing legislation in Congress deemed to be advantageous to railway workers, in-

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- cluding legislation similar to what previously we had termed our "Train Dispatching Office Inspection Bill."
- 3. Continuance by the Chief Executives of this Association of memership in the Railway Labor Executives' Association, the purpose of which is to establish and maintain cooperative action and coordinated policies on all matters of mutual interest and importance to all members of the respective organizations.
- 4. Adequate rules governing working conditions are, without question, of greater importance to our members than any other emoluments. Many, if not all of our agreements can be improved upon. Therefore, I strongly recommend that as soon as the handling of the current wage increase movement has ended, this Association launch a national movement for improvements in working conditions, using those set forth in Attachment "G' as a basis. You will note that among other improvements suggested in Attachment "G" are holiday pay, or its equivalent, additional paid vacation days, universal sickpay, insurance-health and welfare, and extending to those represented by the A.T.D.A. of existing, or in the future established, supplemental plans which now are not applicable to us.

In closing, I wish to express my sincere appreciation to my fellow officers for their splendid cooperation; to our Chairmen for the fine work they have done in locally taking care of problems of members on their respective roads and in offices; to all members for their loyal support; to our National Headquarters' Staff which so willingly and ably performed the work assigned to them by our Office Manager, Miss Myrtle Johnson, and to Mr. Harker Rhodes, our Assistant Editor of THE TRAIN DISPATCHER, for his commendable contributions in making our publication being considered one of, if not the best edited magazine in the railroad field.

May all of us try to practice during the rest of our lives what was written many years ago by St. Matthew as Verse 12 in Chapter VII of the Holy Bible when

he said:

"All things, therefore, whatever you would that men should do to you, do you also to them"

Today, that is generally referred to as the "Golden Rule"—and it is indeed, a good rule by which to live.

Also, may all of us always bear in mind the intent of what is said in that part of the Preamble to our Constitution and By-laws which says: "The purposes of this Association shall be to unite Train Dispatchers into one fraternal organization to the end that there may be coordination in the protection of their mutual interests; to promote their social, moral and intellectual standing and general welfare; to secure just compensation for their service and promote the establishment of just and reasonable working conditions."

Attachment "A"

NATIONAL MEDIATION BOARD CASES

Handled between October 1, 1953 and October 1, 1956

			Date	
Case No.	Railroad	Nature of Dispute	Submitted	Nature of Settlement
R-2310	I-GN	Representation	2/14/50	Certified 10/8/53.
R-2316	GCL	Representation	3/13/50	Certified 10/8/53.
R-2550	C&O	Representation	12/8/50	Certified 10/27/53.
R-2551	ĞTW	Representation	1/9/52	Certified 10/8/53.
R-2553	ČB&Q	Representation	2/27/52	Certified 10/8/53.
A-4263	CSS&SB	Schedule Revision	5/12/53	Agreement $11/11/53$.
A-4267	FtW&D	Wages	6/5/53	Arbitration.
A-4347	GCL	Schedule Revision	10/29/53	Carrier refused to
		(Comp. Chief Relief)	20, 20, 00	arbitrate.
A-4347	I-GN	Schedule Revision	10/29/53	Carrier refused to
		(Comp. Chief Relief)	20, 20, 00	arbitrate.
A-4347	MP	Schedule Revision	10/29/53	Carrier refused to
		(Comp. Chief Relief)	,,	arbitrate.
A-4377	NYC&StL	Schedule Revision (Wages)	12/8/53	Agreement 2/1/55.
A-4402	StL-SW	Consolidation of Offices	1/8/54	Arbitration.
A-4401	Various	1952-53 National Movement	1/22/54	Agreement 6/10/54.
A-4407	FtDDM&S	1952-53 National Movement	1/6/54	Agreement 4/26/54.
A-4470	ACL	Schedule Revision	3/29/54	Carrier refused to
		(Negotiation of new		arbitrate.
A 4401	1070	"Paying Off" Rule.)		
A-4401	A&EC	1952-53 National Movement	4/12/54	Withdrawn 6/1/54.
A-4492	DT&I	(Wages—Item 3)		
A-4492 A-4595	Au. & Su.	Wages	4/20/54	Agreement $7/13/54$.
A-4596	I-GN	Schedule Revision	8/9/54	Agreement 9/15/55.
A-4593	GCL	Schedule Revision	8/11/54	Withdrawn 9/3/54.
A-4598 ·	Au. & Su.	Schedule Revision	8/11/54	Withdrawn 9/3/54.
A-4672	DM&IR	1952-53 National Movement	8/20/54	Agreement 9/15/55.
		Revision of Insurance & Pension Plan	11/16/54	Withdrawn 11/26/54.
A-4690	P&N	Wages	11/22/54	Agreement 4/15/55.
A-4696	I-GN	Schedule Revision	12/7/54	Agreement 10/5/55.
A-4697	Ann Arbor	Schedule Revision	12/10/54	Agreement 1/14/55.
A-4767	TA&G	Wages	1/26/55	Agreement 5/24/55.
A-4803	T&P	National Agreement 1937	3/10/55	Withdrawn 4/28/55.
A-4852 A-4837	L&N I-GN	Strike	3/26/55	Agreement 5/9/55.
A-4836	GCL	Hospital Association Dues	4/12/55	Withdrawn $10/5/55$.
A-4849	T&P	Hospital Association Dues	4/12/55	Withdrawn 10/5/55.
A-4868	T&NO	Hospital Association Dues	4/25/55	Withdrawn $6/30/55$.
A-4858	T&P	Hospital Association Dues	4/25/55	Agreement 3/2/56.
	1001	Schedule Revision	4/26/55	Carrier refused to
R-2969	WP	Damusantett	0/40/22	arbitrate.
R-2988	Monongahela	Representation	6/13/55	Certified 11/8/55.
	(Various	Representation 1955 National Movement	8/24/55	Withdrawn 10/5/55.
A-5030	}		8/25/55	Agreement 2/1/56.
	Au. & Su.	(Wages & Rules Changes) 1955 National Movement	8/25/55	A
	AT&SF	Inadequate Force	9/7/55	Agreement 4/25/56.
A-5035	MV	Vacation Item of June	10/27/55	Withdrawn 1/25/56.
		10, 1954 Agreement	10/21/00	Withdrawn 12/12/55.
		, 1001 11B100m0iii		Disposed of by Agree-
				ment.

			Date	
Case No.	Railroad	Nature of Dispute	Submitted	Nature of Settlement
A-5074	I-GN	Vacation Agreement	11/30/55	Withdrawn 4/24/56. Disposed of by Agreement.
A-5071	GCL	Vacation Agreement	11/30/55	Withdrawn 4/24/56. Disposed of by Agreement.
A-5065	GM&O	Vacation Agreement	12/9/55	Agreement 2/23/56.
E-19	Au. & Su.	Strike—Transfer of work	2/9/56	Agreement 4/25/56.
Int. 46	L&N	Seniority	4/10/56	Agreement 8/29/56.
	~~-	TT 1/ 1 A 1 1/ TO 0:	1 100 180	Interpretation A-4852
	GN	Hospital Association Benefits	4/26/56	Board found no basis for Docketing. Dismissed 6/22/56.
A-5146	CB&Q	Schedule Revision	4/27/56	Still pending.
A-5205	GM&Ö	Schedule Revision	7/10/56	Still pending.
C-2503	Virginian	Schedule Revision	7/11/56	Still pending.
0-2000	v iigiiilaii	(Power Directors)	1/11/00	our pending.
A-5199	Various	1956 National Movement	7/16/56	Still pending.
		(Wage increase & Carrier's counter proposals)		
A-5198	L&NE	Vacation Agreement	7/24/56	Agreement 9/6/56.
A-5206	NS	Schedule Revision	8/6/56	Still pending.
A-5215	C&IM	Schedule Revision	8/7/56	Still pending.
A-5199	Various	1956 National Movement	8/9/56	Still pending.
11 0100	, a. 1.0 a. 5	(Wage increase proposal of June 1, 1956)	3/ 3 / 4 0	built pending.
A-5232	C&EI	Schedule Revision	8/21/56	Still pending.
	Wabash	Schedule Revision	9/11/56	Still pending.
	Virginian	Representation	9/19/56	Still pending.

Attachment "B-1"

NATIONAL RAILROAD ADJUSTMENT BOARD CASES Pending as of October 1, 1953

Docket			Date	Date and Nature of
Number	Railroad	Nature of Dispute	Submitted	Award
6072	GM&O	Relief Service	1/21/52	Sustained $10/23/53$.
6202	CGW	Comp. Chief Relief	4/18/52	Compromise Settle- ment 11/30/53.
6252	C of G	Classification	6/6/52	Denied 10/23/53.
6251	C of G	Classification	6/6/52	Denied 10/23/53.
6592	DL&W	Doubling of Territory	12/1/52	Denied 1/19/55.
6585	GM&O	Comp. Chief Relief	12/19/52	Remanded 11/29/54.
6547	B&M	Comp. Chief Relief	1/30/53	Sustained 4/27/54.
6679	AT&SF	Overtime	2/17/53	Denied 5/26/55.
6721	AT&SF	Off Assignment Claim	2/17/53	Denied 6/17/55.
6658	AT&SF	Overtime	3/6/53	Sustained 6/18/54.
6586	Wabash	Comp. Chief Relief	3/6/53	Sustained 4/27/54.
6598	NYC&StL	Discipline	3/16/53	Denied 5/25/54.
6616	MP	Removal from Service on	4/1/53	Sustained 5/14/54.
		Account of Hearing Aid		Interpretation No. 149 12/10/54.
6650	C&NW	Force Reduction	4/29/53	Dismissed 10/27/54.
6688	Erie	Off Assignment Claim	5/26/53	Denied 11/29/54.
6680	C&NW	Temporary Vacancy	5/19/53	Denied 11/29/54.
6689	NYC&StL	Comp. Chief Relief	5/29/53	Denied 10/27/54.
6735	B&O	Doubling of Territory	6/10/53	Sustained $6/24/55$.
6773	H&M	Transfer of Work	6/15/53	Sustained in part 2/17/55.
6754	AT&SF	Hospital Claim	6/25/53	Dismissed 2/15/54.
6726	NC&StL	Loss of Time	6/26/53	Denied 11/29/54.
6755	FtW&D	Overtime	6/26/53	Denied 8/5/54.
6756	SP	Transfer of Work	6/30/53	Sustained in part 2/8/55.
6819	CRI&P	Comp. Chief Relief	8/18/53	Sustained 8/5/54.
	ACL	Work on Rest Days	9/8/53	Withdrawn 1/6/54.
	ACL	Loss of Time	9/28/53	Withdrawn 11/18/53.

Attachment "B-2"

NATIONAL RAILROAD ADJUSTMENT BOARD CASES

Submitted-October 1, 1953 to October 1, 1956

Docket			Date	Date and Nature of
Number	Railroad	Nature of Dispute	Submitted	Award
6932	C&EI	Discipline	10/21/53	Denied 2/17/55.
6865	GTW	Comp. Chief Relief	10/23/53 10/28/53	Dismissed 11/5/54.
6867 6866	SP AC&Y	Blanking Positions Loss of Time	10/28/53	Sustained 8/5/54. Dismissed 3/24/54.
0000	ACEI	Loss of Time	10/20/00	Settled on property.
6983	C&O	Work on Rest Days	2/1/54	Denied 2/17/55.
6984	MP	Work on Rest Days	2/2/54	Sustained 1/28/55.
7059	GTW	Comp. Chief Relief	2/9/54	Dismissed 11/5/54.
2 400	LI	Work on Rest Days	3/19/54	Withdrawn 4/16/54.
7103	Ç&EI	Change of Relief Assignment Extra Work	4/8/54 5/25/54	Dismissed 6/29/55.
7135 7101	LV C&O	Work on Rest Days	6/1/54	Remanded 5/26/55. Sustained 6/24/55.
7102	CB&Q	Discipline	6/2/54	Denied 5/26/55.
•,=•=	ČRI&P	Loss of Time	6/2/54	Withdrawn 8/18/54.
7104	Erie	Relief Service	6/10/54	Denied 6/24/55.
7269	PRR	Discipline	6/28/54	Denied 3/21/56.
7215	GTW	Overtime	7/1/54	Sustained $6/29/55$.
7165	L&N	Extra Work	7/1/54	Sustained 6/29/55.
7296 7167	AT&SF Erie	Overtime Doubling of Territory	7/12/54 7/15/54	Sustained 5/26/55. Denied 1/24/56.
7166	Ann Arbor	Work on Rest Days	7/30/54	Sustained 6/24/55.
7165	C&NW	Discipline	7/30/54	Sustained of 247 55. Sustained in part.
			1, 55, 52	Denied in part 5/26/55.
7168	Erie	Extra Work	8/5/54	Sustained in part. Denied in part 1/24/56.
7245	CMStP&P	Transfer of Work	8/13/54	Still pending.
7244	CB&Q	Transfer of Work	8/13/54	Still pending.
7186	StL-SW	Transfer of Work	8/16/54	Denied 6/24/55.
7279	T&NO	Loss of Time	10/4/54	Sustained 9/14/56.
7297	T&NO	Extra Work	10/11/54	Denied 9/14/56.
7436	H&M GM&O	Blanking of Positions Comp. Chief Relief	10/20/54 1/25/55	Withdrawn 12/8/54.
1400	T&P	Comp. Chief Relief	3/2/55	Still pending. Withdrawn 3/15/55.
7446	CMStP&P	Seniority	3/4/55	Still pending.
7500	MP	Schedules	3/11/55	Still pending.
	(I-GN & GCL)	(Transportation Privileges)	. 🕳 🔻	*
7592	T&P	Comp. Chief Relief	3/16/55	Still pending.
7548	DM&IR	Doubling of Territory Comp. Chief Relief	4/15/55	Still pending.
7732 7634	FtW&D SP	Transfer of Work	5/3/55 5/10/55	Still pending.
1007	(Pac. Lines)		3/ 10/ 33	Still pending.
7633	SP	Transfer of Work	5/10/55	Still pending.
7661	(Pac. Lines) T&P	Schedule	C /1 /EE	Gum v
7794	SP	Transfer of Work	6/1/55 6/2/55	Still pending. Still pending.
	(Pac. Lines)	114	0/2/00	oun pending.
7863	ÙP	Discipline	6/29/55	Dismissed 3/19/56.
7865	AT&SF	Extra Work	6/30/55	Still pending.
7864	AT&SF	Extra Work	6/30/55	Still pending.
7868 7867	AT&SF AT&SF	Extra Work	6/30/55	Still pending.
7866	AT&SF	Extra Work	6/30/55	Still pending.
7869	AT&SF	Extra Work Extra Work	6/30/55 7/1/55	Still pending. Still pending.
7960	C&NW	Overtime	7/12/55	Still pending.
7938	AT&SF	Extra Work	7/20/55	Still pending.
7936	AT&SF	Extra Work	7/20/55	Still pending.
7937 7859	AT&SF SP	Right to Work	7/20/55	Still pending.
7859 7952	FtW&D	Student Dispatchers Schedule	7/25/55	Still pending.
7753	MP	Loss of Time	7/26/55 8/16/55	Still pending.
7923	AT&SF	Extra Work	9/9/55	Still pending. Still pending.
8114	PRR	Work on Rest Days	9/7/55	Still pending.
7800	D&H	Extra Work	9/9/55	Still pending.
8157	AT&SF	Loss of Time	9/20/55	Still pending.
8158	AT&SF	Discipline	9/23/55	Still pending.

Docket	n 11 . 1	Noture of Diamete	Date Submitted	Date and Nature of Award
Number	Railroad	Nature of Dispute		
8051	SP	Travel Time	9/27/55	Still pending.
7870	Erie	Work on Rest Days	9/29/55	Still pending.
8034	NC&StL	Schedule	10/12/55	Still pending.
8301	AT&SF	Transfer of Work	10/17/55	Still pending.
8278	AT&SF	Extra Work	11/7/55	Still pending.
8343	AT&SF	Extra Work	11/30/55	Still pending.
8344	ŅŸĊ	Discipline	11/30/55	Still pending.
8547	L&N	Comp. Work on Rest Days	1/23/56	Still pending.
8329	Wabash	Comp. Work on Rest Days	1/23/56	Still pending.
8460	SP	Transfer of Work	1/25/56	Still pending.
8388	Wabash	Right to Work	2/9/56	Still pending.
8806	SIRT	Transfer of Work	3/5/56	Still pending.
8589	Erie	Service Other Than Assignment	3/28/56	Still pending.
	AT&SF	Extra Work	5/18/56	Still pending.
	L&N	Discipline	5/22/56	Withdrawn 6/8/56.
	AT&SF	Extra Work	5/22/56	Withdrawn 6/11/56.
	AT&SF	Extra Work	5/22/56	Still pending.
•	AT&SF	Extra Work	5/22/56	Still pending.
8777	Erie	Comp. Work on Rest Days	5/23/56	Still pending.
8883	TC	Comp. Chief Relief	6/1/56	Still pending.
8884	ΤČ	Force Reduction	6/1/56	Still pending.
8882	Au. & Su.	Transfer of Work	6/1/56	Still pending.
	C of G	Transfer of Work	6/14/56	Still pending.
	C of G	Schedule	6/14/56	Still pending.
	NYC	Discipline	6/19/56	Still pending.
8888	L&N	Discipline	7/6/56	Still pending.
8941	Wabash	Comp. Work on Rest Days	7/25/56	Still pending.
	FtW&D	Transfer of Work	8/20/56	Still pending.
	I-GN	Travel Time	9/5/56	Withdrawn 9/18/56.
	Sou.	Transfer of Work	9/10/56	Still pending.
	Sou.	Discipline	9/10/56	Still pending.
	Sou.	Transfer of Work	9/11/56	Still pending.
	Sou.	Transfer of Work	9/11/56	Still pending.
	Sou.	Transfer of Work	9/11/56	Still pending.
	Sou.	Transfer of Work	9/12/56	Still pending.
	Sou.	Transfer of Work	9/12/56	Still pending.
	SP	Travel Time	9/12/56	Still pending.

STRATTON GRAIN CO.

Milwaukee, Wisconsin

THE DALLMAN & COOPER SUPPLY CO., INC.

16 Third Street
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BEST HOME FUEL

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Milwaukee Solvay Coke Co.

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MARATHON ELECTRIC MANUFACTURING CORPORATION

Manufacturers of Electrical Motors and Generators

WAUSAU

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Attachment "C"

CHIEF TRAIN DISPATCHERS ON 5-DAY WEEK

Concurrently with the establishment of a 5-day work week for those represented by the A.T.D.A., or subsequent thereto, the railroads listed below placed their chief train dispatchers on a 5-day work week.

Prefix c means—Combination chief and trick positions.

refix * means—Required by schedule rules.
refix ** means—Titled by Carriers as
"Movement Director" or "Assistant Movement Director." Prefix * means-Prefix ** mea

Western Eastern Carriers Carriers Carriers Carriers

B. & O.
B. & O.C.T.
B. & A.
C.R.R. of N.J.
C.C.C. & St.L.
c-D. & T.S.L.
D.L. & W. *-B. Ry. of Chgo. *-C. of Ga. *-C. & N.W. C. & O. *-C. & W.I. C.St.P.M. & O. E.J. & E. c-D.R.I. & N.W. *-M.-K.-T. D.L. & W. Erie c-Pac. Coast St.L.-S.F. L.H.B. *-St.L.-S.W. *-P.R.R. c-T.P. & N.O. c-T.P. & W.P. P.M. *-Me. C. N.Y.C. N.K.P. P. & L.E. Reading Reading W. Md. W. & L.E.

Attachment "D"

VACATIONS--SERVICE IN ARMED FORCES OF THE U.S.

FORCES OF THE U. S.

In a letter dated September 6, 1955, addressed to all General Chairmen, it was suggested that, if they had not already done so, they serve notice, as contemplated by Section 6 of the Railway Labor Act, on their railroad proposing the adoption of an addition to the currently effective vacation rule, reading as follows:

"In instances where employees have performed seven (7) months' service with the employing carrier, or have performed, in a calendar year, service sufficient to qualify for a vacation in the following year, and subsequently become members of the Armed Forces of the United States, the time spent by such employees in the Armed Forces will be credited as qualifying service in determining the length of vacations for which they may qualify upon their return to the service of the employing carrier."

Such notices were served, or where similar

Such notices were served, or where similar or better arrangements were in effect which were continued by agreement, the above quoted, or a similar or better arrangement was in effect on the following railroads as of October 1,

A.T. & S.F. B. & A. C. & O.

move, discontinue, substitute, or modify, any rules, regulations, practices, methods, facilities, or conditions, if found necessary in the public interest to promote safety of operation of any carrier.

SEC. 4 The Commission is authorized, after investigation and hearing, to prescribe and enforce by appropriate order any rule, regulation, practice, method, facility, or condition relating to the direction and control of the movement of trains and/or other mobile equipment on the lines of any carrier which the Commission deems necessary in the public interest to promote safety of operation of such carrier.

SEC. 5. Any carrier may from time to time change its rules, regulations, practices, methods, facilities, or conditions herein provided, but such change shall not take effect and the new rules, regulations, practices, methods, facilities, or conditions be enforced until they have been filed with and after hearing approved by the Commission.

by the Commission.

SEC. 6. It shall be the duty of the Commission to enforce the requirements of this Act and observance by carriers of the orders, rules, regulations, practices, methods, facilities, and conditions promulgated hereunder, and all powers heretofore granted to the Commission are hereby extended to it in the execution and enforcement of this Act.

SEC. 7. Any carrier or officer or agent thereof violating any of the provisions of this Act or failing, refusing, or neglecting to comply with any order, rule, regulation, practice, method, facility, or condition established under the provisions hereof, shall be liable to a penalty of \$500 for each such violation and each and every day such violation, failure, refusal, and every day such violation, failure, refusal,

C. & N.W. C.St.P.M. & O. C.B. & Q. C.M.St.P. & P. C.C.C. & St.L. D. & R.G.W. D.M. & I.R. G.N. G.C. Lines I H R I.H.B. I.G.N L. & N.E. L. & N. M.V. M.P. M.P.
Soo Line
N.Y.C.
N.Y.N.H. & H.
N.Y.O. & W.
N.P.
P. & L.E.
P. & W.V.
St.L.-S.F.
Southern
S.I.
S.P.
T. & P.

Attachment "E"

L&N. STRIKE

The strike of the non-ops on the L&N and its subsidiaries or controlled roads began on March 14, 1955, and those organizations established picket lines. These were respected by members of the ORC&B, BRT, BLF&E, RYA and the ATDA. When members of these organizations refused to cross such lines, the L&N served notice on them that unless they reported for work on a date and at a time specified in the notice, they would be considered as having severed their employment relation.

Protest by each of these organizations. and

Protest by each of these organizations, and request for withdrawal of them were ignored, so the members were authorized to strike as of April 18, 1955. However, a certain number of our members not only failed to respect the picket lines but worked during the progress of the strike. This resulted in charges being preferred against them and each was notified by letter reading as follows:

"In accordance with Section 61 of this As-

"In accordance with Section 61 of this Association's By-Laws you are hereby being furnished with a copy of charges which have been preferred against you for conduct unbecoming a member.

"Asting in accordance with the provisions

"Acting in accordance with the provisions of Section 62, this writer has instructed Vice-President J. B. Tipler to select two members in good standing—the three to constitute a Trial Board which will conduct a trial on the charges. The trial will begin at 10:00 A.M. (CST) at the ______ Hotel on _____.

"Accordingly, you are hereby notified to appear at this trial to present such evidence as you may have in defense of the charges. Your failure to attend the trial will be considered by the Trial Board as prima facie evidence of your being guilty as charged."

in currently effective monthly, daily or hourly basic rates of pay, shall constitute a basic day.

Overtime

All service in excess of six (6) consecutive hours on any day shall be paid for at time and one-half.

Determining Daily Rate—(of Holiday Pay) -(Equivalent

To determine the daily equivalent or regular monthly rate, multiply the mate by 12 and divide the result by 253. monthly

(Based on a monthly rate of \$533.46, which, with the 261 divisor produces \$24.53 per day, the use of the 253 divisor would increase that daily rate by 77.4 cents per day, or to \$25.30; and, because a day's pay is received for a total of 261 days per year, would increase the average monthly earnings from \$533.46 to \$550.29.)

Holiday Pay Rule

(If a holiday rule is preferred to the 253 divisor, either of the two rules (a) or (b) would make provision therefor).

(a) An employee who performs service on any of the below named holidays shall, at his

FILM SERVICE INC.

Milwaukee, Wisconsin

Vice President Tipler selected Brother P. P. Cash, General Chairman on the Southern, and Brother J. L. Willett, General Chairman on the GM&O, and these three proceeded with holding trials at the various points at which the accused were located, and upon finding them guilty, fixed the penalty as set forth in their reports, quoted below:

"The Trial Board established in accordance with Section 62 of the By-Laws, met at the Hotel in at 10:00 A.M. (each report being properly dated) to conduct a trial of the above named defendants. Although (at some points) all of said defendants were properly notified of time, date and place of trial, none of them appeared to testify.

"In accordance with Section 63 of the By-Laws, the Trial Board finds from documentary evidence submitted to it that each of the defendants above named is guilty as charged and it is the decision of said Board that each of the defendants shall be immediately expelled from membership in the American Train Dispatchers Association." (In one instance the Trial Board found circumstances warranting only suspension from membership.) ship.)

Therefore, and in accordance with Section 63, the penalty so fixed by the Trial Board was imposed by the President upon each individual named. A list showing names, name of employing railroad, location, and penalty imposed

Name	R.R. and Location	Penalty

J. S. Heggy. L&N—Evansville, Ind. G. F. Hammond. L&N—Knoxville, Tenn. J. H. Mullins. L&N—Knoxville, Tenn. A. F. Lohmoeller. L&N—Latonia, Ky. Expulsion from membership. T. A. McDonald. L&N—Latonia, Ky. Expulsion from membership. A. W. Bourne. L&N—Latonia, Ky. Expulsion from membership. P. J. O'Connell. L&N—Latonia, Ky. Expulsion from membership. H. T. Stephenson L&N—Latonia, Ky. Expulsion from membership. J. H. Smith. L&N—Latonia, Ky. Expulsion from membership. J. W. Jackson. L&N—Latonia, Ky. Expulsion from membership. W. W. Greene. L&N—Latonia, Ky. Expulsion from membership. Expulsion from membership. Expulsion from membership. Expulsion from membership.
Expulsion from membership.

600

THE TRAIN DISPATCHER

plete revision.

The Southern Pacific Agreement (Pacific Lines) was reprinted and partially revised June 23, 1955, effective July 1, 1955.

The Northern Pacific Agreement was reprinted and partially revised May 4, 1956, effective July 1, 1956.

The two latter revisions were accomplished without the respective System Committees serving Section 6 Notices, as contemplated under the provisions of the Railway Labor Act. Management of both Carriers agreed to such a procedure, which did not open either Agree-ment. In view of the general unsettled ment. In view of the general unsettled labor situations on the railroads and a contemplated Association wage-rule movement, our Committees were somewhat apprehensive with respect to serving Section 6 Notices, which would automatically open the Agreements making them vulnerable. The cooperation our Committees received from the Southern Pacific and Northern Pacific Managements was greatly appreciated Managements was greatly appreciated. However, considerable time was consumed in preparing the amended rules for the reprinted-revision of the Southern Pacific and Northern Pacific Agreements.

Represented train dispatchers at two investigations during the past three

There are no Agreements open in the Far Western Region at this time except as they are open as a result of our notice served June 1, 1956, for a twenty per-cent increase in rates of pay. And, ex-cept for the Union Pacific Railroad, no Far Western Carrier served any counterproposals as a result of our June 1, 1956 Notice. The Union Pacific Management served a Section 6 Notice to amend Agreement rules as follows:

1. Eliminate existing rules, regulations, interpretations or practices,

however established, that require agreement or prevent the consolidation of offices, combining of positions or extension of dispatching territories on a permanent full-time basis or on certain specified days of the week.

Eliminate existing rules, regulations, interpretations or practices, however established, that require payment of more than straight time to a regularly assigned dispatcher for working other than his

regular assignment.

Eliminate existing rules, regulations, interpretations or practices, however established, which require payment of travel time or dead-heading to train dispatchers to or from a point of service where the employe claims or may claim the right to such service because of his seniority.

4. Negotiate a rule or amend exist-ing rules to provide that a train dispatcher assigned to a full-time (five days per week) position may have more than one assigned headquarters point in filling an assignment, and will not be paid travel time or deadheading to or from each point or expenses at any point he is regularly assigned to work.

A perusal of your respective Agreements, checked against the Union Pacific Railroad's Section 6 Notice to amend current Union Pacific contract rules will indicate just how vicious the Union Pacific Railroad proposals are.

We must all recognize the basic need for well-grounded working rules upon which System Committees, with the assistance of National Officers when needed, build better rules within the frame work of their Organization, which is National in scope. Negotiating

WEST CENTRAL COOPERATIVE GRAIN CO.

Grain Exchange Building

Attachment "B-2"

NATIONAL RAILROAD ADJUSTMENT BOARD CASES

Submitted-October 1, 1953 to October 1, 1956

Docket Number	Railroad	Nature of Dispute	Date Submitted	Date and Nature of Award
			-	,
6932	C&EI	Discipline	10/21/53	Denied 2/17/55.
6865	GTW	Comp. Chief Relief	10/23/53	Dismissed 11/5/54.
6867	SP	Blanking Positions	10/28/53	Sustained 8/5/54.
6866	AC&Y	Loss of Time	10/28/53	Dismissed 3/24/54.
				Settled on property.
6983	C&O	Work on Rest Days	2/1/54	Denied 2/17/55.
6984	MP	Work on Rest Days	2/2/54	Sustained 1/28/55.
7059	GTW	Comp. Chief Relief	2/9/54	Dismissed 11/5/54.
	LI	Work on Rest Days	3/19/54	Withdrawn 4/16/54.
7103	C&EI	Change of Relief Assignment	4/8/54	Dismissed 6/29/55.
7135	LV	Extra Work	5/25/54	Remanded 5/26/55.
7101	C&O	Work on Rest Days	6/1/54	Sustained 6/24/55.
7102	CB&Q	Discipline	6/2/54	Denied 5/26/55.
	CRI&P	Loss of Time	6/2/54	Withdrawn 8/18/54.
7104	Erie	Relief Service	6/10/54	Denied 6/24/55.
7269	PRR	Discipline	6/28/54	Denied 3/21/56.
7215	GTW	Overtime	7/1/54	Sustained $6/29/55$.
7165	L&N	Extra Work	7/1/54	Sustained 6/29/55.
7296	AT&SF	Overtime	7/12/54	Sustained 5/26/55.
7167	Erie	Doubling of Territory	7/15/54	Denied 1/24/56.
7166	Ann Arbor	Work on Rest Days	7/30/54	Sustained 6/24/55.
7165	C&NW	Discipline	7/30/54	Sustained in part.
1200			., ,	Denied in part $5/26/55$.
				20ca in part 0/20/00.
7168	Erie	Extra Work	8/5/54	Sustained in part. Denied in part
				1/24/56.
7245	CMStP&P	Transfer of Work	8/13/54	Still pending.
7244	CB&Q	Transfer of Work	8/13/54	Still pending.
7186	StL-SW	Transfer of Work	8/16/54	Denied 6/24/55.
7279	T&NO	Loss of Time	10/4/54	Sustained 9/14/56.
7297	T&NO	Extra Work	10/11/54	Denied 9/14/56.
1201	H&M	Blanking of Positions	10/20/54	Withdrawn 12/8/54.
7436	GM&O	Comp. Chief Relief	1/25/55	Withdrawn 12/8/54.
1400	T&P	Comp. Chief Relief	3/2/55	Still pending.
7446	CMStP&P	Seniority	3/4/55	Withdrawn 3/15/55.
7500	MP	Schedules	3/11/55	Still pending.
1500	(I-GN & GCL)	(Transportation Privileges)	9/11/99	Still pending.
7500	T&P	Comp. Chief Relief	3/16/55	04:11 11
7592 7540		Doubling of Territory		Still pending.
7548 7732	DM&IR	Comp. Chief Relief	4/15/55	Still pending.
	FtW&D SP	Transfer of Work	5/3/55	Still pending.
7634		Transfer of work	5/10/55	Still pending.
7000	(Pac. Lines)	///	F /4 0 /FF	a
7633	SP	Transfer of Work	5/10/55	Still pending.
E001	(Pac. Lines)	0-1-1-1-1	0/4/22	a
7661	T&P	Schedule	6/1/55	Still pending.
7794	SP	Transfer of Work	6/2/55	Still pending.
7000	(Pac. Lines)	75	0 /00 /22	D: 1 10/10/70
7863	UP	Discipline	6/29/55	Dismissed 3/19/56.
7865	AT&SF	Extra Work	6/30/55	Still pending.
7864	AT&SF	Extra Work	6/30/55	Still pending.
7868 7867	AT&SF	Extra Work	6/30/55	Still pending.
7867	AT&SF	Extra Work	6/30/55	Still pending.
7866	AT&SF	Extra Work	6/30/55	Still pending.
7869	AT&SF	Extra Work	7/1/55	Still pending.
7960	C&NW	Overtime	7/12/55	Still pending.
7938	AT&SF	Extra Work	7/20/55	Still pending.
7936	AT&SF	Extra Work	7/20/55	Still pending.
7937	AT&SF	Right to Work	7/20/55	Still pending.
7859	SP	Student Dispatchers	7/25/55	Still pending.
7952	FtW&D	Schedule	7/26/55	Still pending.
7753	MP	Loss of Time	8/16/55	Still pending.
7923	AT&SF	Extra Work	9/9/55	Still pending.
8114	PRR	Work on Rest Days	9/7/55	Still pending.
7800	D&H	Extra Work	9/9/55	Still pending.
8157	AT&SF	Loss of Time	9/20/55	Still pending.
8158	AT&SF	Discipline	9/23/55	Still pending.

Docket Number	Railroad	Nature of Dispute	Date Submitted	Date and Nature of Award
	SP	Travel Time	9/27/55	Still pending.
8051 7870	Erie	Work on Rest Days	9/29/55	Still pending.
8034	NC&StL	Schedule	10/12/55	Still pending.
8301	AT&SF	Transfer of Work	10/17/55	Still pending.
8278	AT&SF	Extra Work	11/7/55	Still pending.
8343	AT&SF	Extra Work	11/30/55	Still pending.
8344	NYC	Discipline	11/30/55	Still pending.
8547	L&N	Comp. Work on Rest Days	1/23/56	Still pending.
8329	Wabash	Comp. Work on Rest Days	1/23/56	Still pending.
8460	SP	Transfer of Work	1/25/56	Still pending.
8388	Wabash	Right to Work	2/9/56	Still pending.
8806	SIRT	Transfer of Work	3/5/56	Still pending.
8589	Erie	Service Other Than Assignment	3/28/56	Still pending.
	AT&SF	Extra Work	5/18/56	Still pending.
	L&N	Discipline	5/22/56	Withdrawn 6/8/56.
	AT&SF	Extra Work	5/22/56	Withdrawn 6/11/56.
	AT&SF	Extra Work	5/22/56	Still pending.
	AT&SF	Extra Work	5/22/56	Still pending.
8777	Erie	Comp. Work on Rest Days	5/23/56	Still pending.
8883	TC	Comp. Chief Relief	6/1/56	Still pending.
8884	ΤČ	Force Reduction	6/1/56	Still pending.
8882	Au. & Su.	Transfer of Work	6/1/56	Still pending.
	C of G	Transfer of Work	6/14/56	Still pending.
	C of G	Schedule	6/14/56	Still pending.
	NYC	Discipline	6/19/56	Still pending.
8888	L&N	Discipline	7/6/56	Still pending.
8941	Wabash	Comp. Work on Rest Days	7/25/56	Still pending.
	FtW&D	Transfer of Work	8/20/56	Still pending.
	I-GN	Travel Time	9/5/56	Withdrawn 9/18/56.
	Sou.	Transfer of Work	9/10/56	Still pending.
	Sou.	Discipline	9/10/56	Still pending.
	Sou.	Transfer of Work	9/11/56	Still pending.
	Sou.	Transfer of Work	9/11/56	Still pending.
	Sou.	Transfer of Work	9/11/56	Still pending.
	Sou.	Transfer of Work	9/12/56	Still pending.
	Sou.	Transfer of Work	9/12/56	Still pending.
	SP	Travel Time	9/12/56	Still pending.

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BR 1-5200 . 740 N. MILWAUKEE ST.

MARATHON ELECTRIC MANUFACTURING CORPORATION

Manufacturers of Electrical Motors and Generators

WAUSAU

WISCONSIN

instructions of or acquiesced in by a carrier, which actions are at variance with written rules or regulations or which are not specifically covered by written rules or regulations.

- (f) The term "methods" means the system of directing the movement of trains and/or other mobile equipment on rails, by use of timetable authority and/or train orders, centralized traffic control, signal indication, written lineups, verbal instructions, any combination of these, or by use of any other means or devices.
- (g) The term "facilities" means the location of offices or places from which the movement of trains or other mobile equipment is directed; the open communicating points along the carrier's lines; the communicating circuits between offices; the records of train movements; train order books.
- (h) The term "conditions" means a train dispatcher's territorial assignments; the duties and responsibilities of train dispatchers; the privacy of the office or place of work of any person directing movement of trains or other mobile equipment.
- SEC. 2. The Commission is authorized, upon complaint, or upon its own initiative without complaint, to investigate the rules, regulations, practices, methods, facilities, and conditions involved in directing and controlling the movement of trains and/or other mobile equipment on rails of any carrier, and to determine whether such rules, regulations, practices, methods, facilities, or conditions are safe.
- SEC. 3. The Commission, after investigation and hearing, may order any carrier to remove, discontinue, substitute, or modify, any rules, regulations, practices, methods, facilities, or conditions, if found necessary in the public interest to promote safety of operation of any carrier.
- SEC. 4 The Commission is authorized, after investigation and hearing, to prescribe and enforce by appropriate order any rule, regulation, practice, method, facility, or condition relating to the direction and control of the movement of trains and/or other mobile equipment on the lines of any carrier which the Commission deems necessary in the public interest to promote safety of operation of such carrier.
- SEC. 5. Any carrier may from time to time change its rules, regulations, practices, methods, facilities, or conditions herein provided, but such change shall not take effect and the new rules, regulations, practices, methods, facilities, or conditions be enforced until they have been filed with and after hearing approved by the Commission.
- SEC. 6. It shall be the duty of the Commission to enforce the requirements of this Act and observance by carriers of the orders, rules, regulations, practices, methods, facilities, and conditions promulgated hereunder, and all powers heretofore granted to the Commission are hereby extended to it in the execution and enforcement of this Act.
- SEC. 7. Any carrier or officer or agent thereof violating any of the provisions of this Act or failing, refusing, or neglecting to comply with any order, rule, regulation, practice, method, facility, or condition established under the provisions hereof, shall be liable to a penalty of \$500 for each such violation and each and every day such violation, failure, refusal, or neglect continues shall be considered a sep-

arate violation and subject to a like penalty, to be recovered in a suit or suits to be brought by a United States attorney in the district court of the United States having jurisdiction in the locality where such violation shall have been committed. It shall be the duty of such United States attorney to bring such suit or suits upon satisfactory information being lodged with him of such violations having occurred; and it shall be the duty of the Commission to lodge with the proper United States attorney information of any violations of this Act coming to its knowledge.

Attachment "G"

TENTATIVE DRAFT OF RULES FOR IM-PROVEMENT OF WORKING CONDITIONS FOR CONSIDERATION BY THE SEVEN-TEENTH GENERAL ASSEMBLY IN AC-CORDANCE WITH ACTION TAKEN AT MEETING OF GENERAL CHAIRMEN ON MAY 2-3, 1956

1. Classification

When duties exist which are generally recognized as falling within the scope of the Train Dispatcher Group, such duties shall be performed by employees covered by this Agreement.

2. Basic Day

Six (6) consecutive hours, with no reduction in currently effective monthly, daily or hourly basic rates of pay, shall constitute a basic day.

B. Overtime

All service in excess of six (6) consecutive hours on any day shall be paid for at time and one-half.

4. Determining Daily Rate—(Equivalent of Holiday Pay)

To determine the daily equivalent of the regular monthly rate, multiply the monthly rate by 12 and divide the result by 253.

(Based on a monthly rate of \$533.46, which, with the 261 divisor produces \$24.53 per day, the use of the 253 divisor would increase that daily rate by 77.4 cents per day, or to \$25.30; and, because a day's pay is received for a total of 261 days per year, would increase the average monthly earnings from \$533.46 to \$550.29.)

5. Holiday Pay Rule

- (If a holiday rule is preferred to the 253 divisor, either of the two rules (a) or (b) would make provision therefor).
- (a) An employee who performs service on any of the below named holidays shall, at his

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Milwaukee, Wisconsin

option, be paid therefor at time and one-half, or have added to and included in the total number of paid vacation days due him, the total number of legal holidays on which he performed service during the year in which he qualified for his vacation:

NEW YEAR'S DAY
WASHINGTON'S BIRTHDAY
MEMORIAL DAY
INDEPENDENCE DAY
LABOR DAY
ARMISTICE DAY
THANKSGIVING DAY
CHRISTMAS DAY

OR

(b) All employees represented by the American Train Dispatchers Association will be entitled to one day's pay without performing any service on each of the following holidays; if required to work on any of such holidays they shall, in addition to compensation herein provided, be paid therefor at time and one-half:

NEW YEAR'S DAY
WASHINGTON'S BIRTHDAY
MEMORIAL DAY
INDEPENDENCE DAY
LABOR DAY
ARMISTICE DAY
THANKSGIVING DAY
CHRISTMAS DAY

If any of the above named holidays falls on an employee's rest day, he shall be granted an additional day which shall be given him within the following three-week period. or he shall be allowed an additional day's pay in lieu thereof.

If any holiday named above falls on a day during the employee's vacation, he shall receive in addition to his vacation pay the day's pay allowance hereinbefore provided for.

6. Continuous Service Positions

Except as may otherwise be agreed to, on any carrier, each regular position shall be filled on each day of each calendar week by persons who are covered by the rules of this Agreement.

7. Rest-Day Relief Assignments

Regular relief positions shall be established in each office where the rest days' relief requirements regularly consist of three (3) or more days per week. Incumbents of such relief positions shall be paid the daily rate, computed in accordance with the rules of the Agreement, of each position relieved, and when not engaged in train dispatcher service they shall be assigned to other duties to complete five (5) days work per week, and paid therefor not less than the minimum daily rate of trick train dispatcher.

(In accordance with Southern Pacific resolution adopted by Sixteenth General Assembly.)

8. Service-Other Than Regular Assignment

When required by proper authority to perform service of a position other than the one acquired in the exercise of seniority, compensation shall be time and one-half the rate of the position worked.

9. Combination Service

The performance of work of more than one of the respective classes, as that work is defined in the Scope of this Agreement, shall be paid for at the highest rate applicable to either of the classes involved, for each day on which such combined service is performed.

10. Failure to Use Extra Employees in Seniority Order

When an extra, or unassigned, employee whose seniority entitles him to available work covered by this Agreement is not used for such work, he shall, in addition to any other compensation, be compensated for days not so used at the rate of the position—the work of which he was entitled to perform.

11. Combining Dispatching Territories for Relief

When territorial limits, as presently assigned to incumbents of positions covered by this Agreement are temporarily extended, consolidated, or combined with other existing territory for rest day or other relief purposes, the incumbent of the position so affected shall be paid at the time and one-half rate for each day of such service.

12. Increase in Dispatching Territories

Unless otherwise agreed upon by the parties to this Agreement, when the territorial limits of positions are extended, the rate of pay of the position affected shall be increased on a percentage basis, i.e., the added mileage compared with mileage prior to the change.

13. Force Reduction Due to Consolidation

In all cases of consolidations or abolishment of offices and/or positions, those adversely affected thereby shall have applied to them protective provisions similar to those contained in the Agreement of May, 1936, generally referred to as "The Washington Agreement."

14. Time Lost in Changing Positions

Loss of opportunity to perform compensated service of the position acquired in the exercise of seniority on account of the Hours of Service Law, or due to changing positions on instruc-

MAYVILLE WHITE LIME COMPANY

MAYVILLE, WISCONSIN

Attachment "C"

CHIEF TRAIN DISPATCHERS ON 5-DAY WEEK

Concurrently with the establishment of a 5-day work week for those represented by the A.T.D.A., or subsequent thereto, the railroads listed below placed their chief train dispatchers on a 5-day work week.

Prefix c means—Combination chief and trick positions.

Prefix * means—Required by schedule rules.
Prefix ** means—Titled by Carriers as
"Movement Director" or "Assistant Movement Director."

Southeastern Eastern Western Carriers Carriers Carriers *-B. Ry. of Chgo. *-C. of Ga. *-C. & N.W. C. & O. *-C. & W.I. C.St.P.M. & O. B. & O. B. & O.C.T. B. & A. C.R.R. of N.J. C.C.C. & St.L. c-D. & T.S.L. E.J. & E. c-D.R.I. & N.W. *-M.-K.-T. D.L. & W. Erie c-Pac. Coast G.T.W. St.L.-S.F Ĭ.H.B. *-St.L.-S.W. *-N.Y.N.H. & H. *-T. & N.O. *-P.R.R. c-T.P. & W. **-P.R.R. W.P. **-P.-R.S.S.L. P.M. *-Me. C. N.Y.C N.K.P. P. & L.E. Reading W. Md. W. & L.E.

Attachment "D"

VACATIONS—SERVICE IN ARMED FORCES OF THE U. S.

In a letter dated September 6, 1955, addressed to all General Chairmen, it was suggested that, if they had not already done so, they serve notice, as contemplated by Section 6 of the Railway Labor Act, on their railroad proposing the adoption of an addition to the currently effective vacation rule, reading as follows:

"In instances where employees have performed seven (7) months' service with the employing carrier, or have performed, in a calendar year, service sufficient to qualify for a vacation in the following year, and subsequently become members of the Armed Forces of the United States, the time spent by such employees in the Armed Forces will be credited as qualifying service in determining the length of vacations for which they may qualify upon their return to the service of the employing carrier."

Such notices were served, or where similar or better arrangements were in effect which were continued by agreement, the above quoted, or a similar or better arrangement was in effect on the following railroads as of October 1, 1956:

A.T. & S.F. B. & A. C. & O. C. & N.W. C.St.P.M. & O. C.B. & Q. C.M.St.P. & P. C.C.C. & St.L. D. & R.G.W. D.M. & I.R. G.N. G.C. Lines I.H.B. I.G.N. L. & N.E. L. & N. M.V. M.P. Soo Line N.Y.C. N.Y.N.H. & H. N.Y.O. & W. N.P. P. & L.E P. & W.V. St.L.-S.F. Southern S.I S.P. T. & P. T. & N.O. T.P. & W. U.P. Ŵ.P.

Attachment "E"

L.&N. STRIKE

The strike of the non-ops on the L&N and its subsidiaries or controlled roads began on March 14, 1955, and those organizations established picket lines. These were respected by members of the ORC&B, BRT, BLF&E, RYA and the ATDA. When members of these organizations refused to cross such lines, the L&N served notice on them that unless they reported for work on a date and at a time specified in the notice, they would be considered as having severed their employment relation.

Protest by each of these organizations, and request for withdrawal of them were ignored, so the members were authorized to strike as of April 18, 1955. However, a certain number of our members not only failed to respect the picket lines but worked during the progress of the strike. This resulted in charges being preferred against them and each was notified by letter reading as follows:

"In accordance with Section 61 of this Association's By-Laws you are hereby being furnished with a copy of charges which have been preferred against you for conduct unbecoming a member.

"Acting in accordance with the provisions of Section 62, this writer has instructed Vice-President J. B. Tipler to select two members in good standing—the three to constitute a Trial Board which will conduct a trial on the charges. The trial will begin at 10:00 A.M. (CST) at the Hotel on Hotel on

"Accordingly, you are hereby notified to appear at this trial to present such evidence as you may have in defense of the charges. Your failure to attend the trial will be considered by the Trial Board as prima facie evidence of your being guilty as charged."

Vice President Tipler selected Brother P. P. Cash, General Chairman on the Southern, and Brother J. L. Willett, General Chairman on the GM&O, and these three proceeded with holding trials at the various points at which the accused were located, and upon finding them guilty, fixed the penalty as set forth in their reports, quoted below:

"The Trial Board established in accordance with Section 62 of the By-Laws, met at $_$ Hotel in $_$ _at 10:00 A.M. (each report being properly dated) to conduct a trial of the above named defendants. Although (at some points) all of said defendants were properly notified of time, date and place of trial, none of them appeared to testify.

"In accordance with Section 63 of the By-Laws, the Trial Board finds from documentary evidence submitted to it that each of the defendants above named is guilty as charged and it is the decision of said Board that each of the defendants shall be immediately expelled from membership in the American Train Dispatchers Association." (In one instance the Trial Board found circumstances warranting only suspension from member-

Therefore, and in accordance with Section 63, the penalty so fixed by the Trial Board was imposed by the President upon each individual named. A list showing names, name of employ-ing railroad, location, and penalty imposed follows.

Name

R.R. and Location

Penalty

Attachment "F"

TENTATIVE DRAFT OF "INSPECTION BILL"

To promote the safety of railroad employees and travelers on railroads, and to promote safety of railroad operation by providing for the inspection and investigation of conditions under which the directing of the movement of trains and/or other mobile equipment operated on rails of carriers is performed, and for the promulgation of rules and regulations governing such conditions, and for other purposes.

BE IT ENACTED BY THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES OF AMERICA IN CONGRESS ASSEMBLED, That: SEC. 1. When used for the purposes of this

(a) The term "carrier" means any carrier by railroad subject to the Interstate Commerce Act (including any terminal or station company), and any receiver or other individual or body, judicial or otherwise, when in the possession of the business of a carrier subject to this section: PROVIDED, HOWEVER, That the term "carrier" shall not include any street. interurban, or suburban electric railway unless such railway is operated as a part of a carrier as the term "carrier" is herein defined.

(b) The term "Commission" means the Interstate Commerce Commission.

(c) The term "rules" means the carrier's written guide or instructions prescribing the duties and responsibilities of persons engaged in directing or in effecting the movement of trains and/or any other mobile equipment operted on rails, and governing the performance by such persons of any other related service that may be a requirement necessary or incidental to the achievement of safety or efficiency in the movement of trains and/or other mobile

equipment on the carrier's rails.

(d) The term "regulations" means supplementary orders, special instructions, or rulings to govern the manner in which rules are to be applied or enforced, and to cover exigencies or new conditions not present when the rules were

promulgated.

(e) The term "practices" means actions indulged in on the part of employees on verbal

instructions of or acquiesced in by a carrier, which actions are at variance with written rules or regulations or which are not specifically covered by written rules or regulations.

- (f) The term "methods" means the system of directing the movement of trains and/or other mobile equipment on rails, by use of timetable authority and/or train orders, centralized traffic control, signal indication, written lineups, verbal instructions, any combination of these, or by use of any other means or devices.
- (g) The term "facilities" means the location of offices or places from which the movement of trains or other mobile equipment is directed; the open communicating points along the carrier's lines; the communicating circuits between offices; the records of train movements; train order books.
- (h) The term "conditions" means a train dispatcher's territorial assignments; the duties and responsibilities of train dispatchers; the privacy of the office or place of work of any person directing movement of trains or other mobile equipment.
- SEC. 2. The Commission is authorized, upon complaint, or upon its own initiative without complaint, to investigate the rules, regulations, practices, methods, facilities, and conditions involved in directing and controlling the movement of trains and/or other mobile equipment on rails of any carrier, and to determine whether such rules, regulations, practices, methods, facilities, or conditions are safe.
- SEC. 3. The Commission, after investigation and hearing, may order any carrier to remove, discontinue, substitute, or modify, any rules, regulations, practices, methods, facilities, or conditions, if found necessary in the public interest to promote safety of operation of any carrier.
- SEC. 4 The Commission is authorized, after investigation and hearing, to prescribe and enforce by appropriate order any rule, regulation, practice, method, facility, or condition relating to the direction and control of the movement of trains and/or other mobile equipment on the lines of any carrier which the Commission deems necessary in the public interest to promote safety of operation of such carrier.
- SEC. 5. Any carrier may from time to time change its rules, regulations, practices, methods, facilities, or conditions herein provided, but such change shall not take effect and the new rules, regulations, practices, methods, facilities, or conditions be enforced until they have been filed with and after hearing approved by the Commission.
- SEC. 6. It shall be the duty of the Commission to enforce the requirements of this Act and observance by carriers of the orders, rules, regulations, practices, methods, facilities, and conditions promulgated hereunder, and all powers heretofore granted to the Commission are hereby extended to it in the execution and enforcement of this Act.
- SEC. 7. Any carrier or officer or agent thereof violating any of the provisions of this Act or failing, refusing, or neglecting to comply with any order, rule, regulation, practice, method, facility, or condition established under the provisions hereof, shall be liable to a penalty of \$500 for each such violation and each and every day such violation, failure, refusal, or neglect continues shall be considered a sep-

arate violation and subject to a like penalty, to be recovered in a suit or suits to be brought by a United States attorney in the district court of the United States having jurisdiction in the locality where such violation shall have been committed. It shall be the duty of such United States attorney to bring such suit or suits upon satisfactory information being lodged with him of such violations having occurred; and it shall be the duty of the Commission to lodge with the proper United States attorney information of any violations of this Act coming to its knowledge.

Attachment "G"

TENTATIVE DRAFT OF RULES FOR IMPROVEMENT OF WORKING CONDITIONS FOR CONSIDERATION BY THE SEVENTEENTH GENERAL ASSEMBLY IN ACCORDANCE WITH ACTION TAKEN AT MEETING OF GENERAL CHAIRMEN ON MAY 2-3, 1956

Classification

When duties exist which are generally recognized as falling within the scope of the Train Dispatcher Group, such duties shall be performed by employees covered by this Agreement.

2. Basic Day

Six (6) consecutive hours, with no reduction in currently effective monthly, daily or hourly basic rates of pay, shall constitute a basic day.

3. Overtime

All service in excess of six (6) consecutive hours on any day shall be paid for at time and one-half.

4. Determining Daily Rate—(Equivalent of Holiday Pay)

To determine the daily equivalent of the regular monthly rate, multiply the monthly rate by 12 and divide the result by 253.

(Based on a monthly rate of \$533.46, which, with the 261 divisor produces \$24.53 per day, the use of the 253 divisor would increase that daily rate by 77.4 cents per day, or to \$25.30: and, because a day's pay is received for a total of 261 days per year, would increase the average monthly earnings from \$533.46 to \$550.29.)

5. Holiday Pay Rule

- (If a holiday rule is preferred to the 253 divisor, either of the two rules (a) or (b) would make provision therefor).
- (a) An employee who performs service on any of the below named holidays shall, at his

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Milwaukee, Wisconsin

option, be paid therefor at time and one-half, or have added to and included in the total number of paid vacation days due him, the total number of legal holidays on which he performed service during the year in which he qualified for his vacation:

NEW YEAR'S DAY
WASHINGTON'S BIRTHDAY
MEMORIAL DAY
INDEPENDENCE DAY
LABOR DAY
ARMISTICE DAY
THANKSGIVING DAY
CHRISTMAS DAY

OR

(b) All employees represented by the American Train Dispatchers Association will be entitled to one day's pay without performing any service on each of the following holidays; if required to work on any of such holidays they shall, in addition to compensation herein provided, be paid therefor at time and one-half:

NEW YEAR'S DAY
WASHINGTON'S BIRTHDAY
MEMORIAL DAY
INDEPENDENCE DAY
LABOR DAY
ARMISTICE DAY
THANKSGIVING DAY
CHRISTMAS DAY

If any of the above named holidays falls on an employee's rest day, he shall be granted an additional day which shall be given him within the following three-week period. or he shall be allowed an additional day's pay in lieu thereof.

If any holiday named above falls on a day during the employee's vacation, he shall receive in addition to his vacation nay the day's pay allowance hereinbefore provided for.

6. Continuous Service Positions

Except as may otherwise be agreed to. on any carrier, each regular position shall be filled on each day of each calendar week by persons who are covered by the rules of this Agreement.

7. Rest-Day Relief Assignments

Regular relief positions shall be established in each office where the rest days' relief requirements regularly consist of three (3) or more days per week. Incumbents of such relief positions shall be paid the daily rate, computed in accordance with the rules of the Agreement, of each position relieved, and when not engaged in train dispatcher service they shall be assigned to other duties to complete five (5) days work per week, and paid therefor not less than the minimum daily rate of trick train dispatcher.

(In accordance with Southern Pacific resolution adopted by Sixteenth General Assembly.)

8. Service-Other Than Regular Assignment

When required by proper authority to perform service of a position other than the one acquired in the exercise of seniority, compensation shall be time and one-half the rate of the position worked.

9. Combination Service

The performance of work of more than one of the respective classes, as that work is defined in the Scope of this Agreement, shall be paid for at the highest rate applicable to either of the classes involved, for each day on which such combined service is performed.

10. Failure to Use Extra Employees in Seniority Order

When an extra, or unassigned, employee whose seniority entitles him to available work covered by this Agreement is not used for such work, he shall, in addition to any other compensation, be compensated for days not so used at the rate of the position—the work of which he was entitled to perform.

11. Combining Dispatching Territories for Relief

When territorial limits, as presently assigned to incumbents of positions covered by this Agreement are temporarily extended, consolidated, or combined with other existing territory for rest day or other relief purposes, the incumbent of the position so affected shall be paid at the time and one-half rate for each day of such service.

12. Increase in Dispatching Territories

Unless otherwise agreed upon by the parties to this Agreement, when the territorial limits of positions are extended, the rate of pay of the position affected shall be increased on a percentage basis, i.e., the added mileage compared with mileage prior to the change.

13. Force Reduction Due to Consolidation

In all cases of consolidations or abolishment of offices and/or positions, those adversely affected thereby shall have applied to them protective provisions similar to those contained in the Agreement of May, 1936, generally referred to as "The Washington Agreement."

14. Time Lost in Changing Positions

Loss of opportunity to perform compensated service of the position acquired in the exercise of seniority on account of the Hours of Service Law, or due to changing positions on instruc-

MAYVILLE WHITE LIME COMPANY

MAYVILLE, WISCONSIN

tions of the Carrier shall be paid for at rate of position on which service was performed immediately prior to such change.

15. Attending Court, Etc.

An employee whom the Carrier requires to attend court, inquests, investigation or hearing when he has committed no offense, or who is required to perform any other service outside of the hours of his regular tour of duty, or after having performed five (5) consecutive days of service covered by this Agreement, shall be paid therefor at time and one-half for all time consumed, (including travel time, with a minimum of one day's pay for each day or part thereof).

16. Examinations-Rules, Physical, Etc.

Employees who are required to take rules, physical, etc.. examinations outside the hours of their regular tour of duty shall be paid in accordance with the Overtime Rule or the Call Rule, whichever is applicable.

17. Vacations

Amend Article III of the June 10, 1954 Mediation Agreement (Case No. A-4401) as follows:

Eliminate the opening paragraph, also Subsections 1 (a) and 1 (b) and substitute the following therefor:

- (a) An employee who has been in continuous service with the employing Carrier less than fifteen (15) vears (133 days—160 davs prior to 1949—of compensated service during a calendar year shall constitute one year), shall be entitled to three (3) weeks (15 working days) vacation per annum.
- (b) An employee who has been in continuous service with the employing Carrier (15) or more years, as years are defined in above subsection (a), shall be entitled to four (4) weeks (20 working days) vacation per annum.
- (c) Time spent in the Armed Forces of the United States, also service rendered by extra disnatchers under agreements between a Carrier and one or more other organizations, shall be counted in computing days of compensated service and years of continuous service for vacation qualifying purposes under this Agreement.
- (d) Calendar days in each current qualifying

year on which an employee renders no service due to personal sickness or while on his annual vacation shall be included in computing days of compensated service and years of continuous service.

- (e) If a vacation is not afforded during the calendar year it is due, such employee shall be paid in lieu thereof at time and one-half and such pavment will be made not later than the first payroll period in January of the following year, computed in accordance with Section (2) of the currently effective vacation rule.
- (f) If an employee who performed the necessary qualifying service dies prior to taking the vacation due him, payment of the allowance for such vacation or vacations shall be made to his surviving widow; or in the absence of a surviving widow, on behalf of a dependent child or children, if any.

18. Sick Leave

(a) All employees represented by the American Train Dispatchers Association in active service of the Carrier will be allowed sick leave with pay of ten (10) days per year. Such sick leave shall be cumulative; any unused portion of such ten (10) days per year shall accumulate to the credit of the employee to a maximum of eighty (80) days. PROVIDED, THAT Employees who on the effective date hereof have had two (2) or more years of continuous service with the Carrier will immediately be entitled to sick leave with pay of twenty (20) days. Any unused portion of this twenty (20) days sick leave allowance shall accumulate and be added to the ten (10) days accruing each year as described above.

(Alternative Section (a): All employees represented by the American Train Dispatchers Association, who perform service covered by this Agreement, will be allowed one dav's sick leave with pay for each twenty-two (22) aggregate days of such compensated service. including days while on annual vacation. Such sick leave shall be cumulative: Any unused portion of such sick leave shall be accumulative to the credit of the employee to a maximum of eighty (80) days provided that each employee who, on the effective date hereof, has held regular assignments covered by this Agreement for two or more years will immediately be entitled to sick leave with pay of twenty (20) days. Any unused portion of this twenty (20) days sick leave allowance shall accumulate and shall be added to the days accruing as described above.)

(b) For those having less than five (5) years service, the first three (3) days of any illness shall not be compensable under this Agreement, except that where an illness involved the loss of five (5) working days or

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Manufacturers and Designers
of Metal Specialties
MAYVILLE, WISCONSIN

more, the employee will be entitled to sick leave with pay within the limits of his unused sick leave credit, from and including the first

- (c) Employees who are entitled to sick leave with pay shall, if required by the Carrier, furnish a certificate from their attending physician stating the nature of the illness and the time of its duration. No such certificate shall be required of employees who are absent three (3) or less days.
- (d) Nothing herein shall be construed or applied so as to replace or modify any existing rules or practices with regard to sick leave with pay which grant to employees conditions more favorable than those provided herein.

Supplemental Pensions

Where presently existing or subsequently established supplemental pension plans or systems are not also applicable to employees represented by the American Train Dispatchers Association, such plan or system shall also be extended to cover such employees.

Insurance, Health, and Welfare Plan

There shall be established and maintained, effective_ _an insurance, health, and welfare plan which shall:

1. Provide life insurance for each employee which, upon his death, will pay to his designated beneficiary, or estate, an amount approximately equal (in round figures) to the annual amount of the monthly rate of pay of the position held

by him on the effective date of this Agreement, but not less than \$5,500.

- 2. Provide for all hospital, medical and surgical care incidental to any sickness, injury, or other disability of any employee, spouse, and/or other dependents, including children under age 18, and occurring while the employment relationship exists.
- Provide that all costs incident to such life insurance, and to hospital, medical, and surgical service shall be borne in full by the Carrier.
- 4. Provide that benefits received, or are receivable under such insurance, health, and welfare plan shall not be reduced by or operate to reduce any compensation for sickness, injury, or disability of any employee now provided by law, agreement, or practice on any Carrier.

Origin of "Safety First"

When did the well-known slogan "Safety

First" originate?
Dr. John Wesley LeSeur, a distinguished physician and surgeon, used the slown in an address before a group of New York and New England surgeons in 1905, and many persons have attributed the origin of the term to

However, the April 14, 1882, issue of Railroad Gazette contains a news item to the effect that the New York & Northern Railroad was then active in promoting safety and was using the slogan "Safety First—Then Speed."

Greetings to the

Train Dispatchers of America

FROM

MORRISON-KNUDSEN COMPANY, INC.

Contractors & Engineers

BOISE, IDAHO

NEW YORK, LOS ANGELES, SAN FRANCISCO, SEATTLE, ANCHORAGE, ALASKA

REPORT OF SECRETARY-TREASURER J. B. SPRINGER

This report is made to show the financial condition of the Association at the end of the triennial period, ended June 30, 1956; to show the amount of money collected and disbursed during that period; and for what purposes the money was spent.

The past three-year period has been a very costly one, expenses have increased, while income has diminished.

Based on the amount of money in the bank or invested, we have lost steadily over the period. Viewed from the standpoint of accomplishments, we have done very well.

There have been no spectacular gains but the steady everyday operation of the Association in its several activities on behalf of the membership has yielded a good return on our investment.

A financial statement, based on information contained in the audit report of Alexander Grant & Company, has been prepared and printed, and each delegate has been furnished with a copy. The statement will also be printed in The Train Dispatcher for the information of the entire membership.

I shall comment on certain items and amounts contained in these statements, in the order in which the statements have been prepared:

- 1. American Train Dispatchers Association
- 2. American Train Dispatchers Improvement Association
- 3. Widows and Orphans Benefit Fund of the A.T.D.A.

American Train Dispatchers Association

The financial statement shows a change in capital of the Association from \$334,649.31 at June 30, 1953 to \$302,046.26 at June 30, 1956—decrease \$32,603.05.

We had a deficit of \$39,803.56 for the year ended June 30, 1954; an excess of income over expenses of \$7,704.86 for the year ended June 30, 1955, and again a deficit of \$4,870.29 for the year ended June 30, 1956.

The deficit for the fiscal year ended June 30, 1954, was due to the 1953 convention expense—\$46,856.28. In 1955 we had an extraordinary expense of \$10,104.43 paid out in strike benefits



J. B. SPRINGER Newly-Elected President, A.T.D.A. Former Secretary-Treasurer

but overcame the 1954 deficit and ended the year with a gain of \$7,704.86. The deficit for the fiscal year ending June 30, 1956, was due in part to the cost of the National Wage Movement which was \$12,804.64 and to generally higher operating costs.

Total assets of the Association decreased from \$423,057.26 at June 30, 1953, to \$338,218.00 at June 30, 1956—decrease \$34,739.26. Net loss for 3 years, \$36,968.99 as compared with \$4,510.77 for previous three-year period.

A comparative statement of operations for the three years ended June 30, 1956, is submitted with the printed statements. Income from membership fees and dues for the three years ended June 30, 1956, totaled \$449,980.29 as compared to \$454,791.22 for the year ended June 30, 1953—decrease \$4,810.93. Income from all sources showed an increase of \$14,945.48 during the corresponding period, but expenses increased \$52,541.34 during the same three-year period.

A comparative analysis of paid-up memberships in the Association at June 30, 1953 and June 30, 1956 follows:

	June 30, 1956	June 30, 1953		
Active	3,658	4,074		decrease
Active-Extra	641	505		increase
Associate	4,299	4,579	280	decrease
	600	507	93	increase
	4.899	5.086		

The above figures are for paid-up membership and are the auditors' figures for accounting purposes. Actually, the membership was somewhat higher as we always have a number of members who have been given complimentary cards while unable to work account of illness, and at June 30, 1956, we had 100 active and 10 active-extra members who had been so favored. Active and activeextra membership totaled 4,409. This was approximately 93.13 percent membership of the total of 4,734 shown by the Interstate Commerce Commission report as being in train dispatching service during the month of June.

Interstate Commerce Commission report M-300 for June 1956 shows 4,141 train dispatcher positions in the United States, and 4,734 train dispatchers who received pay during the month. The figures are the result of adding together both chief and trick dispatchers, as shown in Divisions 75 and 76 of the report, and is 339 less jobs than the same date in 1953.

Our official publication, THE TRAIN DISPATCHER, continues to retain a favorable place among labor publications. We lost our membership in the International Labor Press Association after the AFL-CIO amalgamation because we were not affiliated with that body, and the Press Association By-laws exclude all except affiliates of the AFL-CIO. We continue to use service of the newspaper LABOR, and we use some material furnished us by THE MACHINIST, the official publication of the Machinists' Union. We also subscribe to service of THE COOPERATIVE LEAGUE OF THE U.S.A.

The Auditor's report shows a deficit of \$2,324.16 during the past fiscal year as compared with a net income of \$101.17 for the preceding year and a loss of \$5,063.97 for the year ended June 30, 1954. Advertising decreased during the past year and printing costs have increased.

American Train Dispatchers Improvement Association

American Train Dispatchers Improvement Association operations show an excess of income over expenses of \$511.79 for the fiscal year ended June 30, 1956, as compared with a net income of \$862.22 in 1955 and \$2,095.39 in 1954. Our rental space has been fully occupied at all times during the three-year period.

Widows and Orphans Benefit Fund

Membership in the Fund has decreased during the three-year period from 711 in 1953 to 665 at the end of the fiscal year 1956. We keep up a continual solicitation for members, but there has been very little response.

Comment

We have completed two wage increase movements during the three-year period. The movement started December 17, 1952, resulted in a Mediation Agreement which was signed June 10, 1954, the total cost of which was \$17,830.31. The movement which was begun July 8, 1955, resulted in an agreement being signed on February 1, 1956, and cost the Association a total of \$12,804.64.

The Louisville and Nashville strike. which lasted 58 days, was expensive to the Association in several ways. We paid out \$10,104.43 in strike benefits; 24 members were tried and expelled for working during the strike; Vice President Crawford devoted his time on the property during the strike, and I represented the Association in Washington at considerable away-from-home expense. Legal and other incidental expenses totaled another two thousand dollars, and as a follow-up, we had a Mediation Board hearing in Washington on interpretation of an agreement which cost nearly \$1,000. We were forced into this strike by the Carrier; the strike was won but at a heavy cost. One of our distinct gains was the respect of the other organizations. Our men took their places on the picket lines, and the A.T.D.A. carried its fair share of the responsibility and the cost of carrying on the strike. Our men suffered the loss of two months' work, along with the other crafts, and they retained their self-respect.

In all of these things it is my view that the cost to the Association was money well spent. In a financial way we had a bit of good fortune when we were able to dispose of some German Bonds for \$4,437.50 that had been considered worthless and written off the books as a complete loss.

We also realized a very nice profit of \$21,484.12, on the sale of certain other securities—(we paid \$22,583.10 and sold for \$44,067.22)—returning the money to the General Fund to be reinvested

Our share of the legal expenses in the Union Shop cases has been considerable, but the Unions have won steadily in the

Between February 1, 1955 and July 31. 1956, the Union Shop case was heard by the District Court; the Court of Appeals and the Supreme Court of Texas; the Lower Courts and Supreme Court of Nebraska and the U.S. Supreme Court, in addition to the cases before the Lower Courts and Supreme Courts of North Carolina and Virginia. The Anti-Union forces, constantly at work to damage or destroy the Unions, and now operating principally under the banner of the infamous "Right-to-work" Committee, have done considerable damage in their efforts to drive the wedge that will break up the organizations. We have been fighting the "open-shop" battle all over again, but the decision of the Supreme Court of the United States has established a firm anchor for the Unions.

The Union Shop continues to be the binder that is holding the A.T.D.A. together, and it has paid off in many ways. I am glad to report that there has not been a single case of actually applying the agreement to individual cases, although we have sometimes had to remind the Brothers that the agreement was in effect and could be applied.

The agreement between the Order of Railroad Telegraphers and the A.T.D.A. governing dues of extra dispatchers, has worked perfectly, and I wish to make it a matter of record that the O.R.T. has been above reproach in this matter and has cooperated with us to the fullest extent. President Leighty has been fair and firm in his decisions, and I wish to express my appreciation to him and to his organization for the honorable manner in which they have applied this agreement.

The financial statement shows a steady decline in income and a steady increase in expenses. This should indi-

cate to the delegates that it is imperative that a substantial increase in dues be put into effect beginning with the year 1957.

Repeating what I said in my report of three years ago: The Labor Press occupies a large and important place in the organized labor movement. Spokesmen for organized labor continually stress the necessity and importance of its development and improvement. It is the job of the Labor Press to educate the membership in union principles and objectives and to keep them fully and truthfully informed. To this end I have been participating in meetings of Labor editors, whose purpose it is to expand and improve their papers and magazines.

Acknowledgements

I wish to express my appreciation to the other officers of the Executive Board for their cooperation in carrying out our work.

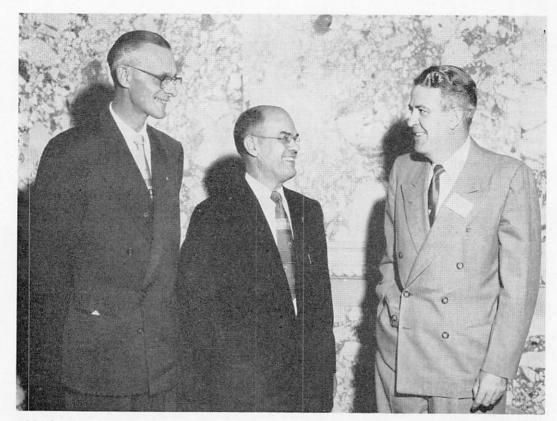
The members of the Board of Trustees, who are a part of our Joint Board, and who have also been members of our negotiating committee, have demonstrated their qualifications for office, have carried out their duties in a capable and highly commendable manner, and I pay them my respects.

Brother John R. Garber, who is retiring at this time, has demonstrated outstanding ability in the field of guiding System Committees in their dealings with management, and of preparation of submissions to the National Railroad Adjustment Board, and in appearances before that Board. He deserves the highest praise for his work. Although Brother Garber has devoted his time to duties assigned by the President, he has also been of great assistance to me in an

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Members of the Constitution Committee of the Seventeenth General Assembly, A.T.D.A. Left to right: A. F. Evey, General Chairman, G.N., Spokane, Wash.; S. A. Burnett, General Chairman, L.&N., Irvine, Ky.; and B. E. Bowden, General Chairman, B.&O., Newark, Ohio.

advisory capacity in connection with publication of THE TRAIN DISPATCHER, for which I am grateful.

Mr. C. Harker Rhodes, who is employed in the capacity of Assistant Editor, has carried the work-load and assumed the responsibility of getting out The Train Dispatcher each month. He has carried on his work in a most capable and conscientious manner, and he has my sincere thanks.

Miss Johnson, our office manager, has had the responsibility for the operation of the headquarters office and to her and to all of the other members of the headquarters staff, who have helped to carry on the work of the Association, I extend my praise and my sincere thanks.

This report is respectfully submitted for the approval of the General Assembly.

Most folks are about as happy as they make up their minds to be.—Abraham Lincoln.

SMALL BUSINESS SEEN LOSING GROUND

Washington (CNS) — Small business is steadily losing ground in its competition with big concerns, the Senate Small Business Committee has found.

In the first half of 1955, companies with assets below \$250,000 averaged only .95 cents of profits per dollar of sales, and those with assets over \$100 million averaged 7.2 cents. In 1952, the comparative figures were 2.3 cents and 5.7 cents, the committee's report revealed.

"There is an ominous significance in an economic atmosphere which makes it possible for the nation's mammoth corporations to reap record profits while the general run of small enterprises are worse off than they were three years ago," the committee stated. "The most conspicuous development relating to small business has been the growing domination of the market place by large corporations. Mergers and acquisitions have cut deep into the ranks of independent companies in almost every major area of commercial endeavor."

REPORT OF VICE PRESIDENT J. B. TIPLER

In compliance with Section 36 of the By-laws, my assignments since the last General Assembly are reported herein for your information and consideration.

It would be burdensome to review the work of the past three years in any great detail, and for that reason I will refer only to certain principal duties to which a Vice President usually is assigned to perform.

In addition to reports made to the President, a monthly report of my work is attached to my monthly expense statements describing my day-to-day activities, and those reports are available for further information which may be desired.

I trust it is needless for me to say that, in accordance with the provisions of Section 35 of the By-laws, I have devoted my entire time to the welfare of the Organization to the best of my ability, assisting the President and other members of the Executive Board by performing such duties as have been assigned to me.

Time at assigned headquarters is generally fully occupied in taking care of accumulated correspondence, preparing reports, National Railroad Adjustment Board Submissions, etc. I might point out that the number of claims submitted to the Adjustment Board by our Organization has increased considerably during the last three years.

As you are aware, it is necessary for the Executive Board to meet for discussions and planning of work from time to time during the year, in addition to the usual Joint Board Meeting, which is held in October of each year, I have participated in all but one or two of such meetings when I was necessarily absent because of prior commitments that could not be postponed, or just finishing an assignment at such a distance from Chicago that I could not reach National Headquarters by the time such meetings were scheduled.

General Chairmen and Regional Meetings

It would require more time and space to list each individual conference with General and Office Chairmen than I could properly enumerate in this report. Negotiating working agreements, revising agreements, preparing and negotiat-



J. B. TIPLER Retiring Vice President

ing memorandum agreements, consolidation and coordination agreements, assisting General Chairmen in conferences on the property on our proposals in three national movements in the last three vears (the first one started in 1952 and agreement signed June 10, 1954), as well as conferences regarding claims and grievances have been a part of my activities throughout the last three years. Have also participated in our national handling of such movements with Carriers' Conference Committees. mediation. Along with such work, there are also numerous calls to make at dispatchers' offices and elsewhere to consult with train dispatchers, both members and non-members, and many such contacts have been made.

Investigations and Hearings

One important duty of a Vice President is to provide assistance and representation for our members in connection with investigations and hearings. The General Chairman usually requests as-

sistance in preparing all such cases and providing representation, or assistance in representing our members when they are required to attend an investigation or hearing. The President has assigned me to three such cases in the past three years.

I have represented our Association in approximately twenty mediation cases. Some of these required much time. Two of these cases required six or seven sessions with four different mediators.

I served as party arbitrator for the Organization in two arbitration cases, Arbitration 186 and Arbitration 194. I participated in two Referee Hearings and one Special Board Hearing, in which we intervened for the protection of our membership's interest.

C.T.C. Installations and Two-Way Radios

Installations of C.T.C. continue to increase in the territory under my jurisdiction, and the problems incident to such installations continue to face us. However, as was stated in my last report to you, the executive officers of practically all of the railroads involved have shown the good judgment to provide for actual operations by train dispatchers in the interest of realizing maximum efficiency of their investment in such equipment.

There is another matter which has created a new concern for the train dispatchers. It is the two-way radios being installed on engines and cabooses on many railroads. We have submitted nine claims to the Adjustment Board for Transfer of Work due to "Eager-Beavers" who are not subject to the Train Dispatchers' Scope Rule, directing train movements by the use of the two-way radio.

Any qualified train dispatcher knows that such practice is not only a violation of the Scope of our Agreements but can also prove hazardous. However, it is evident that some operating railroad officials are not capable of realizing this fact. Any such violations coming to our attention should be promptly handled.

In closing I wish to acknowledge and express my grateful appreciation to the other Officers of our Association, to the General and Office Chairmen and individual members, and to the employes in our National Office for their whole-hearted and helpful cooperation and assistance.

HEALTH SERVICE TO "RATE" DINING CARS

In a move to improve sanitation on railroad dining cars, the Public Health Service next January will begin placarding as "Grade A" those cars which pass official inspections with a rating of 95 or better.

The step will mark the beginning of a twoyear trial period. The Grade A placards will be placed only in food preparation areas in what PHS officials say is a move designed to serve as a "stimulant" for galley crews and waiters to achieve and hold the Grade A rating.

Dining cars already have a good record, the national average for all cars being 90.2. The average has been going up for several years, and one major road, the Erie, achieved a perfect 100 rating for all its diners in 1953.

But PHS reports the national average now shows a tendency to level off, and the new grading plan has been worked out with dining car officers as an incentive to further improvement.

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REPORT OF VICE PRESIDENT D. M. GEIL

Pursuant to the requirements of Section 36 of the By-laws of the Association, my activities since the Sixteenth General Assembly are, in part, reported herewith for your information and consideration. This report is made in as brief a form as possible in order that valuable time might be saved for the Association in view of the many questions that must be given careful consideration by you delegates to this, the Seventeenth General Assembly. Each month during the past three years monthly reports covering my activities, in detail, have been made for our President, which contain the data from which this report is made and are available for the perusal of each and every delegate here assembled.

This report begins with October 6, 1953, and ends with October 5, 1956.

Assignment in Western Territory

There are nineteen railroads in the Western region wholly assigned this officer including the Santa Fe System, making a total of approximately 53,000 miles of railroad.

Of the nineteen railroads, only two short lines, namely The Camas Prairie and the Inter-California Railways, are not covered by separate A.T.D.A. Agreements. However, the Northern Pacific Contract, by Agreement with the Camas Prairie Management, governs the working conditions of train dispatchers employed by the Camas Prairie Railway. It is virtually impossible to obtain a separate working agreement to cover the train dispatchers employed by the Inter-California Railway because:

- This Carrier is a subsidiary of the Southern Pacific Company (Pacific Lines), the management of which declines to enter into a separate agreement covering train dispatchers employed by the Inter-California Railway.
- 2. The Inter-California Railway operates trains in the United States and old Mexico, maintains its General Offices and the Train Dispatchers' Office in Mexicali, Mexico, pursuant to the laws of Mexico.
- 3. The Inter-California Railway is not subject to the provisions of the



D. M. GEIL

Railway Labor Act, as amended.

However, for the most part, the Southern Pacific (Pacific Lines) train dispatchers' Agreement governs the working conditions of the train dispatchers employed by the Inter-California Railway.

Thus, I hold that there are no train dispatchers employed by a Western Carrier assigned to this officer that are without the protection of an A.T.D.A. Agreement.

Initial Agreements, Revised Agreements, Investigations

There were no initial Agreements negotiated in the Far Western Region during the past three years.

The Spokane International Agreement was completely revised July 21, 1954, effective August 1, 1954. This Agreement could be classified as an initial Agreement. However, there were a few agreed-upon rules in effect when the new Agreement was negotiated, and for that reason it is classified as a com-

plete revision.

The Southern Pacific Agreement (Pacific Lines) was reprinted and partially revised June 23, 1955, effective July 1, 1955.

The Northern Pacific Agreement was reprinted and partially revised May 4, 1956, effective July 1, 1956.

The two latter revisions were accomplished without the respective System Committees serving Section 6 Notices, as contemplated under the provisions of the Railway Labor Act. Management of both Carriers agreed to such a procedure, which did not open either Agreement. In view of the general unsettled labor situations on the railroads and a contemplated Association wage-rule movement, our Committees were somewhat apprehensive with respect to serving Section 6 Notices, which would automatically open the Agreements making them vulnerable. The cooperation our Committees received from the Southern Pacific and Northern Pacific Managements was greatly appreciated. However, considerable time was consumed in preparing the amended rules for the reprinted-revision of the Southern Pacific and Northern Pacific Agreements.

Represented train dispatchers at two investigations during the past three years.

There are no Agreements open in the Far Western Region at this time except as they are open as a result of our notice served June 1, 1956, for a twenty percent increase in rates of pay. And, except for the Union Pacific Railroad, no Far Western Carrier served any counterproposals as a result of our June 1, 1956 Notice. The Union Pacific Management served a Section 6 Notice to amend Agreement rules as follows:

1. Eliminate existing rules, regulations, interpretations or practices,

however established, that require agreement or prevent the consolidation of offices, combining of positions or extension of dispatching territories on a permanent fulltime basis or on certain specified days of the week.

- 2. Eliminate existing rules, regulations, interpretations or practices, however established, that require payment of more than straight time to a regularly assigned dispatcher for working other than his regular assignment.
- 3. Eliminate existing rules, regulations, interpretations or practices, however established, which require payment of travel time or deadheading to train dispatchers to or from a point of service where the employe claims or may claim the right to such service because of his seniority.
- 4. Negotiate a rule or amend existing rules to provide that a train dispatcher assigned to a full-time (five days per week) position may have more than one assigned head-quarters point in filling an assignment, and will not be paid travel time or deadheading to or from each point or expenses at any point he is regularly assigned to work.

A perusal of your respective Agreements, checked against the Union Pacific Railroad's Section 6 Notice to amend current Union Pacific contract rules will indicate just how vicious the Union Pacific Railroad proposals are.

We must all recognize the basic need for well-grounded working rules upon which System Committees, with the assistance of National Officers when needed, build better rules within the frame work of their Organization, which is National in scope. Negotiating

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an original Agreement or revising an existing Agreement entails considerable concentrated work, long hours, patience, and time. It is essential that existing rules of an Agreement be amended from time to time in order to meet the everchanging conditions. We must keep foremost in our minds, when making new rules or amending current rules, an axiom that has stood the test of time, namely, never sacrifice a basic principle rule for a money rule. Fundamental-Basic Rules are those upon which we build, slowly perhaps, but, to be sure, soundly and safely.

By this statement I do not mean that the train dispatchers and their Association should become ultra conservative. The American Labor Movement generally and the American Train Dispatchers Association particularly, must continue to be a dynamic Association, continue to progress under a liberal banner, contemplate changes and explore the future. We must judge the future... by the action of the past... with critical eye on the present, making certain that our basic rules are kept secured.

Travel Time, Office Calls, Meetings, Conferences

The office calls listed in this report are those which were made for a specific purpose and do not include the many contacts that were made whenever possible for the purpose of meeting the Brothers and to receive their views and constructive criticism which, to say the least, is always most stimulating.

Distances in the West are great. Between October 6, 1953, and October 5, 1956, inclusive, this officer traveled

27 hours, 40 minutes by plane
349 hours, 50 minutes by bus or automobile
2,770 hours, 35 minutes by train

Total 3,148 hours, 05 minutes

These are actual hours and minutes, equivalent to 131 24-hour days or 393 8-hour days. The increased plane travel substantially reduced the number of hours that would have been consumed in traveling by train. My report to the Sixteenth General Assembly showed me traveling 17 hours, 10 minutes by plane; 278 hours, 20 minutes by bus or automobile; 2,851 hours by train, for a total of

BRINGING AMERICA'S BEST



3.146 hours and 30 minutes.

During this same period (October 6, 1953-October 5, 1956) this Officer worked on 57 Saturdays, traveled on 44 Saturdays, worked on 49 Sundays, and traveled on 46 Sundays.

During the period covered by this report, made 113 office calls, held or attended 443 meetings (including 32 Joint and Executive Board Meetings), and 112 office Conferences. Was at Sebastopol Headquarters 411 days and at National Headquarters, Chicago, 102½ days.

The time spent at Sebastopol Headquarters was consumed in preparing Submissions to the National Railroad Adjustment Board, drafting revision of working rules, performing general office duties, etc. The time spent away from assigned headquarters was consumed in traveling, attending meetings, participating in conferences, assisting in presenting cases to the National Railroad Adjustment Board, assisting various Committees with their conferences with management representatives, preparing claims, etc. On many days, more than one meeting or more than one conference or a combination of both were held or attended.

This report includes work performed in the interest of train dispatchers on Saturdays, Sundays, and Holidays, but does not include service performed in excess of eight (8) hours per day when such service was necessary.

My reports to the Fourteenth, (October 1947), Fifteenth (October 1950), and Sixteenth (October 1953) General Assemblies made specific reference to the evidence required to prepare submissions to the National Railroad Adjustment Board. Should like again to emphasize the importance of the details present in all disputes. Briefly:

- 1. Detail is most important. While the claimant dispatcher knows who his chief dispatcher or superintendent is, initials mean little to those of us who are not intimate with each and every division of each railroad. Therefore, it becomes necessary that we know who "H.A.J." might be. Should like to suggest that in instances where initials are used, they should be qualified; for example, "H.A.J." means "H. A. Jackson, Superintendent." Such information eliminates the guessing game as to whether "H.A.J." was Chief Dispatcher, Trainmaster, Assistant Superintendent, or the Superintendent.
- 2. Hours of an assigned position and the rest days assigned thereto should be clearly indicated.
- 3. Copy of the bulletin or notice advertising the positions, the assignment made, and a copy of the seniority roster should accompany each claim. Copies of correspondence passed between the parties should be attached to the file of each claim or grievance. Copies are more desirable than quoting what the Superintendent or Chief Dispatcher said to the individual train dispatcher, the Office or General Chairman.
- 4. The individual train dispatcher should make his claim in writing, furnish the Office Chairman a copy and retain a copy for his personal file. If a contention is taken on the telephone, such contention should be confirmed in writing immediately. Should like to suggest that the telephone NOT BE USED for the purpose of progressing claims and grievances any more than is absolutely necessary, for the reason that telephone conversations are not recorded and, therefore, are subject to challenge or disavowal.

It is much better to handle a dispute by correspondence, or hold a conference. Should like also to counsel against handling a dispute with a Chief Clerk. This is not proper handling. Any dispute involving your working agreement should be handled directly with your Superintendent.

5. A money claim should be based upon a rule violation and specified in the original claim. A claim based upon the violation of an agreement rule, prepared with careful attention to detail, stands a good chance of being settled on the property or sustained by a referee.

During the past three years the officers of your Association have been called upon to progress to the National Railroad Adjustment Board a large number of claims which were not settled on the property, as evidenced by the record which has been published in THE TRAIN DISPATCHER each month for the past couple of years. Please give the "details" careful consideration, and save your officers a lot of valuable time requesting the detailed information.

Penalty Rules and Their Purpose

Basically, penalty rules are in Agreements to protect train dispatchers from being abused. They were never designed to increase compensation for individual train dispatchers or to increase the compensation of any specific assignment. Penalty pay for service performed on assigned rest days or service performed off assignment are two rules in point. Prior to the advent of these two rules, Superintendents were prone to require train dispatchers to work rest days at pro rata rate or work positions other than the positions obtained in the exercise of seniority, at pro rata rate. The penalty rules resulted. By and large, Carriers now make an honest effort to provide relief dispatchers in order to avoid paying penalty rates.

The five-day week has increased the desire of some dispatchers to be permitted to work rest days in order to increase their compensation. Some argue that seniority should govern with respect to working rest days.

Your Association's basic argument for the rules which provide penalty pay for service on rest days or off assign-

ment was that the dispatchers did not want to work on their rest days and did not want to work positions other than those obtained in the exercise of seniority. That is one of the basic principles your Association has upheld consistently and one of the principles with which, in my opinion, we must not compromise. If your Association was to go back to the Carriers and say—"the train dispatchers now want to work six or seven days each week instead of five days" would be compromising that basic principle. There is no question in this officer's mind, but what any Carrier would agree to an increase in monthly rates of pay in lieu of these two penalty pay rules. Should like to refer you delegates to the counterproposals presented to some train dispatcher committees by Carrier representatives, prior to or during conferences held on our notice served June 1, 1956, for a twenty percent increase in rates of pay.

American Train Dispatchers Association

Your Association is young when compared with the other railroad organizations. Also, our membership is small when compared with the other railroad unions. However, your Association has the distinction of representing employes who are employed in key positions which conpensates, to some degree, for our small membership.

The train dispatchers have made progress, under the American Train Dispatchers Association, since 1917. There remains much to be desired, requiring a corresponding amount of work to be done, work which must be shared by all of us. Remember well that we are spread thin over this country of ours. M-300 report of the Interstate Commerce Commission for June 1956, the last available report, shows 1099 Chief Train Dispatcher Positions (Chief, Assistant Chief, Night Chief) and 3042 Trick Train Dispatcher Positions. The I.C.C. figures do not include Relief Dispatcher Positions or Extra Dispatchers. Thus, it will be seen that:

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- 1. Our membership is limited.
- 2. A limited number of National Officers are available.
- 3. Our resources are limited.

The foregoing will, I hope, explain why it has not been possible for me to visit each and every office in the Far Western Region during the past three years, even though I should liked to have been able to do so. Frankly, it is necessary to go where the work is, and very little time is left for social visits.

The train dispatchers can continue to progress, and will continue to progress, not by extreme radical adventures into the unknown, but by steady, consistent efforts based upon sound reasoning, supported by a membership strongly united. This officer assures you delegates that the going has been "rough" the past few years, in fact, ever since the start of World War II, and the road is still filled with "road blocks", which the other railroad unions, as well as yours, have been required to hurdle.

There can be no lasting place in the American Labor Movement for selfish, vindictive, unreasonable men. Those employes represented by the A.T.D.A. must exercise mature reasoning, pull together, ever remembering that in unity there is strength.

I am confident that the train dispatchers and their Association will continue to progress in the years immediately ahead. The extent of that progress will depend largely upon the unity of purpose that we can develop during those years. To assist in achieving that unity shall be one of my objectives.

Wish to take this opportunity to express my sincere thanks to Brother J. R. Garber, Vice President Mid-Western Region, and Brother A. Covington, Trustee Western Region, for their splendid cooperation and assistance in the development and progression of the many claims progressed to the National Railroad Adjustment Board during the past three years. Some fifty submissions have been prepared and presented to the Third Division, National Railroad Ad-

LeMAIRE TOOL & MANUFACTURING CO.

2657 South Telegraph Road P. O. Box 85 • Dearborn, Michigan justment Board, from the Far Western Region.

The policing of any Agreement is certain to result in money claims being filed, or the initiation of a grievance to correct some inequity. Such action is the only one known to have any effect on management. In this connection, it has been my policy, and it shall continue to be my policy, to assist Office and General Chairmen in the policing of their respective Agreements and the preparation of necessary claims and grievances resulting from such policing, as evidenced by the number of claims presently before the Third Division, National Railroad Adjustment Board.

In closing, wish to express my grateful appreciation for the splendid cooperation and consideration I have received from President Braese, all members of the Joint Board, the System Committees of the Far Western Railroads, Miss M. E. Johnson, Office Manager National Headquarters, and her most efficient office force during the past three years.

RAILROADS UNIFIED THE NATION

Students of American history are of the opinion that the war between the States would likely have been averted if railway development had occurred twenty or twenty-five years earlier. Most of the roads before 1860 ran east and west, few ran north and south. Moreover, the gauges of most southern railroads were different from those in the North, and at only one point-Harper's Ferry-did a railway line cross the Potomac River. At no point did a railway line cross the Ohio River. There were no through trains between northern and southern cities. Consequently with the one exception mentioned, every passenger, every ton of freight and every pound of express and mail moving from one section of the country to the other had to be transferred across the river by ferry boats. The two sections lacked coordinated facilities for intercommunication.

The standardization and unification of railroads and the extensive daily interchange of travelers and traffic which followed the War Between the States and the Reconstruction Period did more

than anything else to knit and unify the Nation and wipe out sectional prejudices.

As one writer expressed it, "These iron rails welded the United States into one nation. Without the railroads, this country would have been organized into a number of independent states, regarding each other as more or less foreign communities. The railroads made the United States a practicable proposition, besides being the main cause of its development."—Reading Railroad Magazine.

Talking Over a Light Beam

Alexander Graham Bell invented the photophone, a device which made it possible to talk over a beam of light. Despite many efforts to improve it, the method never came to anything. Undiscouraged. Dr. Hans Mueller, professor of physics at the Massachusetts Institute of Technology, and Robert H. Rines, a Boston physicist. worked at the problem of improvement during the Second World War. A ship communication system was devised. After the war, information about the work of Mueller and Rines was declassified.

The light beam takes the place of a radio beam. Just as the shape of a radio beam's waves is changed by the voice so can a light beam be molded or modulated by the voice. Light beams can carry the voice for about ten miles. Possibly the range may be much greater. In fact the range of communication ought to be that at which the light can be seen. Theoretically that distance is limited by the curvature of the earth.

The light beam system would be useful on small vessels for short-distance communication. The beam may be visible or invisible light (ultra-red or ultra-violet). The system works in any kind of weather, in bright sunlight and at night. Only a heavy fog can interfere with communication.—New York Times.

From the Milford (Mass.) Daily News. Garbage Men Get More Than Teachers

Springfield, N. J.—Garbage collectors here have ascended several rungs of the economic ladder. Their wages have climbed above those of the school teachers and policemen.

Under a five-year contract that went into effect January 1, garbage truck drivers receive \$114 a week (or \$5,928 a year), as compared with \$48 under the preceding agreement. The new pay for garbage loaders is \$104. The rise is 138 per cent.

The annual pay of new public school teachers is \$3,300, or \$63.47 a week. Teachers with top seniority receive \$5,500 a year.

In the Police Department, patrolmen's salaries range from \$3,880 to \$4,770 a year. Only the police chief with \$6,500, stands above the garbage men.

REPORT OF VICE PRESIDENT R. C. COUTTS

This report to the Association's Seventeenth General Assembly has been prepared and is submitted pursuant to Section 36 of the By-laws.

The day-to-day activities for the three-year period covered by this report are recited in detail in monthly reports to the President. Those reports are available for your examination. It is my purpose here only to highlight and comment upon some of the more important aspects of my assignments during the period here under review. I do so with the thought that reports such as this are meaningful only to the extent that they may be informative by way of suggesting guidelines to future policies and planning.

As those of you who attended the Fifteenth and Sixteenth General Assemblies may recall, my reports on those occasions tabulated the time requirements for the various types of assignments in terms of both hours and percentages. Those reports disclosed that approximately 25 per cent of a vice president's time is devoted to the preparation of correspondence and reports and similar administrative work. Another 25 per cent is required for travel. The remainder is allocated in varying proportions to other characteristic duties, such as negotiating and revising agreements, conferring with chairmen and members, conferences with managements, executive board sessions, research, and so on.

An analysis of my detailed reports to the President will disclose that the time required for general administrative work and for travel remains fairly constant. Time requirements for other duties vary somewhat with changing conditions.

During the period here reported on no new master agreements were negotiated by me in the Midwestern territory. All of the carriers of any consequence within that area are already covered by agreements. There were, of course, the inevitable instances involving revision of agreements to conform to nationally agreed-upon settlements, and to make provision for local conditions and problems applicable to individual properties.

There was a material increase in the



R. C. COUTTS

time required in connection with consolidations of train dispatcher offices and the problems engendered by such programs. In respect to consolidations we are not alone, for there have been numerous instances which have affected other crafts. The trend in recent years towards extending train dispatcher territories, resulting in consolidation and centralization of facilities, inevitably imposes hardships upon our members who may be involved. Such projects involve seniority problems, changes in territories and assignments. Invariably they cause inconvenience to members and their families and in some cases entail substantial property losses.

On the whole, we have been successful in negotiating consolidation agreements which have fully indemnified our members for expenses incident to moving, for loss of time and expenses necessitated by acquisition of new assignments, and, in a few cases, protection against losses incurred in the sale of homes. In the latter respect we were unsuccessful in one case which was the subject of arbitration. We were successful in averting one announced consolidation by reason of convincing the management that the plan was adverse to the car-

rier's interest as well as to ours.

But in view of the undoubted trend toward complete dieselization, extension of centralized traffic control, retrenchment programs instituted by managements and other such considerations, it may be anticipated that the months and years immediately ahead will, in all likelihood, witness additional programs of this character. It is important, therefore, that we provide maximum protection to our membership in all such cases. The consolidation rules in our agreements, generally at least, are as good as or better than similar rules in agreements covering other crafts. The matter is important to those crafts, as it is to us, and the subject lends itself to renewed consideration with a view to improving existing rules which would fully insure against any economic loss. In this connection, the possibilities of imposing some limitation upon indiscriminate and unwarranted centralization in terms of legislation should be considered.

Representation in Discipline Cases

Between September 1, 1953, and November 1, 1954, it was my responsibility to provide representation in connection with eight disciplinary hearings which involved our members. One of those hearings, involving two of our members on the Reading Railroad, grew out of a serious accident which resulted in the death of employes of a private contractor. The ensuing hearings necessitated two trips to Philadelphia and several days of hearings. However, our members were completely absolved of any responsibility and were compensated for time lost while attending the hearings. With one exception, a Rock Island case where the train dispatcher accepted a 10-day suspension for an admitted infraction of operating rules, all other hearings resulted either in clearing the train dispatchers involved, or imposition of nominal record entries.

In addition to providing representation at the eight hearings just referred to, six other disciplinary cases were as-

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signed to me for handling. Three of these cases culminated in submissions to the National Railroad Adjustment Board which partially sustained two and denied the other. The latter involved a demotion, and on the basis of the record, it is my view that denial was not warranted. Two cases were adjusted satisfactorily as the result of negotiations on the property. The other case, involving nominal suspension, could not be adjusted by direct negotiations. Nor could it wisely be submitted to the Board in the light of admissions which were of record.

It is an unpleasant fact that more than 10 per cent of all of the disputes referred to the Third Division of the Board involve imposition of discipline. The principles which have been developed over the 22 years of the Board's existence, and which are quite generally adhered to by the individual Referees, are such as to make successful progression before the Board an extremely difficult task. Moreover, as will later be pointed out, a minimum of almost two years is necessary under present conditions to conclude a case before the Board.

In view of this situation, it should hardly be necessary to point out that the most effective device for avoiding disciplinary hearings and action is that of scrupulous adherence to the employer's operating rules. But in the likely event that this sound advice goes unheeded, and one of our members becomes involved, then by all means he should forthwith inform himself of his rights under the collective agreement. And if there be any doubt in respect to those rights, it should be immediately resolved by means of a telephone call to our executive office. Under no circumstances should a member charged with an offense, or likely to be as the result of some hearing, participate in any proceedings without adequate representation. To do so entails a very great risk which is extremely difficult to overcome after the damage is done.

The time required for duties incident to other claims which are now before the Third Division has greatly increased. The research and preparation of material facts for submission to the Board and developing the collateral arguments and citations is a time-consuming and sometimes a laborious process. But it is

basic in the never-ceasing task of preserving the integrity of the agreements which have been negotiated, step by step, by unremitting effort and with the solid support of train dispatchers throughout the country. Some of these disputes involve basic principles which must be preserved at all costs. We have several such cases pending before the Third Division at the present time, and are leaving no possibility unexplored in our effort to progress them to a successful conclusion.

Work with a U. S. Agency in Washington

As most of you know, in November 1954, I was granted leave of absence in order that I might serve as Labor Adviser for the Latin American countries in the Office of Labor Affairs of the Foreign Operations Administration. The executive staff of that office consists of bona fide trade unionists drawn from a wide range of the organizations which make up the labor movement in this country. I was nominated for the assignment by the Railway Labor Executives Association, and am grateful for having had the opportunity to make some contribution, however nominal, to the vitally important field of international labor affairs.

Our railroad labor organizations have assumed an important role in the development of free and democratic trade unions throughout the world. They are keenly aware of the problems which beset our counterparts in sections of the world where the standards of living are much less favorable than ours. And it is a fact of some significance, in my view, that in a number of those areas the railroad employes spearhead the development of free trade unionism. Certainly we recognize our continuing responsibility to join with workers throughout the world who are dedicated to unremitting opposition to totalitarian ideologies, under whatever name or guise.

It would be inappropriate to do more than make brief reference to assignment here described, for any purpose other than to account for the time devoted to it. But I do want to acknowledge that it was an experience which has imbued an indescribable but abiding feeling of gratitude for the precious gift of freedom and for the economic independence which we enjoy, and in which labor has played a most important part. I have

had many occasions to remember my thoughts, coming down from a moonlit sky through an overcast and out over the welcoming lights of the Miami international airport. For my thoughts were those expressed in these familiar lines:

"Breathes there a man with soul so dead

Who never to himself hath said This is my own, my native land."

Labor Member of Railroad Adjustment Board

Because of the retirement of Roger Sarchet, who many of you know, and who so ably represented us on the Third Division of the Board for several years, it was incumbent upon me to terminate my assignment with our government and return to my duties with the Association. President Braese nominated me, with the concurrence of President Hughes and Vice President Wise of the Order of Railway Conductors & Brakemen, to serve as one of the Labor Members on the Board, effective July 1, 1955. I am presently serving in that capacity, and the balance of this report will be concerned with the Board's operations.

One of the stated objectives of the Railway Labor Act is the "prompt and orderly settlement of disputes." The National Railroad Adjustment Board, established by the Act, is an integral part of the machinery designed to achieve that purpose. Bearing in mind the old legal adage that "justice delayed is justice denied", the Act gives recognition to the right of an employe to have an unresolved grievance heard and determined promptly in a specialized forum which, theoretically at least, has particular competence in the field of railroad labor problems, rather than resorting to the civil courts which claim no such special competence.

However, our members who have been a party to or in any way concerned with the submission of a dispute to the Third Division of the Board, will readily agree that the processes are something less than prompt. And regarding the matter realistically, it must be said that the immediate future holds little promise for improvement.

Some Statistics on the Work Load of the Board

A few statistics are revealing.

At the beginning of the fiscal year, July 1, 1951, there were 306 dockets pending before the Third Division. On July 1, 1955, when I became a member of the Division there were 616. By July 1 of this year, the backlog had more than doubled, to 1,455. And on September 1 of this year, the all-time high had increased to 1,619.

Bearing in mind that about 400 Referee awards is maximum production per year, and that less than 300 such awards have been processed during each of the past two years, it is obvious that we now have an accumulation of almost four years work. This assumes that no new cases would be filed meanwhile—a wholly unwarranted assumption—and also that none of the pending dockets will be withdrawn.

For the first time in the history of the Board, cases docketed by the Third Division, 1,170, exceeded the number docketed in the First Division involving the running crafts. The number of new cases in that Division was 780.

The trend as to our own cases is clearly indicated by an examination of the monthly reports which are published in THE TRAIN DISPATCHER. The July 1955 issue lists 30 pending dockets. The September 1956 issue lists 58, an increase of almost 100 per cent in little more than one year.

The unusually large number dockets filed during the past year is accounted for in some measure by one provision in the national agreement between the non-operating organizations and the carriers. Under its terms all pending claims were required to be submitted to the Third Division on or before January 1, 1956, or be abandoned. Because of this agreement a veritable avalanche of claims were docketed in the closing months of 1955. Additionally, in order to preserve the validity of other claims, notices of intention were filed. with the submissions following and being docketed during 1956. Up to September 1st, 875 cases have been docketed during 1956. Judging from the filings for July and August, 89 and 81 respectively, the trend appears to be nominally downward, but is still greatly in excess of the number which can be handled on a current basis.

But this increase in the Division's backlog is not entirely chargeable to the deadline provision just referred to. A review of claims docketed in recent months discloses some indication on the part of a few carriers to deny claims

irrespective of their merits, leaving no alternative except submission to the Board. And although we can only speculate as to motivation, it is not unlikely that that motivation is predicated on the possibility, however slight, that even a good claim might be (and sometimes is) denied.

Factors Which Impede Board's Progress

Two elements which impede the Division's progress should be commented upon.

In the first place, there has been a growing tendency on the part of both carriers and organizations to prolong the process of filing by submitting numerous documents—in some cases as many as eight or ten submissions. This is a time-consuming process. More importantly, it usually results in unwarrantedly long and confusing records. This, in turn, requires more time on the part of the Board members handling the case to winnow out the material facts and prepare an appropriate brief. Further, it requires more time on the part of the Referee to examine the record of such a case. The net result is a

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SEARS ROEBUCK AND COMPANY slowing down of the whole process. This is evidenced by the fact that during the last fiscal year only 253 Referee awards were adopted by the Third Division. Under anything approaching a reasonable and normal atmosphere the total should have been at least 100 more. It all adds up to this—either the claim is good or it isn't. And in any event, all the facts should be stated and the arguments made in the original submission of the case, pursuant to the rules originally adopted by the Board.

In addition to the bulky and oftentimes confusing records of claims, we have experienced considerable difficulty in arranging for Referees who are in a position to work consistently upon an assignment. Moreover, some Referees who have acquired some background of experience in handling the type of claims which come before the Third Division are no longer available. Consequently, we have been undergoing a "breaking in" process with some of those who have been appointed during recent months. I am being charitable in simply saying that in some instances, that the breaking in process has been something less than satisfactory.

There is little that the Board members can do regarding the Referee problem, other than to keep the chiefs of the respective organizations fully advised of the situation on a continuing basis. This is being done and the executives are consistently endeavoring to bring about some improvement.

Efforts to Expedite Operations

However, the Board members are making an earnest effort to expedite operations, and there is presently a strong likelihood that agreement will be concluded this year in respect to pro-

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cedural changes which would be beneficial. Negotiations are in progress at the present time in respect to amending Board rules to permit filing only of an original submission and one response by each party. Further, provisions would be made for filing responses by mail, thus largely eliminating the necessity for oral hearings. Since the volume of dockets has increased to almost unmanageable proportions, such oral hearings have become perfunctory, time-consuming, and serve no useful purpose. It is in the field of Board processes that the members themselves can effect improvement. The Labor Members have taken the initiative in this matter, and we are optimistic regarding the outcome of the negotiations here in reference. There are other possible avenues available for exploration but they lie within the policy-making area and are therefore a subject for consideration by the respective organization executives.

The Labor Members of the Division, each of them a vice president of their respective organizations, work cooperatively and harmoniously. We are making every effort to expedite disposition of the tremendous backlog of dockets. There are a few hopeful signs that in the case of some railroads a system board of adjustment may be set up and the cases withdrawn from the Third Division. At present, however, this is simply a prospect and not a reality.

In view of the situation which I have here only highlighted, I would certainly recommend that every effort be made to negotiate acceptable settlements with management wherever it is at all possible to do so. Recourse to the Board should be the last resort. However, if a management is not disposed to act in good faith and upon a mutually accept-

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3455 Vega Ave. CLEVELAND 13, OHIO able and supportable basis, then, by all means the matter involved should be referred to the Board. You may be sure that we will do our best to prevail, even though in order to do so, the time requirement will be two years or more rather than two or three months. And whatever you do, give us the plain unvarnished facts! For it is a hard fact that many claims have been denied in the past simply because the inadequate record did not disclose the material facts.

Although we all make an effort to express our sincere thanks for the cooperation which we receive from our staff on a day-to-day continuing basis, it is appropriate that that fine cooperation be formally acknowledged on this occasion. It is that sort of whole-hearted cooperation which, continuing day to day, month to month, and year to year, plays such a significant part in the Association's effectiveness.

Legal Notices

The Seventeenth General Assembly amended the Constitution and By-laws with respect to the amount and payment of dues in the following manner:

Effective January 1, 1957, dues of active members will be \$48.00 per year.

Dues of active-extra members will be \$18.00 per year.

Associate dues remain the same at \$5.00 per year.

Percentage dues will be eliminated after the calendar year 1956, but active-extra members are subject to payment of percentage dues up to the end of this calendar year. These percentages are due and payable on January 1, 1957.

Active-extra members on Union Shop roads are subject to the provisions of the Agreement between the Order of Railroad Telegraphers and the American Train Dispatchers Association, which require payment of dues to the O.R.T. for the first half of each calendar year and to the A.T.D.A. for the second half of each calendar year, provided the extra train dispatcher has worked thirty (30) or more days as a train dispatcher during the first half of the calendar year. Active-extra dues of \$18.00, when pay-

able to the A.T.D.A. will cover the last half of the year and are due and payable in full on July 1st of each year.

Dues from active-extra members on other than Union Shop roads are due and payable in full on January 1st of each year, and the amount of \$18.00 covers the entire year without further percentage payment.

Effective January 1, 1957, on all roads, both Union Shop and non-Union Shop, system dues are to be added to national dues and remitted to the Secretary-Treasurer, who will refund system dues to the custodian of the system fund as is now being done on Union Shop roads. System Committees are required to establish and maintain a system fund. The General Chairman or System Treasurer must notify the Secretary-Treasurer of the amount of System dues to be collected.

Effective January 1, 1957, the custodian of system funds, which is to be either the General Chairman or System Treasurer, is required to post bond in an amount determined upon by the System Committee and approved by the Secretary-Treasurer before assuming his duties.

The custodian of system funds is required to render a semi-annual report to the System Committee with copy to the Secretary-Treasurer of all receipts and disbursements.

The General Assembly authorized a reproduction of the transcript of its proceedings to be distributed to all Chairmen. This will be done as promptly as time permits, which is now estimated to be around January 1, 1957.

Even Communists think American workers are the happiest in the world, according to a survey made by *Realities*, a leading French magazine. More than 50 per cent of the workers interviewed were members of the Redcontrolled union group. Opinion generally expressed was that U. S. workers are better paid, organized and have better homes. Most said they would prefer to work for American employers.

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REPORT OF VICE PRESIDENT R. M. CRAWFORD

Pursuant to the provisions of Section 36 of the By-laws of our Association, I render the following report of my activities during the previous three years.

In accordance with Section 35 of our By-laws I have devoted all of my time to the service of the Association, performing, to the best of my ability, the duties assigned to me by the President along with other duties that in a general way promote the welfare of the Association.

A detailed report of my activities is filed with the President at the close of each month and is on file at National Headquarters for inspection by anyone who may wish to do so. For the sake of brevity, this report is more or less a summary of the reports that are on file at National Headquarters and covers the period from October 1, 1953 to October 1, 1956.

Allocation of Time

This report covers a total of 1096 days, including 157 Sundays—73 of which were spent away from my home. Ninety-nine days were spent with System Committees in consultation on various matters; sixty-one days in assisting System Committees and/or General Chairmen in conferences with their managements. Disputes on the Chesapeake & Ohio, Virginian, Chicago, South Shore & South Bend, Detroit, Toledo, & Ironton, Ann Arbor, Louisville & Nashville, Atlantic Coast Line, and Lehigh & New England were handled in mediation, requiring my services on 24 days.

Because of the proximity of my home to the General Headquarters of the Louisville & Nashville Railroad, also to the General Headquarters of the strike committees, set up at Louisville, Kentucky, by the participating organizations in the 1955 strike on the Louisville & Nashville, President Braese assigned me to represent our Organization on the property during the strike, accounting for fifty days of my time.

In addition to representing our Organization on the Louisville & Nashville during the strike, I served as Acting General Chairman on that property from March 21, 1955 until September 8, 1955.



R. M. CRAWFORD

Negotiations, Investigations, Hearings

An Original Agreement was negotiated on the Detroit, Toledo & Ironton, and complete revisions of the Agreements on the Grand Trunk Western, Reading, Ann Arbor, and Northern Region of the Chesapeake & Ohio (former Pere Marquette) were negotiated, consuming 38 days. I was assigned to assist in the handling of seven (7) trials, which required twelve (12) days of my time.

One of the most important duties of the American Train Dispatchers Association in the present day is to provide representation for its membership in connection with investigations and hearings. President Braese has assigned me to assist in fourteen such cases during the past three years, accounting for 16 days of my time.

Forty-five days were spent at National Headquarters attending Executive and Joint Board meetings and participating, as a member of our National Negotiating Committee, in the handling of various disputes that were handled on a National basis. I attended six Assembly meetings at New York, Philadelphia, and Atlanta and addressed a meeting of the Retired Train Dis-

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Other Assignments and Services

In addition to the above, I served as a member of the Joint A.T.D.A.-O.R.T. Committee for the Agreement on application of the Union Shop Agreement. I served as a member of the R.L.E.A. Special Committee for the enforcement of Adjustment Board Awards in one instance; as a Representative of the President at conferences of Non-Operating Organizations in three instances; and once at a session of the Railway Labor Executives' Association. I participated as a member of the Executive and Joint Board in all National Wage Movements and attended all meetings of the Board.

I represented the Organization in four Mediation cases.

Not included in the listing of assignments on various railroads were appearances before the National Railroad Adjustment Board to present submissions at oral hearings in fifteen instances, which included briefs in 44 separate disputes. This included familiarizing myself with many disputes in which I did not personally prepare the submissions.

Not listed as Committee work was attendance at twenty-two different fraternal organization affairs including meetings of the New York and Atlanta Assemblies when either President Braese or Secretary-Treasurer Springer was unable to attend.

During 1954 and 1955 I served as Chairman of the Railway Labor Editors Association, a group representing the publications of all railroad labor unions, united for the purpose of doing the best possible job in placing information and enlightenment before the union memberships and increasing their interest in the organizations representing them. I gave up that office at the 1955 Convention of the Editor's Association, due to press of

work in the field of vice presidential services.

During the past triennium, I spent a great deal of time in the preparation of submissions to the National Railroad Adjustment Board, so much of it of a spare-time nature that it is almost unaccountable for in terms of days, hours, or minutes. I prepared seventy-two submissions and participated in the preparation of twenty-seven others on a cooperative basis, much of which was due to research material available at National Headquarters, not within immediate reach of Vice Presidents in the field.

Following every assignment above referred to, I made a separate report on each to the President, which are on file at National Headquarters. The expense of the Association in connection with each assignment is detailed in the monthly expense accounts available to the Trustees and accounting forces employed by the Association.

During the months of May and June of this year, I was on a special assignment at the University of Minnesota Laboratory of Physiological Hygiene at Minneapolis, where examinations of classes of train dispatchers were conducted by the medical staff and technicians of the laboratory for the purpose of determining the effect of train dispatcher work on the heart, blood conditions, and general health of those examined. During the term of the examination project, a total of 175 train dispatchers was examined at the rate of approximately eleven men per day. My assignment included making the appointment schedules and taking a questionnaire from each train dispatcher examined, covering the various aspects of his train dispatcher work and related living conditions. The train dispatchers were taken from thirteen different railroads within a radius of 500 miles of Minneapolis. Only members of the A.T.D.A. were given appointments. The project started on May 8 and ended on June 7. My work on the project consumed six days per week due to making appointments, filling changes in appointments and meetings with the laboratory staff concerning matters of train dispatcher work with which they were not familiar.

While my name appears in THE TRAIN DISPATCHER magazine as its editor, such services during the past three years have been limited to an advisory capacity only. The greatest credit for the excellent production of your official publication is due to Managing Editor J. B. Springer and Assistant Editor C. Harker Rhodes. Brother Springer is widely known as one of the ablest writers in the editorial field. The magazine itself is the best evidence of the ability and competence of Mr. Rhodes. My work as editor of the magazine for some seven years before an Assistant Editor was employed in 1952 was among the most pleasant experiences of my twelve years in the National Office.

Appreciative Acknowledgments

I want to here express my appreciation for the good advice and fine cooperation from each and every one of your National Officers. After twelve years leadership of President under the Braese, I leave the service with a conviction that he is one of the outstanding chief executives in the railroad labor field. The interests of the membership have always been his first concern. He has never wavered in his determination to better their wages and working conditions or to defend them at every opportunity. It has been my experience under his leadership that he, despite many years away from actual train dispatching, has never forgotten the working train dispatcher, the man bending over a train sheet, or the difficult problems facing any man serving in the train dispatcher class or craft. He has set an example that has stimulated, encouraged, and reinforced all who have served with him.

I feel I would be remiss did I not mention the excellent and able cooperation rendered by our General and Office Chairmen. Without the high type of men performing the difficult and unremunerative duties of General Chairmen, this Organization could easily "fall flat on its face." The memberhip, generally, owe them a debt of gratitude which can only be paid by support in whatever tasks they find necessary to protect and improve upon their agreements and the maintenance of a strong and satisfied constituency.

I am sure that every member who has ever received anything from the National Office will commend the high class of clerical work turned out by the force

performing under the management of Miss Myrtle Johnson. By comparison, it is second to none. Their sincere regard for the highest quality of performance in the field of clerical work is recognized by everyone who has seen any of it. A meticulous attention to detail has been a comfort to me with respect to each and every item of work turned over to them for preparation, especially the many submissions to the National Railroad Adjustment Board. They have my deep appreciation and thanks for their fine cooperation.

I feel that one of my greatest accomplishments, and the one of which I am most proud, is the 39 years' continuous and unbroken membership I have maintained in this fine Organization. I leave its service with high hopes that it may have continued success in carrying out the aims of those it has so ably repre-

sented in the past.



T. C. GARRETT Newly-Elected Vice President, Former Trustee

The secret of success and happiness lies not in doing what you like but in liking what you do.

The humblest citizen of all the land, when clad in the armor of a righteous cause is stronger than all the hosts of Error.—William Jennings Bryan



This picture was taken at the opening session of the Seventeenth General Assembly of the American Train Dispatchers Association in the Florentine Room of the Congress Hotel, Chicago, on October 15. In view of the pressure of business confronting the Convention this year, a joint opening session with the National Ladies Auxiliary was dispensed with, and no special speakers or program were provided.

Those standing at the speaker's table (left to right) are: J. B. Tipler, retiring Vice President; R. C. Coutts, Vice President; R. M. Crawford, Vice President; D. M. Geil, Vice President; J. R. Garber, retiring Vice President and Assistant to the President; O. H. Braese,

retiring President; J. B. Springer, Secretary-Treasurer and newly-elected President; E. J. Hickey, Attorney for A.T.D.A.; R. O. Burke, retiring Trustee; T. C. Garrett, Trustee and newly-elected Vice President; A. Covington, Trustee, and newly-elected Secretary-Treasurer; and C. L. Darling, Honorary President.

Identification of everyone in such a large group is practically impossible. However, we feel confident that everyone attending this session was included in the view, with fewer than the usual number obscured by close formations, so frequent when large-group photography is attempted. The picture of the get-together banquet, held in the Gold



Room of the Congress Hotel on Monday evening, October 15, will appear as a center double-page spread in the December issue of this magazine. This picture will include ladies attending the National Ladies Auxiliary Sixteenth Convention and other guests and visitors.

Dedicate 10 Hospitals Built by Miners' Union

A chain of ten new hospitals, built and operated by the United Mine Workers Welfare Fund in Kentucky, Virginia and West Virginia, recently were dedicated in a ceremony held at Beckley, W. Va.

The hospitals are located at the hub of the coal fields where about 400,000 fund beneficiaries, miners and their dependents, are eligible for hospital and medical care benefits, in small towns where the services of such institutions formerly were not available.

They are integrated in such a way as to keep operating costs down through mass purchasing and centralized services.

The cost of construction and equipment of these hospitals is estimated at \$25 million.

Garment Workers to Invest in Housing

New York City (CNS)—International Ladies Garment Workers Union revealed plans here, recently, to invest \$20 million of its welfare funds in government-insured loans on veterans' single-family dwellings.

REPORT OF TRUSTEES TO SEVENTEENTH GENERAL ASSEMBLY

As required by Section 8 of the Bylaws of the Association, the Board of Trustees convened at National Headquarters on Monday, October 8, 1956, to make the required annual examination of the accounts of the Secretary-Treasurer, and to inquire into the regularity, economy, and efficiency of the expenditures of the funds, including the expenses of officers; soundness of investments; bonding of officers; insurance covering buildings, equipment, and fixtures; and for such other inquiries as are required by the By-laws, and to render a report thereof to the officers and members along with our recommendations. The examination covered the American Train Dispatchers Association, the American Train Dispatchers Improvement Association, THE TRAIN DISPATCHER, official publication of the A.T.D.A., and the Widows and Orphans Benefit Fund of the American Train Dispatchers Association.

The data upon which our report and recommendations are based were obtained from the ledgers, account books and records of the Association, the various insurance and bonding policies now in effect, and the annual audit covering the fiscal year ended June 30, 1956, conducted by Alexander Grant & Company,

Certified Public Accountants.

American Train Dispatchers Association

An abstract from the full audit report is being furnished each delegate and will be later printed in THE TRAIN DIS-PATCHER. It will be noted from this financial statement that our gross income for the past fiscal year amounted to \$12,714 more than the preceding fiscal year; however, \$21,484 of the gross total was realized as a profit on the sale of securities which had been held by the Association for some 25 years and is of non-recurring nature. Income from membership dues and fees was approximately \$3,200 less than the previous year. This was due to a decrease of 142 in total active and active-extra membership, 111 of these being active members.

Total expenses for the past fiscal year increased in the amount of \$26,711 as compared to the total expense for the

preceding fiscal year.

This increase was primarily due to expense incurred in connection with the mediation of our National Wage Movement, which was concluded in February, 1956, also expense involved in preparation for the National Wage Movement now under way.

Other than the increase of expense due to those causes there were no other items showing more than the normal fluctuation. In general, the gradual but ever present increasing cost of conducting the normal business of the Association is responsible for the balance of the increase in expenses.

Securities owned by the Association are sound investments and continue to yield the maximum income for investments authorized under Article VIII,

Section 3, of the Constitution.

Insurance covering buildings and office equipment, bonds of officers, and cash balances were examined and verified and found to be adequate, satisfactory, and correct.

American Train Dispatchers Improvement Association

Operation of the Improvement Association during the past fiscal year continues to show a favorable balance and enabled this branch of our organization to reduce its indebtedness to the parent organization in the amount of \$512. The buildings owned by the Improvement Association continue to reflect good maintenance and continue to yield a satisfactory amount of income.

The Train Dispatcher

Income from THE TRAIN DISPATCHER during the fiscal year decreased by \$6,205 as compared to the preceding fiscal year due to decreased revenue from advertising. Expenses were reduced by \$3,780 resulting in a net deficiency of



\$2,324 for the year in connection with the publication. Our magazine continues to rank among the best of labor publi-cations, and it is hoped that the income from advertising can be improved. Our officers are working toward that end.

Widows and Orphans Benefit Fund of the American Train Dispatchers Association

Membership in the Widows and Orphans Benefit Fund stands at 665 at the close of the fiscal year. Sixteen new applications for membership were ceived, and ten members were dropped for non-payment of assessments during the year. Twenty-four beneficiaries of deceased brothers were promptly of deceased brothers were promptly paid \$500 each or a total of \$12,000 during the fiscal year. Nineteen calls were made upon members and five calls were paid from surplus.

The total assets of this Fund amount to \$34,763 as of June 30, 1956 and of this amount \$25,673 is invested in gov-

ernment securities.

We again urge members, particularly those under 50 years of age, to acquaint themselves with the Widows and Orphans Benefit Fund plan and to avail themselves of the protection thereby afforded at the time of average. forded at the time of urgent need.

National Ladies Auxiliary

We again extend our greetings and best wishes to the members of the National Ladies Auxiliary and to acknowledge their beneficial contribution to the welfare of the Association. Their efforts in promoting the interests of the Association are appreciated, and we wish them continued success.

Comments

In the annual report covering the fiscal year ending June 30, 1955, which was published in the November 1955 issue of THE TRAIN DISPATCHER, your Trustees pointed out the fact that the steadily rising cost of operation indicated the necessity of consideration being given to a suitable increase in dues for the purpose of permitting our Association to maintain its relative financial position and to build up such position and to build up such reserves as possible for the future.

Analysis of the financial statement

covering the current fiscal year, which has been furnished each delegate, will

reveal that the anticipation set forth

last year has been substantially correct.
Your attention is directed to the fact that when the present dues of \$37 per annum were established in 1947, the average annual total expense of the Association for the next three fiscal years of 1948-1949-1950 amounted to \$125,408. During the past three fiscal years or 1956-1955 and 1954, this average annual total expense has increased to \$178,239, or an increase of approximately 42 per

The average yearly income of the Association during the fiscal years 1948-1949-1950 amounted to \$149,943. The yearly average income during the past three fiscal years or 1956-1955-1954 amounted to \$156,846 or an increase of approximately 11 per cent.

It is therefore clearly apparent that since our income has increased by 11 per

since our income has increased by 11 per cent while our expense has increased by 42 per cent, suitable corrective steps

are mandatory.

In this connection, it is further pointed out that during the year 1947, the year during which the amount of annual dues now paid was established, the average going rate for trick train dispatchers amounted to \$4,571 annu-ally, or \$381 per month. At the present date, the current going rate for trick train dispatchers has been increased to \$6,402 annually, or to \$533.50 per month. This means an annual increase of \$1,830 and a monthly increase of \$152.50.

The Trustees recognize that the Committee on Finance, Salaries and Officers' Reports has also given careful consideration to this situation and will make recommendations in this connection. How-ever, since the Board of Trustees is em-powered under Section 8 of the By-laws to make such recommendation as may appear suitable, it is our recommenda-tion that the National Annual Dues be increased by not less than \$11 annu-ally, making the total amount at least \$48 per year, effective January 1, 1957. This would amount to an increase of approximately 30 per cent in dues as compared to an increase of approximately 40 per cent in the going rate of pay of trick train dispatchers subsequent to the last adjustment of annual dues

In making our annual check at National Headquarters, it was again brought to our attention that the col-

April 1, 1877, became a train dispatcher at an early age, working on several railroads, and was employed by the Great Northern at Spokane, Washington, when he began organizing the train dispatchers in 1917. He was the founder and first President of what is now the American Train what is now the American Train Dispatchers Association and was later honored with a life membership in this Organization, holding Card No. 1.

The Organization moved to

Chicago in 1920, and Brother Luhrsen continued as its President until 1938 when he was made Executive Secretary of the Railway Labor Executives Association. While occupying that position he resided in Washing-

ton, D. C. Brother Luhrsen pointed by President Roosevelt as Labor Member of the Railroad Retirement Board in 1945, a position he held until his retirement in 1950. While with the Railway Labor Executives Association he also served on many

The Topeka State Journal noted in a recent editorial that a railroad serving its area is spending \$100 million in 1956 to improve its right of way and other facilities.

"But we don't recall seeing any move by the bigger and heavier 'freight-car' trucks to rebuild and improve the public highways they have pounded into slab-happy chunks," the editorial said.

"These huge, long-distance interstate truck-

editorial said.

"These huge, long-distance interstate truckers do only what so many easy-going legislatures ask them to do. Which, since the Kansas repeal of the ton-mile tax in 1955—and even before that—isn't enough.

"If you'd like to see those roaring monsters pay a fairer share for running over the public highways, while the railroads of America roll on their own roads, work for repeal of the present law and a return to the ton-mile tax."

Broadway Deluxe Cab Co.

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RADIO DISPATCHED DRIVER OWNED

PORTLAND

OREGON

lection of percentage dues from those train dispatchers not holding permanent assignments and holding active-extra memberships in the Association is bememberships in the Association is becoming more complicated and unsatisfactory. Without pointing out in detail the difficulties involved, it is our opinion that the percentage basis for the assessment of active-extra dues should be abolished and that a flat rate be established in light thereof in light the profile with small profile and the control of the control abolished and that a flat rate be established in lieu thereof in line with such equitable considerations as may be evident. The Board of Trustees finds that an amount of \$18 annually appears to be fair and equitable. This amount to be paid by all active-extra members regardless of the amount of salary earned and regardless of whether or not a unand regardless of whether or not a union shop agreement is in effect upon the particular railroad where the active-extra member is employed.

The element of strength and unity being of particular importance within our own organization, as well as in our re-lations with other recognized standard labor organizations, the question of af-filiation with such organizations appears worthy of consideration. Certain undeThe assistance given by the Executive Board, Office Manager, and office personnel in furnishing the records and show a specific of the control of the contro sonnel in turnishing the records and data required for our examination is hereby acknowledged with appreciation.

Respectfully submitted,

A. Covington

R. O. Burke

T. C. Garrett

Board of Trustees

Dated at Chicago Illinois

Ţ

Dated at Chicago, Illinois October 15, 1956.

JULIUS G. LUHRSEN

Delegates and their families in attendance at the Seventeenth General Assembly of the American Train Dispatchers Association were shocked and saddened by the death of our founding President, Brother Julius G. Luhrsen, who passed away from coronary thrombosis at about 7:30 A.M. on the morning of Tuesday, October 16, 1956.

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THE TRAIN DISPATCHER

STATUS OF DISPUTES SUBMITTED BY THE A.T.D.A. TO THE THIRD I — NATIONAL RAILROAD ADJUSTMENT AND PENDING DURING OCTOBER, 1956 DIVISION . **BOARD**

Docket No. TD-7500

Railroad GCL-IGN

Subject of Dispute Pass privileges.

mitted 3-11-55

Status as of 10-23-56 In Referee Lar-kin's Assign-

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THE TRAIN DISPATCHER

Docket No.	Railroad	Subject of Dispute	Sub- mitted	Status as of 10-23-56
TD-8883	Tenn. Cent.	W. R. Williams (Proper compensation for chief relief service.)	6- 1-56	Both granted t 12-11 to reply closes 12-21-56.
TD-8884 TD-8882	Tenn. Cent. Augusta & Summerville	Force reduction. Transfer of work.	6- 1-56 6- 1-56	Ditto. Ditto.
TD	Cent. Ga.	Schedule violation.	6-14-56	Ex parte due 9 17-56. Not ye docketed.
TD	Cent. Ga.	Transfer of work (J. B. Benton).	6-14-56	Ditto.
T D	N.Y.C.	R. S. Howell (diseipline).	6-19-56	Ex parte due 9 19-56. Not ye docketed.
TD-8888	L.&N.	O. W. Nettleship (discipline-discharged).	7- 6-56	Both granted to 12-11 to reply closes 12-21-56.
TD-8941	Wab.	Rest day Compensation.	7-25-56	Will be heard
TD	F.W.&D.	Transfer of work.	8-20-56	Extension to 11 21-56.
T D	Southern	Discipline.		Ex parte due 10 10-56.
TD	Southern	Transfer of work.	10-20-55	Extension to 11 13-56.
T D	Southern	Transfer of work.	11-29-55	Ditto.
TD	Southern	Transfer of work.	· 11-11-55	Ditto.
TD	Southern	Transfer of work.	11-12-55	Ditto.
TD	Southern	Transfer of work.	11- 4-55	Ditto.
TD	Southern	Transfer of work.	10-18-55	Extension to 11 9-56.
TD	S.P. (Pac)	Travel time.		Extension to 11 13-56.
TD	Wabash	Transfer of work.		Ex parte due 10 25-56.
TD	Mo.Pac. (IGN)	Bull. position.		Due 11-23-56.
TD	B.&O.	Discipline,		Extension to 12 10-56.
TD	Mo.Pac.	Discipline.		Due 11-9-56.
TD	T.&P.	Service other than		Due 11-13-56.

EDITORIAL PICKINGS OF THE MONTH

"Ticking telegraphy, as the average man knows it, is dying," says Labor's Daily in a recent article captioned "Morse Code Ticks Its Final Messages." "The last message in Morse code was sent on the Huntington Division of the Chesapeake & Ohio Railroad near midnight, July 8, 1956. The keys on the eastern divisions were already dead. And they stopped ticking on the Cincinnati Division, July 23. The death march was westward.

"The romantic tickers that have kept time to depot gossip for 120 years have been rele-

gated to history.

"Western Union, which had them leased to the railroads, is busy salvaging them. Western Union itself began rifling the romance of the yesteryears many years ago. The Morse telegraph was replaced on trunk telegraph lines by multiple printing telegraphy in 1914, and the teleprinter replaced the brass keys on short circuits in the late 1920's.

"Other forms of sending messages have made inroads on the old familiar key. Radio beam telegraphy, linking large cities in a network, is one. Facsimile telegraphy, in which a picture telegram is flashed from a telegraph center to an office desk, provides instantaneous delivery. And they'd never do it quicker than that.

"As the move on the C. & O. has been westward, so it is nationally. Many western roads still use the Morse code. George E. Leighty, president of the Order of Railroad Telegraphers, states, 'On some railroads, the Morse code has been discontinued entirely. And there is no question but what eventually it will be discarded entirely. That is still some years in the future, however.'

"A. H. Grothman, secretary of the Association of American Railroads, says, 'While the use of Morse is declining for numerous reasons, most railroads still make use of Morse. One of the reasons for the decline is the fact that Morse operators are rather scarce.'

"The modern methods of instant communication have supplanted the relaying brass tickers of yesteryear—almost. Even Western Union, with its ultramodern facilities, still has to rely on the old reliable key occasionally—for testing the wires after stringing or repairing."

Our eye was arrested by an editorial in *Boilermakers-Blacksmiths Journal*, which, we feel, merits reproduction here. At least, it furnishes a new slant

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on a controversial subject.

"It is hard to understand the inconsistency of some of our Senators and Congressmen who are vigorously against national health insurance. When labor endeavored to secure the passage of a national insurance plan that would provide physical examination and medical care for the many who cannot afford the high cost of hospitalization and professional services, it was termed 'socialized medicine' and 'creeping socialism.'

"Why is it that many of our lawmakers who are opposed to a national insurance plan, the cost of which would be paid for by a nominal fee on all, are for socialized medicine for the President and for themselves should they desire to take advantage of free medical service in army and navy hospitals?

"It has been reported the recent operation of President Eisenhower cost him the total sum of \$57.20. This amount covered \$1.05 a day for himself and \$1.55 a day for Mrs. Eisenhower for subsistence at Walter Reed Army Hospital.

"We taxpayers pay not only our own medical bills but that of the high public officials who are privileged to use the army and navy hospitals."

RAIL REMNANTS

C. & O. DIVIDED INTO THREE REGIONS

The Chesapeake & Ohio Railway recently announced that its 5,000-mile operation has been divided into three regions, each headed by a regional manager. Formerly the system was divided into the Southern and Northern Regions. The new Eastern Region, comprising all territory east of Hinton, W. Va., yard will be headed by Regional Manager E. T. Rucker; the Central Region, all territory south of Burnham, Ill., and Toledo, Ohio, including Presque Isle docks and extending to Hinton, by R. G. Vawter; and the Northern Region, comprising the area north of Burnham and Toledo, headed by C. J. Millikin.

FIRST WEDDING BY TELEGRAPH

The country's first wedding by telegraph is reputed to have occurred in the Arkansas Valley in the spring of 1881. Miss Ida Wickham and Lee Gillen, Santa Fe station agent in Rocky Ford, Colo., planned to be married by a minister from Las Animas, Colo., but an hour before the time set for the nup-

tials, the bridge over the Picketwire River washed out leaving the minister stranded just east of La Junta, Colo. The telegraph operators got busy with the minister and a lawyer and found out that a wedding by telegraph would be legal. With the couple standing in the station at Rocky Ford and the minister in a station near the washed-out bridge, the wedding ceremony took place. Telegraphers up and down the line from Pueblo to Kansas listened in and clicked out their congratulations.— Santa Fe Magazine.

RAILROAD HOBBYISTS

The American people are railroaders by tradition and inclination. Last year hundreds of thousands of fathers and sons spent in the neighborhood of \$66 million for model railway equipment, and this year it is estimated that they will spend even more.

ANOTHER RAIL MERGER PROPOSED

Talk of a merger that would create a \$1 billion, 4,000-mile system in the East came out into the open recently. It has long been hinted that Delaware & Hudson, Erie, and Lackawanna were seriously considering pooling their assets to create a new rail system. The three have now publicly announced the appointment of "members of their respective boards to explore whether or not there are advantages in merging the three railroad properties."

S.P.'S PIPELINE SUBSIDIARY

Southern Pacific's pipeline subsidiary, in operation since the first of 1956, will turn in \$2 million profit this year, the company predicts. The 1,000-mile Los Angeles-El Paso system is carrying more than a million barrels a month. S.P. is now thinking of putting in another line. It would cross the High Sierras to carry oil from San Francisco to defense establishments in the vicinity of Reno and Fallon, Nev.

ALL PASSES HONORED

Annual passes held by railroad men on any American railroad will be honored on the Santa Fe & Disneyland Railroad at Disneyland Park near Los Angeles.

AMONG THE OLD TIMERS

Bro. A. A. McMasters, who retired from the S. P.'s Portland, Ore., office, January 31, 1951, after 51 years of railroading, lives in Klamath Falls, Ore., and professes to be well content. He reports that the winters are a bit rugged, but that the unpleasantness is offset by living near relatives.

At the time he wrote us several months ago, Bro. C. S. McLarn of Birmingham, Ala., spoke of undergoing a gall bladder operation some time previously and of the slowness of getting his strength back. Bro. McLarn retired from the Birmingham office of the Southern, April 25, 1955, after 50 years with that line.

"This place is about as far from a railroad as any location in the country. It's about 100 miles to the nearest railroad north, south, or east. West is not considered, as there is a small body of water, known as the Pacific Ocean, out that way, but it has been anything but pacific the past month or so." Thus writes Bro. W. W. Smith of Harbor, Ore.

Overtime is paid at ordinary rates in Russia and in satellite countries. The 8-hour day is held to be a "remnant of capitalism," except on the eve of free days or before holidays. Then hours are reduced to 6, but as more than 80 per cent of Communist workers are on piece rates, they will have to do 8 hours work in 6 on two days a week if their wages are to remain the same.

Twenty-Five Years Ago

In the November 1931 issue of THE TRAIN DISPATCHER, we find that: The ICC has granted the railroads' request for a 15 per cent freight rate increase and there is hope that the present wage-cutting campaign on the part of the carriers will abate. In some sections of the country employes have already been persuaded to accept "voluntary" cuts, and efforts are being made to instill in the public mind the propriety of slashing the pay of railroad workers.—The President has called in leading bankers for a conference and urged them to go to the rescue of railroads which are not earning interest charges and are facing receiverships. The bankers have asked that foreign loans be canceled as a price for coming to the rescue of the weaker carriers .-The number of railroad employees and their earnings continue to slip .- Great interest is manifested in the 72nd Congress which will convene early in December.—Tremendous problems growing out of the deepening depression demand attention.—Both chambers of Congress are practically evenly divided between the Democrats and Republicans, though the "progressives" are well represented in both parties.—There is an exceptionally interesting article from Labor on the heroic endurance of prehistoric man; how "doctors" of the dim past "cured" headaches "with a brace and bit" and "etherized" patients with a club or hammer.—The number of "railroad" circuses has been reduced from 16 to 5, and last spring (1931) 34 "three-ring" circuses started moving over the highways in trucks.—The recent election of W. S. Franklin to the presidency of the Wabash and Ann Arbor roads shows the controlling influence of the Pennsylvania Railroad over those carriers. Franklin was formerly assistant to the vice president in charge of operations on the P.R.R.—A sample of humor current in 1931: He: "Remember when we first met in the revolving door at the post office?" She: "But that wasn't the first time we met." He: "Well, that's when we started going around together, wasn't it?"

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Retired Train Dispatchers' Club of St. Petersburg, Fla.

On October 2, the Retired Train Dispatchers' Club of St. Petersburg, Fla., held their monthly meeting and picnic at Lake Maggiore, Park, with 26 retired dispatchers attending, including their wives and guests. Among the latter were A. C. Athey, retired dispatcher from the B.& O's Chillicothe, Ohio, office and his wife. Mr. Athey was surprised and delighted to meet a fellow B.&O. associate, Bro. J. V. Cummins, retired from the B.&O.'s Indianapolis office, and a member of our Club.

In the absence of President Myers (P.R.R.), Vice President W. E. Mastin (N.Y.C.) called the meeting to order with cordial greetings of welcome, especially to those who had returned from trips, and then invited Bro. F. B. Hubbart (C.B.& Q.) to offer the invocation. Then those present helped themselves to an appetizing array of food, prepared by the ladies and served smorgasbord style.

Feast over, Vice President Mastin called on members recently returned from trips and each gave an interesting account of his experiences. Mrs. Bessey, who had the misfortune of fracturing a hip in a fall at her son's home in Wisconsin this summer and was hospitalized for several weeks, pluckily attended our meeting though still convalescing from her injury. Called upon for some remarks, Mr. Athey, a guest, responded by reciting from memory a poem which had appeared in the April 1919 issue of The Train Dispatcher and was warmly applauded for the effort.

With the transaction of a few business matters, the group adjourned after giving the pledge of allegiance to the flag.

October birthday greetings were extended to Bro. E. Hannam (P.R.R.), Bro. C. P. Merrow (B.&M.), Mrs. R. J. Thurrott (N.H.), and Mrs. M. Brunson (associate).

Past President and Mrs. F. B. Hubbart will celebrate their 60th wedding anniversary, October 28.

Due to a sudden illness, Bro. D. H. Sutherland (Erie) was absent from the meeting. The members wish him a speedy recovery.

Bro. and Mrs. C. G. Reid (G. T.) left the latter part of September for a month's visit with friends and kinfolk in the Midwest.

Our next meeting and picnic will be held again at Lake Maggiore Park, November 7, at 12:30 P.M. All visiting dispatchers are always welcome to attend our meetings.

Chas. W. Billman Secretary-Treasurer

Atlanta Assembly and N.L.A.

On the evening of October 4, the Ladies Auxiliary, entertaining the Atlanta Assembly, sponsored the last-outdoor event of the year at Grill No. 2. Adams Park, Atlanta, with some 40 persons attending. Steak hamburgers, broiled over charcoal fires by Mesdames Black and Pigge and their assistants and served picnic style, featured an appetizing feast. Chaplain Denny C. Starnes offered the invocation and later gave an interesting talk on "The Church's Mission." During the evening music was offered from records furnished by Willie Sapp, and Walter Kinsman with his accordion played accompaniments to familiar songs, with Mrs. Jewell Sammons leading the singing. Mrs. Annie Laurie Cunyus concluded the program with a prayer in song.

Among our visitors were: Mr. and Mrs. Willie Sapp; Mr. and Mrs. Walter Kinsman; Mr. and Mrs. O. S. Rakestraw; and Mr. and Mrs. James L. Wilson and their two charming children.

Cards of sympathy, signed by the group, were mailed to two of our members who have been on the sick list for many months: Charles M. Lanham and D. H. Payne.

Congratulations were extended to "Pa" J. O. Zellner of Birmingham on achieving another birthday.

The Atlanta Assembly will hold its next regular meeting at the Atlanta Terminal Passenger Station, Monday, November 5 at 12:00 noon.

The Ladies Auxiliary will hold its next regular meeting at the Francis Virginia Tea Room on Peachtree St., Thursday, November 8, at high noon.

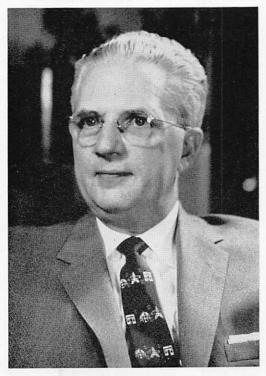
E. F. Vandivere

E. F. Vandivere Secretary-Treasurer

A. COVINGTON New Secretary-Treasurer

At the recent meeting of the General Assembly, Bro. Arthur Covington, Trustee, was elected Secretary-Treasurer of the A.T.D.A. to succeed Bro. J. B. Springer, who has moved up to the Presidency.

Bro. Covington was born at Belmond, Iowa, December 14, 1900. Moving with his parents to Savannah, Mo., at the age of two, he attended the grade and high schools of that community and was



A. COVINGTON

Newly-Elected Secretary-Treasurer, A.T.D.A., Formerly a Trustee. From the Southern Pacific at Beaumont, Calif.

graduated from a local business college in 1917. After two and a half years in outside industry in Chicago, Bro. Covington entered railroad service as a telegrapher for the Chicago Great Western in June 1919. Promoted to train dispatcher in the summer of 1922 at Des Moines, Iowa, he served as trick and Night Chief Dispatcher until 1937 when he went to the Southern Pacific. For that road he performed service as trick and Assistant Chief Dispatcher in

the Oakland Pier, Stockton, Dunsmuir, and Sparks offices, as well as one year for the Western Pacific at Sacramento on a loaner basis.

Bro. Covington went to the S.P.'s Los Angeles office in the fall of 1944, and transferred to the Beaumont, Calif., office in the fall of 1948. There he worked as dispatcher and Assistant Chief Dispatcher until recently.

In the past, Bro. Covington has served the A.T.D.A. as Office Chairman, Vice General Chairman, and System Treasurer. In 1947 he was elected to the Board of Trustees, serving in that office until his recent elevation to his new position with the Association.

PICTURE-PHONE

A telephone that transmits pictures along with sound has taken a big step toward commercial feasibility, Bell Telephone Laboratories has announced.

The pictures vary in size from one by one-and-a-half inches to two by three inches. Head and shoulders can be seen and facial expressions are readily apparent.

The new Picture-phone is the first system of its kind to use a pair of ordinary telephone wires. Only one other line, consisting of a pair of wires like the regular telephone line, would be installed on the customer's premises to carry the picture.

It will be possible for the caller's picture to be "dialed" like an ordinary call, provided the switch on the picture equipment is turned on at both ends of the line. If the switches are off, the telephone call will be completed without pictures. The picture can also be turned on after a conversation is under way.

The Picture-phone system differs from TV in that TV sends 30 pictures a second and uses high frequencies which require relatively expensive coaxial cable and microwave radio relay systems, and provides an extremely detailed picture of a large scene. The Picture-phone sends a smaller and less detailed picture every two seconds over standard low-frequency telephone channels.

The new Bell equipment is still in its developmental stage.—Wire & Radio Communications.

Retirements Among Members

Bro. John R. Garber (N.P., A.T.D.A.)

Bro. John R. Garber, Vice President and Assistant to the President of the A.T.D.A. and on leave of absence from the Tacoma, Wash., office of the Northern Pacific Railway, retired on pension, October 14, after 36 years of railroading and 12 years as an officer of the A.T. D.A. Thirty-two years of his railroading were spent as a train dispatcher.

Bro. Garber was born in a N.P. section house at Plains, Mont., April 10, 1890. After grade school he put in some two years on country newspapers and a term in business college before hiring out to the N.P. as a telegrapher on the Rocky Mountain Division. Promoted to train dispatcher



at Spokane,
Wash., in April 1912, he lost out in a force reduction in 1913 and put in over two years dispatching on the G.N. at Spokane and Whitefish, Mont. In Spokane he worked with Bro. C. L. Darling on the N.P. and Bro. J. G. Luhrsen on the G.N., who were the founders of the Association. Back with the N.P. at Seattle in 1916, he ended up in the Tacoma office in a consolidation in 1932. Becoming General Chairman in 1922, Bro. Garber headed the first negotiating committee in the country to effect written coverage on Night and Assistant Chiefs in 1924. Ending several terms as General Chairman in 1926, he was again elected to that office beginning in 1943.

Bro. Garber was Chairman of the Standing Committee at the 1944 General Assembly, following which he was asked by President Braese to serve as a Labor Member of the National Railroad Adjustment Board in Chicago with rank of Deputy Vice President of the A.T.D.A. Here he represented the Train Dispatchers, Pullman Conductors, Pullman Porters, and O.R.C. Dining Car Chefs until June 1946, when he was invited to National Headquarters to serve as Assistant to the President and Editor of THE TRAIN DISPATCHER. He was elected by the Executive Board to serve as Vice President of the Midwest Territory in place of Bro. R. C. Coutts from November 1952 to September 1953 and from November 1954 until his recent retirement.

Bro. Garber values his original A.T.D.A. Membership Number 77 of 1917 above everything of a similar nature. He likes to tell about a few times when maintenance of a continued membership assumed equal importance with any other financial obligation. Another thing of importance to him was the loyal and sympathetic support of his good wife, Josephine, in everything he has been able to do for the organization, which she felt was the bulwark against infringement on the rights and benefits of the train dispatcher craft. Her service as Secretary-Treasurer of the N.L.A. and conduct of the "Sandhouse Snickers" column in The Train Dispatcher are known to everyone.

Bro. and Mrs. Garber have a home in Plains, Mont., where they will move shortly after the end of the General Assembly. A large and interesting family of four married daughters, nine grandchildren, and one great-granddaughter in Montana, Washington State, and Florida, insure plenty of things to keep them busy and happy.

Bro. Edson P. Gibson (S.P.)

Bro. Edson P. Gibson of the Bakersfield, Calif., office, Southern Pacific Company, retired on pension, October 1, after 45 years of railroading experience, 37 of them served as train dispatcher.

Bro. Gibson, born at Lodiburg, Ky., February 26, 1891, began railroading as a clerk-telegrapher on the C.B.&Q. at Aurora, Ill., in June 1909 and remained there until April 1910. From February 12, 1912 to June 1913, he worked as operator at various stations on the L.H.&St.L. (now part of the L.&N.). From



March to August 1915, Bro. Gibson was employed by the L.&N. as clerk-operator at Owensboro, Ky. He first went to the S.P. in June 1913 as a bill clerk on the Los Angeles Division at Los Angeles freight house and later in the same year was assigned as telegrapher on the San Joaquin Division. Due to reduction in forces, Bro. Gibson transferred temporarily to the Oregon Short Line as a telegrapher and clerk from November 1915 to October 1916, stationed principally at Salt Lake City. He returned to the S.P. as a telegrapher at Bakersfield, Calif., October 14, 1916, and remained there until called into the service of the U. S. Navy in World War I. Returning to Bakersfield after his discharge from the Navy, Bro. Gibson

was promoted to train dispatcher at Bakersfield in June 1919 and with the exception of short assignments at El Paso and Los Angeles, continued at Bakersfield as Assistant Chief Dispatcher until his recent retirement.

Bro. Gibson joined the A.T.D.A., January 2, 1920, has maintained continuous membership, and was awarded the 25-year honor emblem in December 1944. He is also a member of the Masonic fraternity, the East Bakersfield Progressive Club, the Stockdale Golf and Country

Club, and the Baptist Church.

A farewell dinner honoring his retirement was given by the local A.T.D.A. to Bro. Gibson at Woolgrowers Cafe, with 87 friends and relatives in attendance. Bro. George Derryberry acted as master of ceremonies. In addition to several gifts, the guest of honor received many congratulatory messages.

Bro. Gibson, once an enthusiastic golfer, now finds great interest in horse racing and rose culture. He and Mrs. Gibson are planning a trip to Kentucky, their native state, but will

return to Bakersfield to live.

Bro. Roy Messick (Wab.)

Bro. Roy Messick of the Moberly, Mo., office, Wabash Railroad, retired on pension, September 14, after 44 years of Wabash service, spending 37 of them

dispatching trains.

Born in Springfield, Mo., November 24, 1890, Bro. Messick entered upon his long career with the Wabash as a telegrapher, April 6, 1912. Promoted to train dispatcher, August 31, 1919, he continued in that capacity until his retirement. Bro. Messick was holding first trick on the 14th District and due to his wife's illness, worked his last day on March 11.

Bro. Messick joined the A.T.D.A., December 15, 1926, maintained a continuous membership, and was awarded the 25-year honor emblem

in December 1951.

He expects to continue his residence in Moberly, Mo. An expert bass fisherman, he will no doubt spend many leisure hours at nearby Rothwell Park lake.

Bro. C. L. Robeson (S.A.L.)

Bro. C. L. Robeson of the Tampa, Fla., office, Seaboard Air Line Railroad, retired on pension, September 9, after 48 years in the service of various carriers, spending 31 of those years as a train dispatcher.

Born at Dayton, Tenn., September 6, 1891, Bro. Robeson began working as a telegrapher for the Western Union at 16 years of age. Going out on a strike in 1907, he turned to railroads for employment and was first hired as a telegrapher by the S.P., L.A. & S.L. (now U.P.) at San Pedro, Calif. Subsequently, Bro. Robeson worked for the Nevada & California Railway, O.S.L., Santa Fe, S.P. of Mex., and the S.P. During World War I he served for the U.S. Shipping Board as a radio operator,

and as Director of European Communications in London. After the War, he tried ranching in California and in Arizona on the Mexican border, but eventually returned to railroading, working for the S.P. and the M.P.

Bro. Robeson joined the S.A.L. as an operator in 1924 and was promoted to train dispatcher in 1925. He was working as Assistant

Chief Dispatcher when he retired.

As a hobby, Bro. Robeson operates ham radio station W4QAK.

Bro. C. H. Medlin (M.P.)

Bro. C. H. Medlin of the Bush, Ill., office, Missouri Pacific Railroad, retired on pension, August 4, after 50 years of railroading, 41 of them spent as a train dispatcher.

Bro. Medlin, born in Concord, Tenn., July 26, 1891, began his railroad service on the Southern Railway as a telegrapher at his



This picture shows Bro. R. O. Burke, General Chairman, Mo. Pac. and Trustee of the A.T.D.A. (left) presenting Bro. C. H. Medlin with a watch.

home town, near Knoxville, Tenn., when he was 15 years old. After working for that railroad a short time, Bro. Medlin moved with his family to Denver, Colo., where he worked for several carriers in the West. Subsequently, he followed his family to Springfield, Mo., where he entered the employ of the Frisco as a telegrapher. Cut off here through a reduction in forces in 1911, he hired out to the Mo. Pac., with which line he worked continuously until his retirement. With the exception of a few months, all his service with the Mo. Pac. has been on the Illinois Division.

Promoted to train dispatcher at Bush, Ill., in 1915, Bro. Medlin was advanced to Night Chief Dispatcher in 1940 and on the retirement of the Chief Dispatcher in 1943 was promoted to that position. He was Chief Dispatcher all during the War period, when his Division was known as the heaviest Division on the Mo. Pac. In 1952, he returned to a trick and retired one week after reaching 65 years of age.

On September 6, the dispatching force at Bush gave Bro. Medlin a testimonial dinner, on which occasion Bro. R. O Burke, General Chairman of the Mo. Pac. System Committee and a Trustee of the A.T.D.A., presented him with a beautiful wrist watch, a gift from the men of all departments on the Illinois Division.

Bro. and Mrs. Medlin will continue their residence in Carbondale, Ill., but expect to spend winters in Florida and enjoy the fellowship of the Retired Train Dispatchers' Club of St. Petersburg.

Bro. J. B. Tipler Retires

After serving as a Vice President of the A.T.D.A. for 19 years, Bro. J. B. Tipler announced his retirement at the General Assembly, recently held in Chicago.

Bro. Tipler started railroading as a telegrapher for the Southern on its Memphis Division in 1897. Promoted to train dispatcher on the Texas & Pacific at Marshall, Texas, in 1904, he subsequently served in the same capacity for the Texas Midland, Southern, C.N.O.& T.P., T. & P., Y.&M.V., I.C., Mo.Pac., Cotton Belt, and Union Pacific, going to the Frisco at Memphis in August 1916. He saw 33 years of active train dispatching before becoming an executive officer of the A.T.D.A.

After serving many years as General Chairman of the Frisco System Committee, Bro. Tipler was elected a Trustee of our Association in 1935, and became a Vice President in 1937, which position he held continuously until his recent retirement. He brought to the Executive Board a wealth of experience and good judgment and his fine ability will be greatly missed at National Headquarters.

Bro. W. K. Overton (L. & N.)

Bro. W. K. Overton of the North Athens, Tenn., office, Louisville & Nashville Railroad, retired on pension, October 1, after 51 years with the L. & N., spending 43 of them at a train dispatcher's desk.

Born April 24, 1890, Bro. Overton began his long career with the L. & N. as a telegrapher on November 5, 1905. Promoted to train dispatcher, October 2, 1913, Bro. Overton continued in that position until his recent retirement. He was assigned to the North Athens office, June 1, 1943 and commuted from his home in Nashville, Tenn. His present address is North Craft Lane, Madison, Tenn. We have no information as to his future plans,



National Ladies Auxiliary

PRESIDENT—Mrs. A. E. Smith, 308 S. Woodrow Street, Columbia, S. C.

VICE PRESIDENT—Mrs. H. B. Morgan, 1768 Boulevard Drive, NE, Atlanta 17, Ga.

SECRETARY-TREASURER—Mrs. A. Covington, P.O. Box 732, Beaumont, California

TRUSTEE—Mrs. J. T. O'Reilly,
7117 Boyer Street, Philadelphia 19, Pa.
TRUSTEE—Mrs. C. H. Sutton,
56 Lincoln Street, West Medway, Mass.
TRUSTEE—Mrs. F. E. Ryan,
3511 N. Ferdinand St., Tacoma 7, Washington
TRUSTEE—Mrs. C. W. Galyan,
6200 Rosewood Avenue, Bakersfield, California

ADDRESS OF JOSEPHINE S. GARBER Secretary-Treasurer, N.L.A.

Before the Sixteenth Convention at Chicago, Illinois

This report will cover the general activities of the Secretary-Treasurer's office in the period since the N.L.A. Convention in 1953. You have a copy of my financial report covering that triennium. Comparison of this report with that of the last previous Convention will show an increase in total assets of \$555.67.

Most of this increase in assets is due to the reorganization of the First National Bank of Yonkers, N. Y., which resulted in an increase in the two shares held in 1953, then valued at \$20, to twenty-six shares now valued at \$481.00.

This Convention may find it advisable to dispose of the First National Bank of Yonkers shares, and for that reason I am going to ask Miss Myrtle Johnson to talk to you about it. Miss Johnson is, in my opinion, one of the most competent persons available, who is familiar with the handling of securities, and I feel sure her advice will be of value to this Convention as a guide to what may be done in such a matter.

Our present Constitution does not provide any authority for such action by any officer of the Auxiliary, and for that reason any action to dispose of assets or make expenditures beyond the operations of the office of the Secretary-Treasurer, or specific authorities made by previous Assemblies, must come from this or subsequent Assemblies.

An example of specific authority for expenditure was the action of your 1953

Assembly for the contribution of \$100 per annum to four specific National Foundations in amounts of \$25 to each of them. The Convention resolution was published in the November issue of THE TRAIN DISPATCHER and the payments so authorized were itemized in my annual financial report since that time with a total of \$300 so contributed as shown in the report for the triennium now before you.

Prior to the opening of this Convention, our records show that we had 200 members. There are six active Local Assemblies now holding charters. I regret to inform you that six Local Assemblies have become inactive or dissolved in the past three years.

Our supplies of the current Constitution and By-laws are completely exhausted. We have not had any ones made for the reason that this Convention may find it advisable to make amendments or changes in it requiring a reprint.

My report shows that the supply of N.L.A. emblems is down to 48 plus, which indicates that a new supply should be made at the time the new officers elected by this Convention assume office and replace their supply of stationery and membership cards.

The printing of new cards may cause some delay in furnishing new members with their credentials.

I want to take this opportunity of expressing my appreciation of the cooperation of the membership over the past six years I have held office. I want to give special thanks to Miss Myrtle Johnson and the office force at National Headquarters for their wonderful, ready, and cheerful assistance in carrying out the many tasks so helpful in performing the duties of my office. Without it my work would indeed have been much more difficult.

The passing of our beloved first Secretary-Treasurer, Winnie Braese, on July 6 was indeed a sad loss to the N.L.A. and to me personally. Her deep interest in the activities of our group never lagged. Her friendly encouragement and kindly help to me at all times was of value that cannot be put into mere words.

Because this is my last term as your Secretary-Treasurer, I want to leave the office with the very best wishes for the continued success of the N.L.A. and to ask for the same support of my successor that has been given to me.

Savannah, Ga., Assembly and N.L.A.

The regular monthly joint meeting of the Savannah, Ga., Assembly and Ladies Auxiliary was held at the Johnny Harris Restaurant on Victory Drive, Savannah, on the evening of September 15, with 25 members representing the S.A.L., S.&A., and C.of Ga. railroads attending.

First Vice Chairman Howard presided. We were glad to welcome our first chaplain, Rev. James A. Clary, pastor of the Garden City Methodist Church. We missed Second Vice Chairman John H. Harden of the C. of Ga., who was ill at the local Central of Georgia Hospital. Next morning we learned that Bro. Harden had passed away during the previous evening. We wish to extend our deepest sympathy to Mrs. Harden and the family.

We are trying to decide on a project—something like helping needy families

during Thanksgiving.

Plans for the October meeting of the Assembly have not been announced.

Mrs. J. S. Morris Publicity Chairman

When your work speaks for itself, don't interrupt.

—Henry J. Kaiser

Josephine S. Garber

Josephine S. Garber, retiring Secretary-Treasurer of the National Ladies Auxiliary of the A.T.D.A., served in that office for six years prior to the recent Sixteenth Convention of that body. She was elected at the 1950 Convention and reelected in 1953.

Mrs. Garber was born, Josephine S. Seymour, in Duluth, Minn., May 25,

1895, and moved with her family to Idaho in 1909 where she became a telegrapher for the Northern Pacific in 1912. In this capacity she met John R. Garber, then a train dispatcher for the N. P. Spokane. in



They were married in December 1913 when he went to the G. N. at Whitefish, Mont., where they lived for more than two years prior to going back to the N. P. at Seattle, and in 1932, to Tacoma where they were located before coming

to Chicago in 1944.

Mrs. Garber, like many wives of General Chairmen, went through many years when her husband served as N. P. General Chairman during which time she gave up many hours and days to the cause of the A.T.D.A. Brother Garber tells us that her devotion to the A.T.D.A. and her personal encouragement to him in his work were the main forces which counted for more than anything else in the things he had to do in successfully representing the train dispatchers of his constituency—a devotion which followed in his work as a national officer.

Mrs. Garber has a fine family of four married daughters, four admiring sonsin-law, nine grandchildren, and, in addition, one great-granddaughter. Indeed, she and her husband have a wide field of enjoyment to look forward to in their retirement. Mrs. Garber conducted the "Sandhouse Snickers" department of The Train Dispathcer, which she is now giving up.

FINANCIAL REPORT OF SECRETARY-TREASURER, NATIONAL LADIES AUXILIARY TO THE A.T.D.A.

For the period October 1953 to October 1956

CASH	
Cash on hand, October 12, 1953	\$ 689.32
Cash on hand, October 12, 1953\$604.	.00
Cash dividends received from First National Bank,	
Yonkers, N.Y. (26 shares stock) 49. Sale of pin	
Sale of pin1.	
TOTAL CASH	\$1343.82
DISBURSEMENTS	
Paid to officers serving previous to 1953\$150.	.00
Stamps and cards	.89 ·
Plant for Mrs. Newman5.	.69
Avenue Press—stationery and cards	.25
Charities for 1953, 1954 and 1955	$\underline{.00}$ $\underline{523.00}$
CASH ON HAND AS OF AUGUST 31, 1956	\$ 819.99
OTHER ASSETS	
Membership pins on hand (48) estimated value	24.00
26 shares stock First National Bank, Yonkers, N.Y.	
(\$18.50 per share)	481.00
TOTAL ASSETS AUGUST 31, 1956	\$1324.99

To the Officers and Members of the National Ladies Auxiliary Sixteenth Convention, Congress Hotel, Chicago, Illinois:

In compliance with Section 5 of the By-Laws, I should like to submit for your information and consideration the

following report:

A financial report of the condition of assets and expenditures was rendered and printed in The Train Dispatcher for March, 1954 on page 142; February, 1955 on page 79; and March, 1956 on page 147.

The cash assets of the Auxiliary are carried in the First National Bank of Chicago, Illinois, to the credit of the National Ladies Auxiliary, with co-signers Josephine S. Garber, Secretary-Treasurer, and Myrtle E. Johnson.

er, and Myrtle E. Johnson.

The last report on 26 shares of stock in the First National Bank, Yonkers, New York, was in March, and we expect a more recent report for the Convention.

Respectfully submitted, Josephine S. Garber, Secretary-Treasurer

NORTH CAROLINA ASSOCIATION OF

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635

and grated tuna, packed from the small pieces remaining from the costlier solid and chunk-style packs. You can get a free recipe booklet, "Tuna, A Saga of The Sea", from Tuna Research Founda-

sponsible—the Food Protection Board of the National Research Council, the Food & Drug Administration, and the National Institute of Health. These agencies all work through the Depart-

WILLIAM TO BITVE

Wallboard is holding its price so far, and manufacturers have just raised the

538 THE TRAIN DISPATCHER

ment of Health, Education, and Welfare.

This sounds like adequate protection,

but is it?

One hundred and fifty chemicals are put into the food we eat today without anyone's knowing whether or not they are safe. FDA lists 150 other chemicals as harmless, and there are 100 others that are safe in the quantities now used. FDA has neither the budget nor the staff to test the other 150 over night. With its present staff, FDA will only have time to test the coal-tar colorings in the next 25 years.

Need for More Protection

What to do?

1. Don't sensationalize the problem and don't arouse fears unless they lead to solutions.

2. Suspend the use of chemicals until

they are proved safe.

The only real solution is a law requiring adequate testing—with no loopholes. Testing should be done before the product can be marketed. At present there is no law requiring that food additives be tested and found safe to the consumer before they are put on the market. Our laws now read that we will impose a penalty on the use of additives that have been proved harmful.

How many cancers can grow before we prove an additive harmful? What is accomplished by imposing a penalty on the manufacturer after the victim is dying of disease? We need a better law.

If FDA is to be effective, it must have a larger staff and more facilities.

These take a larger budget.

We, as consumers, can demand this protection—from our Congressmen, our Senators, our President. We can make ourselves heard. Surely testing these possibly lethal additives is as necessary to our welfare as testing bombs.

Some Precautions Suggested

In the meantime, here are a few items that bear watching:

1. Oranges with "color added."

2. Sweet potatoes, unless they are free of skin coloring.

3. Canned vegetables with color added. Frozen ones have no added color-

4. Margarine colored by anything other than carotene, a harmless nat-

ural substance.

5. Necks of chickens, because that's where growth-pellets may lodge.

NEW PILLS CHEER DIABETICS

By W. A. MacColl, M.D. Group Health Cooperative of Puget Sound

Diabetes is a frightening word. Everyone seems to fear it as though it were some dark mysterious evil that strikes unexpectedly from clear skies. Nonsense! We understand diabetes fairly well. Research promises to make it even simpler and far easier to control.

Diabetes is inherited. It is a recessive condition, in that it may skip a generation. Two of every 100 people have or will have diabetes. If one parent has diabetes, the chances become one in 10. Sometimes diabetes appears where no known relative has had it. In such cases, the disease was probably present but unrecognized.

Diabetes involves faulty sugar-burning. Insulin from the pancreas, lying deep within the abdomen, is needed to help use the sugar we eat. When there is too little insulin, our bodies touch off a chain reaction to make up for this failure.

Symptoms of Diabetes

We grow hungrier and thirstier and increase our urine output. These are the three commonest symptoms, and they usually occur together. The diabetic may lose weight for no apparent reason and feel increasingly tired. He may lose sexual potency. His eyes may give him trouble—blurred vision, frequent dizziness, or even double vision. His feet, rectal area, or armpits may itch. His arms or legs, hands or feet may feel numb or tingle.

Diabetes is 10 to 12 times as common in people who are overweight. Obesity seems almost to invite the disease. If you have diabetes in your family, watch your weight.

Like most other afflictions, diabetes is easier to handle if it is diagnosed early and before it has produced irreversible changes. A simple urine test is usually enough.

Recently, new chemicals have been

discovered that seem to control diabetes with pills, rather than insulin injections. These may simplify control far beyond anything dreamed of five years ago. Doctors and research people cautiously reveal that these new chemicals even seem to "cure" some patients.

Early detection seems the most effective weapon. And this is primarily the individual's responsibility. Your physician can tell if you have diabetes, but you must give him the chance to use his skill.

THE PEOPLE'S BUSINESS

By Jerry Voorhis

UNITED NATIONS—A HOPE FOR WORLD PEACE

The United Nations has no hydrogen bombs. It has no military forces of its own. "All it can do," so say its detractors, "is to talk."

This is not altogether true. A solution to Suez may yet come out of the UN. Peace has been kept between India and Pakistan, Israel and Jordan, largely by the actions of the UN. And the resistance to aggression in Korea is evidence enough that under some circumstances the United Nations is far from helpless.

Nonetheless, it is true that the United Nations is not yet in position to assert effectively the will of humanity for peace. Anyone of five nations can block its actions by a veto. It is, still, mainly a forum for world debate.

But it need not, and must not always remain so.

For the United Nations is the one agency on earth that symbolizes humanity as a whole and its will to live—to live in a world where man is for the first time in history able to destroy himself if he wants to.

People Can Make the UN Effective

That will is a strong one indeed.

It has been called the "instinct" for self-preservation.

That instinct, or impulse, or will to live can no longer express itself in the way it used to. No nation can defend its

people's lives any longer by force of arms. A better way, a better means of "national defense" must be found.

The seed and germ of that better way is planted in the tall, clean building on the banks of the East River in New York. Whether it is to grow into a sturdy tree under which mankind can shelter from the dangers that now beset him is a question that only you and I can answer.

The United Nations can and will be just as effective as an instrument of peace as the people of the world want to make it. Governments may have something to lose from a growth of UN. The people have a world at peace to gain.

SHOULD STATES REQUIRE AUTO INSURANCE?

Columbus, O. (CNS)—Nationwide Insurance is asking its policy owners to make up their minds about compulsory auto insurance. They have each received an 8-page review of arguments for and against it, and Nationwide wants their opinions.

"Compulsory auto insurance is complicated," explains Murray D. Lincoln, president of the co-op firm. "Even insurance experts can't agree whether it's good or bad. Maybe we've been looking in the wrong place for the answer. Let's see what the people think."

The controversy has waxed and waned for some time. New York passed a compulsory insurance law this year. Insurance men expect most state legislatures to consider similar legislation early next year.

Change of Address Notice

To assure prompt delivery of your Train Disparches, when you change your address, fill in this coupon and mail to The Train Disparches, 10 E. Huron St., Chicago 11, Ill.

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New Street Address	
City	
State of	
Old Address	

the Widows and Orphans Benefit Fund.

William F. Mitchell Passes Away

Mediator William F. Mitchell, Jr., age 67, passed away in the Seaside Hospital, Long Beach, Calif., September 28, after an extended illness.

Mr. Mitchell entered the service of the National Mediation Board on July 22, 1934. He had previously been in the

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Obituaries

God hath not promised
Skies always blue,
Flower-strewn pathways
All our lives through.
God hath not promised
Sun without rain,
Joy without sorrow,
Peace without pain.
But God hath promised
Strength for the day,
Rest for the labor,
Light for the way,
Grace for the trials,
Help from above,
Unfailing sympathy
Undying love.

Voyle Reed Morris

Bro. Voyle Reed Morris of the

tember 11, he re-entered the hospital for a gall bladder operation and was apparently progressing satisfactorily until a sudden coronary thrombosis carried him away some nine days later.

ried him away some nine days later.

Bro. Harden, born at Milner, Ga., January 1, 1895, entered the service of the C. & Ga. as a clerk at Leary, Ga., January 1, 1910, and was made agent-operator on the old Southwest Division, April 12, 1912. Promoted to train dispatcher, March 1, 1920, Bro. Harden worked in that capacity on all Divisions of the road and served as Night Chief Dispatcher at Macon, Ga., from October 1925 to February 1930. In March 1942, he was promoted to Trainmaster, Savannah Division, and filled that position until October 1, 1953, when he resumed his position of train dispatcher at Savannah. He had been in the employ of the C.&Ga. for 46 years, spending 36 years at a train dispatcher's desk.

Bro. Harden first joined the A.T.D.A.. Feb-

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THE TRAIN DISPATCHER



100 YEARS OF SERVICE

Bro. Frank M. Bergin (left) of the Boston, Mass., office, New York Central System, is exchanging greetings with retiring President O. H. Braese, also a former N.Y.C. train dispatcher, at the gettogether dinner in Chicago on October 15, 1956. Both of these brothers have more than fifty years' service with the New York Central and are shown comparing their gold, 50-year annual passes.

Promotion for Bro. Mac Arthur

Effective October 1, Bro. John F. Mac Arthur of the St. Thomas, Ontario, Canada, office, Pere Marquette District. Chesapeake & Ohio Railway, became Chief Dispatcher in that of-

fice.

Bro. Mac Arthur was born in Canada, December 19, 1895, served in the Canadian Army, and was over seas in World War I. He commenced rail work as a telegrapher on the old Pere Marquette at St. Thomas, March 20, 1920, and was promoted to train dispatcher, August 4, 1930, in that office. He served in that capacity until his recent promotion.

Bro. Mac Arthur joined the A.T.D.A. in August 1940 and for several years served as Office Chairman.

He has our best wishes for success in his new position.

Bro. W. H. Peters Promoted

Effective September 6, Bro. W. H. Peters of the Montpelier, Ohio, office, Wabash Railroad, became Chief Train Dispatcher at that point. Bro. Peters entered the employ of the Wabash as a telegrapher, December 24, 1940. During World War II he was assigned to the 719th Railroad Battalion and served as telegrapher, train dispatcher, and Chief Dispatcher, and after "VE" Day was director of military rail

operations north of Rome, Italy. Bro. Peters was promoted to train dispatcher on the Wabash, September 26, 1946. He has our best wishes for success in his new position.

Bro. Woodrow Acknowledges Gift

To Train Dispatchers, Movement Directors, and Assistants on the P.R.R. at Baltimore:

I wish to extend my thanks for the clock radio which you presented to me as a token of your appreciation of my services as your Office Chairman during the past twelve years. It has been a privilege and a pleasure to work with you and serve you in that capacity.

The radio and clock will get a lot of use at my farm home.

Many thanks to you all.

Bruce P. Woodrow

Bruce P. Woodrow

Two A.T.D.A. Members Do a Creditable Job

From Bro. F. J. Murphy of Oelwein, Iowa, we have received a recent copy of Safety News, which is issued by the Department of Rules, Safety, and Fire Prevention of the Chicago Great Western Railway. The attractive publication is edited by Bro. Murphy and published by Bro. R. D. Bedgood. The interesting content is pleasingly illustrated. Our two A.T.D.A. brothers are entitled to congratulations on a creditable job.

Ban Age Discrimination in Government Hiring

A new law forbidding the U. S. Civil Service Commission, the nation's largest personnel office, from applying top age limits in hiring for any government job became effective recently. Passage of the amendment was prompted by the protests of a member of the International Association of Machinists who was refused a tax collector's job because he was over 35 35.

35.
An inquiry was launched by *The Machinist*, official publication of the union, when Nick Mlinarich brought the subject to its attention. A story on age discrimination that appeared in the newspaper was widely reproduced in publications throughout the nation.

The new amendment to the 1952 law prohibiting age-discrimination in government hiring provides that no salary will be paid to any U. S. Civil Service Commission officer who applies top age limits for applicants to any position in the Government. It states that ability and qualifications, henceforth, shall be the "governing considerations."

Beck Memorial Home Bloomington, Ill.

Louie E. Wollrab

Clarence K. Jacobsen

than that he retired from the P.R.R.'s Terre Haute, Ind., office, June 30, 1947, and that he served for a time as rules examiner for that line, we have no further information on his railroad career. He joined the A.T.D.A., February 5, 1942, and maintained a continuous affiliation from that date on.

We have no information on Bro. Haynes' survivors. He was not a member of the Widows

and Orphans Benefit Fund.

Edgar B. McBride

Bro. Edgar B. McBride of the Cleveland, Ohio, office, Pennsylvania Railroad, passed away at the St. Alexis Hospital, Cleveland, September 30. He had suffered a stroke on the morning of September 12, and remained in a semi-coma until his death. Cause of death was coronary thrombosis.

Bro. McBride was born, October 10, 1892, and started with the P.R.R. as a telegrapher, April 1, 1912. He was promoted to train dispatcher, November 9, 1921. In January 1951, Bro. McBride was transferred from the Toledo Division to the Eastern Division at Pittsburgh, where he worked until March 27, 1956, when he was sent to the Lake Region at Cleveland. Here he remained until his untimely death. He had been in the employ of the P.R.R. for 44 years, 35 of them spent as a train dispatcher.

Bro. McBride joined the A.T.D.A., July 3, 1946, and maintained a continuous membership thereafter.

He is survived by E. Wade McBride of Toledo. Bro. McBride was not a member of the Widows and Orphans Benefit Fund.

William F. Mitchell Passes Away

Mediator William F. Mitchell, Jr., age 67, passed away in the Seaside Hospital, Long Beach, Calif., September 28, after an extended illness.

Mr. Mitchell entered the service of the National Mediation Board on July 22, 1934. He had previously been in the service of the former U.S. Board of Mediation from 1926 to 1934, coming to that Board from the U.S. Railroad Labor Board, where he had been employed since November 15, 1921. Before entering Government service, Mr. Mitchell was with the Missouri & North Arkansas Railroad at Harrison, Ark. His last service with that Carrier was in the capacity of Assistant General Superintendent.

Mr. Mitchell was in military service during both World Wars I and II, leaving the service in 1946 with the rank of Lieut. Colonel, U. S. Army Reserves.

Survivors are his widow. Mrs. Anne F. Mitchell, Long Beach, Calif., and a daughter, Mrs. John Chittenden, who resides in Malta with her husband, Capt. John Chittenden, U.S.N.

Bro. Huguenin Loses Wife

Bro. Emil Huguenin of the Portland, Ore., office, Spokane, Portland & Seattle Railway, writes that his wife passed away on September 18. No details were given. Bro. Huguenin has our sincere sympathy in his grievous loss.

F. J. BORGWARDT SONS

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100 YEARS OF SERVICE

Bro. Frank M. Bergin (left) of the Boston, Mass., office, New York Central System, is exchanging greetings with retiring President O. H. Braese, also a former N.Y.C. train dispatcher, at the gettogether dinner in Chicago on October 15, 1956. Both of these brothers have more than fifty years service with the New York Central and are shown comparing their gold, 50-year annual passes.

Promotion for Bro. Mac Arthur

Effective October 1, Bro. John F. Mac Arthur of the St. Thomas, Ontario, Canada, office, Pere Marquette District, Chesapeake & Ohio Railway, became Chief Dispatcher in that office.

Bro. Mac Arthur was born in Canada, December 19, 1895, served in the Canadian Army, and was over seas in World War I. He commenced rail work as a telegrapher on the old Pere Marquette at St. Thomas, March 20, 1920, and was promoted to train dispatcher, August 4, 1930, in that office. He served in that capacity until his recent promotion.

Bro. Mac Arthur joined the A.T.D.A. in August 1940 and for several years served as Office Chairman.

He has our best wishes for success in his new position.

Bro. W. H. Peters Promoted

Effective September 6, Bro. W. H. Peters of the Montpelier, Ohio, office, Wabash Railroad, became Chief Train Dispatcher at that point. Bro. Peters entered the employ of the Wabash as a telegrapher, December 24, 1940. During World War II he was assigned to the 719th Railroad Battalion and served as telegrapher, train dispatcher, and Chief Dispatcher, and after "VE" Day was director of military rail

operations north of Rome, Italy. Bro. Peters was promoted to train dispatcher on the Wabash, September 26, 1946. He has our best wishes for success in his new position.

Bro. Woodrow Acknowledges Gift

To Train Dispatchers, Movement Directors, and

Assistants on the P.R.R. at Baltimore:
I wish to extend my thanks for the clock radio which you presented to me as a token of your appreciation of my services as your Office Chairman during the past twelve years. It has been a privilege and a pleasure to work with you and serve you in that capacity.

The radio and clock will get a lot of use

at my farm home.

Many thanks to you all.

Bruce P. Woodrow

Two A.T.D.A. Members Do a Creditable Job

From Bro. F. J. Murphy of Oelwein, Iowa, we have received a recent copy of Safety News, which is issued by the Department of Rules, Safety, and Fire Prevention of the Chicago Great Western Railway. The attractive publication is edited by Bro. Murphy and published by Bro. R. D. Bedgood. The interesting content is pleasingly illustrated. Our two A.T.D.A. brothers are entitled to congratulations on a creditable job.

Ban Age Discrimination in Government Hiring

A new law forbidding the U.S. Civil Service Commission, the nation's largest personnel office, from applying top age limits in hiring for any government job became effective recently.

Passage of the amendment was prompted by the protests of a member of the International Association of Machinists who was refused a tax collector's job because he was over

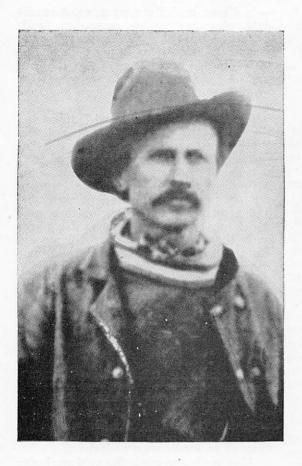
An inquiry was launched by The Machinist, official publication of the union, when Nick Mlinarich brought the subject to its attention. A story on age discrimination that appeared in the newspaper was widely reproduced in publications throughout the nation.

The new amendment to the 1952 law prohibiting age-discrimination in government hiring provides that no salary will be paid to any U. S. Civil Service Commission officer who applies top age limits for applicants to any position in the Government. It states that ability and qualifications, henceforth, shall be the "governing considerations."

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Why the killer came to Powder Springs



THE SKINNY little Texan who drifted into Butch Cassidy's layout at Powder Springs one day in '97 had dead-level eyes, a droopy mustache, and two six-guns tied down for the fast draw. Called himself Carter. Said he was a killer on the run.

That's why Cassidy and the outlaws in his notorious Wild Bunch told him all about the big future plans for their train robbers' syndicate. They took him in.

And he took them in. He was a range detective whose real name was a legend in the West—Charlie Siringo. And the information he got before he quietly slipped away stopped the Wild Bunch for a long, long time.

Of course, Siringo knew all along that if Cassidy or the others had discovered the truth, they'd have killed him sure. But it just never worried him any.

You couldn't scare Charlie Siringo. Coolest of cool customers and rawhide tough, he had the go-it-alone courage it takes to build a peaceable nation out of wild frontier. That brand of courage is part of America and her people—part of the country's strength. And it's a big reason why one of the finest investments you can lay hands on is America's Savings Bonds. Because those Bonds are backed by the independence and courage of 165 million Americans. So buy U.S. Savings Bonds. Buy them confidently—regularly—and hold on to them!

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By R. E. Porter

CAMPAIGN EXPENDITURES

When this was written, the hot 1956 electoral campaign was grinding and clashing toward a close. The votes were not yet in, but one thing seemed clear; more money was spent on this election than any other such contest in history.

Estimates ranged as high as \$200 million in political expenditures at all levels—Federal, state, and national. Of course, only a small proportion of that was reported officially to Federal and state authorities. In fact, the amount recorded was only the top of the iceberg; the greater part was below the surface.

Ostensibly there are limits in Federal and state laws on the sums that may be spent for individual campaigns, but these laws are so full of loopholes as to be hardly worth the paper they are written on. Plainly, a drastic revision of legislation covering political spending is needed.

Still worse is the fact that most of the money for political campaigns comes from those who are well-heeled—from the special interests which expect returns on the money they put in. In other words, they expect the winning candidates, on whom they place their ample cash, to do their bidding when it comes to legislation or governmental handouts and giveaways.

Senator Albert Gore (Dem., Tenn.), who headed a special Senate sub-committee which investigated election expenditures, estimated that 98 per cent of campaign contributions on the national level came from just one per cent of the people. That is a shocking situation which cries aloud for correction.

Gore himself foresaw a peril to democracy and governmental integrity if this goes on. He called for "tough and realistic limits on contributions and expenditures" and he added: "It is necessary to broaden the base of the contributions."

In other words, if the evil results of concentrated political spending by the rich are to be overcome, then millions of plain people must contribute their mite —in dimes, or dollars, or more. A candidate who receives his campaign funds from thousands of little persons, instead of just a few, will not be beholden to a handful of wealthy operators, but will be far better able to represent the people as a whole and to vote his own convictions.

Railway Labor's Political League and the AFL-CIO Committee on Political Education have shown the way in that respect. The funds that they were able to collect in this campaign—though only a tiny fraction of total political spending—came from rank and file workers, and mostly through contributions of a "buck or two." The Democratic party and the Volunteers for Stevenson-Kefauver attempted to do the same through a special drive conducted in mid-October for small contributions from the "little people" all over the country.

Republicans Receive Most Political Contributions

There is another angle to the lopsided political spending picture, as was conspicuously apparent in this campaign: namely, that the Republicans were able to roll up far more in political contributions than the Democrats. That has been true of virtually every election.

Also as in the past, the vast majority of the daily papers supported the GOP. Editor and Publisher, the trade magazine of the newspaper field, published figures showing that three and a half times as many dailies were supporting Eisenhower as Stevenson—and that, in terms of circulation, the proportion was four and a half to one. In short, this year again the "Fourth Estate" was largely a "one-party press."

Of course, dollars and press support aren't necessarily translated into votes, as has been shown in many elections, but nonetheless the candidates having both clearly start off with a marked advantage.

PROSPERITY ALLEGED TO BE SPOTTY

Is America's current prosperity as great as it's cracked up to be? Not quite. Figures put forward by private research organizations, and even those of government agencies, show some big gaps in the prosperity picture.

For example, farmers aren't sharing

in it. Their net income in 1956 was down to an annual rate of \$11.4 billion, a staggering drop from the high point of \$17.7 billion in 1948 and from \$15.1 billion in 1952, the year before the present Administration took over.

Also, the "parity" ratio—that is, the relation of prices received by farmers to the costs he pays, was down to 82, using the year 1949 as a base of 100. From 1949 to 1952, it fluctuated, but in the latter year it was still 100. Starting in 1953, it went steadily downward.

Among others who are not sharing in the prosperity are many hundreds of thousands of workers in the so-called "depressed areas"—that is, areas where plants have shut down for one reason or another and where unemployment is heavy.

Statistics also show many small businessmen having a hard time, with bankruptcies among them at a record peak. They have also been hard-hit by steadily rising interest rates on the money they need to borrow—rates that have about doubled in the past two years. On top of that, the Federal Reserve Board's "tight money" policy has intensified their plight.

Recently, the Conference On Economic Progress—an organization in which both union leaders, businessmen, and farm leaders are represented—issued a report on "The Gaps in Our Prosperity." The report cited the fact that the nation's technological potential is great enough to raise the average family income by \$900 a year under conditions of full production. The report contended that there has been a "shortfall" of \$57 billion in the amount of goods and services that could have been produced between 1953 and 1956.

Moreover, the report pointed out that interest income of bond-holders "has been advancing 65 per cent faster than wages" and dividend income of stockholders, "about 75 per cent faster than wages," while farm income has been declining.

The report called for setting of a "national prosperity budget" for the years 1957-60, under which there would be a vast increase in building of homes, schools, and hospitals; doubling of social security and unemployment benefits; greater outlets for development of natural resources, higher minimum wages and other sweeping gains, to be

made possible by stimulating full production and full prosperity to the limits our economic system will permit.

"CONFLICT OF INTEREST" IN DIXON-YATES DEAL

During the recent campaign Senator Estes Kefauver put the spot-light on a conspicuous example of "conflict of interest" revolving around the notorious Dixon-Yates deal.

That was the deal, arranged by the President's Budget Bureau under which the Dixon-Yates utility combine would build a big power plant just outside of the TVA territory, with the taxpayers' money. The TVA would have been forced to buy high-priced power from that plant to replace low-priced power it would sell to a big new government atomic energy plant.

Primary aim of this project would be to "fence in" TVA and eventually undermine it. Attorney General Herbert Brownell played two conflicting roles in the deal, as Kefauver pointed out. First, he issued an opinion that the deal was entirely legal. But then, a Senate committee headed by Kefauver exposed the fact that the Budget Bureau had secretly hired as a consultant on the deal the representative of a Wall Street bank which would profit from the deal.

This situation constituted a "conflict of interest" in plain violation of the law. At first, the White House defended the deal and Brownell upheld its legality. The committee's exposure, however, forced the Administration to flipflop and to cancel the Dixon-Yates contract as "null and void."

Then the Dixon-Yates combine sued the government for \$3 million in damages. Kefauver and other senators thereupon called upon the government to hire an independent counsel to defend the government in the damage suit.

Brownell, however, refused to step out despite his own dual role in the affair. He insisted his department would defend the government in the damage suit. wondered, Kefauver however, Brownell could effectively defend this suit when he had upheld the deal to begin with. Kefauver termed this an "impossible situation" which threatened the position government's because Dixon-Yates lawyers would undoubtedly point out to the court Brownell's inconsistency on the legal phases of the deal.

Yet Brownell has continued his refusal to step aside—and Kefauver hinted strongly that the real reason for the Attorney General's stand was the latter's fear that independent lawyers might bring out details in court on the scandalous deal which could embarrass many other higherups in the Administration who had a hand in it.

RAILROAD RETIREMENT BOARD SPEEDS AID TO TRAIN CRASH VICTIMS

Quick action by the Chicago district office of the Railroad Retirement Board in locating the survivors of Chicago area railroad men killed in the recent crash of the Santa Fe Chief has speeded the payment of survivor benefits under the Railroad Retirement Act to the families of the men. The accident occurred near Springer, New Mexico, on September 5.

Fourteen of the railroad workers who were killed lived in the Chicago area. On the day following the accident, the Board's Chicago district office telephoned and wrote to the possible survivors of these employees, using the addresses which appeared in newspaper accounts of the tragedy. With the assistance of Howard L. Stevenson, president of lodge 351 of the Joint Council of Dining Car Workers and system chairman for the Santa Fe, and Warren S. Seltzer, general chairman for the Joint Council of Dining Car Workers on the Santa Fe, the Board was able to quickly gather the personal data necessary in processing the claims.

It was found that 10 of these employees had sufficient railroad service to enable their survivors to qualify for benefits under the Railroad Retirement Act. Survivors of the four employees who did not have enough service to qualify for benefits under the Railroad Retirement Act will receive any benefits that may be payable from the Social Security Administration.

The Railroad Retirement Act provides retirement benefits for aged and disabled railroad employees and their wives, and monthly and lump-sum death benefits for the families of deceased employees.

Odd Jobs for the Iron Horse

Because the sleek diesel has taken over the big job of pulling trains and switching cars on many railroads doesn't mean that the old steam locomotive is "throwing in the sponge" and "crying quits"—not if he has anything to say about it. Every day in many parts of the country he is demonstrating that he is as anxious as ever to make himself useful, and is even willing to accept odd jobs so long as they give him an opportunity to get steamed up and flex his muscles occasionally. Here are a few examples:

Kept Spaghetti Factory Going

At Belleville, Illinois, a boiler in a spaghetti factory gave out. Fifty employees of the plant faced a three-week layoff as a result of the accident. Then someone thought of a locomotive in a nearby railroad yard. The engine was borrowed from the railroad, placed on a siding beside the factory. While it was being fired up, plumbers connected the locomotive boiler with machinery inside the factory, and in a matter of hours spaghetti was again rolling off the ascembly lines.

Heated an Office Building

In Louisville, Kentucky, an unscheduled return of winter temperatures caught an office building with its heating plant down for repairs. A locomotive was placed on a nearby railroad track. Soon it was piping steam into the heating system.

Ran a Paper Mill

At Lancaster, Ohio, a paper manufacturing plant suffered severe damage as a result of a storm. Steam generators were knocked out. Railroad officers were contacted. An idle steam locomotive was dusted off, steamed up, wheeled into place, fitted with a 45-ft. smokestack, and connected with the generating machinery. Soon the paper plant was operating as usual.—Southwestern Railway Journal.

A locomotive on sled runners, with two spiked driving wheels in back, was built many years ago in Scotland for use in Russia. The double sled runners in front were on swivels for turning. It is reported the engine did 18 miles per hour.

FOR SURVIVORS: WHAT TO REMEMBER ABOUT THE PAYMENT OF SURVIVOR BENEFITS

Released by Railroad Retirement Board

At the present time, some 220,000 widows, widowers, children, and parents of deceased railroad employees are drawing monthly survivor benefits under the Railroad Retirement Act. Many of these beneficiaries ask questions about the conditions and situations which may affect the payment of their survivor annuities. The questions and answers below cover the more common situations under which the payment of a survivor annuity may be affected.

1. My husband, who was a regular railroad employee, died late in 1956, and I have been drawing an aged widow's annuity since that time. If I marry again, would my annuity stop?

Yes. A survivor annuity stops on the marriage or remarriage of the benefi-

ciary.

2. Would my widow's annuity and the annuities to my two children be affected if I go back to my old job with the accounting department of the railroad in our town?

Your own annuity would not be paid for any month in which you worked for a railroad employer, regardless of how little you earned; however, the annuities to your children would not be affected.

3. I began working in a real estate office a few weeks ago on a commission basis. Will my earnings affect the widow's annuity I have been getting for the

last few years?

If you are under age 72 and you earn more than \$1,200 in commissions in a taxable year, the payment of your annuity will be affected. For example, suppose your earnings for a year are as follows:

January\$100	July\$225
February 60	August 200
	September 200
April 75	October 70
	November 80
June 190	December 100
Total Earnings	\$1,600

According to the table shown below, your benefit would be withhheld for 5 months. It would not be withheld for the months of February, April, October, and November because you did not earn more than \$80 in each of those months.

	Number of Monthly
Earnings of	Payments Withheld
\$1,200.01—\$1,280	1
\$1,280.01—\$1,360	2
\$1,360.01—\$1,440	. 3
\$1,440.01—\$1,520	$ar{4}$
\$1,520.01—\$1,600	5
\$1,600.01—\$1,680	6
\$1,680.01—\$1,760	7
\$1,760.01—\$1,840	8
\$1,840.01—\$1,920	9
\$1,920.01—\$2,000	10
\$2,000.01—\$2,080	11
\$2,080.01 and over	$\overline{12}$

4. I am a widow drawing a monthly survivor benefit under the Railroad Retirement Act. I am also self-employed as operator of a very small flower shop. My business hours are very irregular, and some days I am not open at all. The result is that my net earnings as a self-employed person are quite low. Will such earnings affect the payment of my widow's annuity?

If you do not perform substantial work and your net earnings are very low, the payment of your annuity will not be affected by your self-employment. Your annuity, of course, is subject to the same earnings restrictions as described in the answer above.

5. Both my son and I are drawing monthly railroad survivor benefits. However, to meet our expenses I have a part-time job as a waitress. How much may I earn without affecting the payment of our railroad survivor benefits?

You may earn as much as \$1,200 in a taxable year in nonrailroad work without affecting the payment of your survivor annuity. However, if you earn over that amount, your annuity will be withheld for 1 or more months. For instance, if you earn \$1,201, you will lose 1 month's benefits; if you earn \$1,281, you will lose 2 months' benefits (see table in question 3). Your earnings will have no effect on the payment of your son's survivor annuity, even though your own survivor annuity is stopped for 1 or more months.

6. I will be 72 years old this month. Is it true that from now on my widow's annuity will be paid for every month, regardless of how much I earn as a house-keeper?

Yes. Once you reach age 72, your annuity will not be affected by nonrail-road earnings, regardless of how much you make.

7. My husband, who died last year, was a railroad employee for 20 years. My 15-year-old son and I are both drawing survivor annuities. What will happen to our benefits when he becomes 1s?

Assuming that he is not totally and permanently disabled, both his benefit and yours will stop when he reaches age 18. However, you may begin to draw an aged widow's annuity at age 60, provided you do not remarry.

8. When my husband, a railroad employe for 20 years, died, my two boys, one 14 and one 16, and I began drawing survivor benefits. My oldest boy is totally and permanently disabled by cerebral palsy. Will his benefit stop when he reaches age 18?

Since your oldest son became disabled before age 18, his survivor annuity will continue to be paid past that age, for as long as he remains disabled. However, the survivor annuity of your younger son who is not disabled will stop when he reaches age 18. If you do not remarry, your own benefit will also continue as long as your oldest son remains disabled and in your care. Of course, the benefits of your sons may also be stopped for other reasons, such as marriage.

9. My son, who is now 17, and I have been getting survivor benefits ever since my husband died 5 years ago. However, my son dropped out of high school last week and has gone to work. Will the fact that he has left school and gone to work have any effect on our benefits?

The fact that your son has left school will not affect either of your benefits. However, the payment of his annuity will be subject to the \$1,200 annual earnings limitation imposed on survivor annuitants as described in the answers to questions 3 and 5. If you are under age 60 when your son becomes 18, his annuity and yours will both stop at that time; however, you will qualify for an aged widow's annuity at 60 if you have not remarried in the meantime.

10. I went to work for a railroad a year ago, and, as a result, my widow's annuity has not been paid. If I quit this railroad job, what should I do to have my survivor annuity begin again?

You should notify the Board that you

have stopped working and that you want your survivor annuity reinstated.

Poll Shows Shippers Favor Tolls On Inland Waterways

Three-quarters of a cross section of the country's industrial traffic manager's believe Congress should adopt the Hoover Commission's recommendation for assessment of tolls for commercial use of inland waterways made navigable at government expense.

This was brought out in a poll conducted by Railway Freight Traffic, and recently made public.

Most of the traffic managers who favored assessment of tolls did so on the ground that the present system of paying waterway costs out of general taxes, and making no charge for their commercial use, is unfair to transportation agencies which pay for the facilities they use in transporting freight.

Other shippers suggested that free inland waterways are unfair to shippers who are unable to use them to small shippers whose tonnage is not large enough to permit use of water transportation and to the general taxpayer who does not receive any direct benefit from inland waterway services.

Many likened waterways to toll highways, and pointed out that it is illogical to advocate toll highways which the individual has to pay to use, yet provide a free highway to commercial organizations. Others interrogated took the position that failure to assess tolls on navigable waterways encourages uneconomic transportation practices, claiming that any form of transportation using public facilities whose earnings are not enough to pay for their use is not a "sound economic form of transportation" and has a tendency to "break down be economy of those which are sound."

The poll covered a broad sample of industrial traffic men representing many different types of industry and located in all parts of the country—Locomotive Engineers Journal.

The standard linen requirements in outfitting a Pullman car for three nights of service are: 110 sheets, 120 pillow slips, 200 towels, 5 linen laundry bags, 5 porters' coats, and two pillows and two blankets for each berth.

THE BERTHS OF A NATION

By Jack Maguire in Railway Progress

Neither George Pullman nor the railroads can take credit for the idea of a sleeping car. An early railfan, R. F. Morgan of Boston, writing in the American Traveller of April 14, 1829, first suggested the possibility of a car fitted with beds. Seven years later, the Cumberland Valley Railroad in Pennsylvania tried out the idea by installing berths in a passenger coach. However, it was not until the 1850's that the first patents for sleeping cars were issued. In 1859, Pullman built his first car and launched a travel innovation.

In the late 1860's, after Pullman's sleeper won acceptance, the question arose as to which way to head the berths. Experts, including physicians, were consulted. They finally decided that the heads of the sleepers should be pointed toward the locomotive because "any backward rush of blood occasioned by the movement of the train would be in the direction of the feet where it would be less dangerous." The theory has been disproved, but porters still get objections from travelers occasionally when berths are not in the heads-forward position.

One retired railroader tells of an incident some years ago when the passengers refused to go to bed in berths made up pointing away from the locomotive. Because the train had to be turned some miles from the starting point, the berths had been made down so that they would be pointed head first after the turnaround. However, the early-to-bed passengers raised such a fuss over this departure from the usual that the conductor finally permitted porters to change every berth in six Pullman cars. After that, everybody slept soundly—even after the train was turned around later in the night.

In the early days of the sleeper, no lady traveling alone would think of getting into a berth without a "Pullman protector" by her side. This was a footlong hat pin, usually bought especially for the occasion, and considered a travel necessity. Every lady carried one, al-

though conductors always pointed out that they and other crew members made regular patrols of the curtain-lined corridors under strict orders to nip in the bud any breach of decorum.

On Japanese trains, ladies and gentlemen who are complete strangers share sleeping car accommodations as a matter of custom. The sex of the passenger is disregarded entirely in assigning space, and pajamas aren't necessary. Sleeping kimonos and slippers are supplied by the railroad as a part of its regular service to all first and second class passengers.

In the good old days, a Pullman berth for an overnight trip sometimes cost as little as 50 cents. Even today, on French railroads, a good night's sleep can be had for \$1.90, plus an 11-cent booking charge. This service is available in what is known as a "couchette" car which is a compromise between a coach and a sleeper. In these cars, each passenger gets a single berth equipped with a mattress. Pillows and blankets can be obtained for a nominal fee. First introduced in 1952, the "couchette" has become very popular with French travelers.

People lose all sorts of things on Pullmans. One porter found a diamond necklace, a pearl necklace, a diamond bar pin, a set of pearl earrings and a platinum wrist watch—\$75,000 worth of jewelry—that one careless passenger left behind. Hundreds of sets of false teeth and even glass eyes and wooden legs have been left aboard Pullman cars. One lady left a diamond ring worth \$120,000 on a wash basin shelf—and didn't miss it until the porter returned it to her.

Pullman porters seemingly can meet any emergency. To make sure that shoes were returned to the proper owner after he polished them, one porter carefully picked up only left shoes first, leaving the right under the berth as a guide. This system worked well until one night when he stepped into the washroom with an arm full of left shoes just as the train lurched around a curve. Nine mismated shoes sailed through the open window. Undaunted, he waited until the next stop and sent a telegram. When the train arrived the next morning a shoe store had a salesman on hand with a variety of styles and sizes.

Today the Pullman Company is the world's largest hotel. Each night, it has more than 100,000 beds available to those who like to sleep while they travel. In a year, Pullman guests use 9,000,000 pieces of linen.

COURT OPINION ON THE UNION SHOP

Editorial Note: An outstanding opinion on the legality of the Union Shop is in the case of Otten vs. Baltimore & Ohio Railroad Company, which was rendered by Judge Learned Hand of the United States Court of Appeals for the Second Circuit. This is a court higher than a United States District Court, and just one step below the United States Supreme Court. Judge Hand is recognized as one of the most distinguished among the living judges of the higher courts. The opinion, in part, is reproduced below:

"On the merits there can be no doubt. The union has not excluded the plaintiff; on the contrary it has made substantial concessions to induce him to join. The situation is toto coelo different from Steele v. Louisville & Nashville Railway Co., 323 U. S. 192, where it did exclude Steele. Otten complains that the other employees deem it in their interest to combine and are not willing to work with anyone who will not combine with them.

"It is true that in so doing they exercise the strongest kind of economic sanction upon the railways not to employ him unless he will join, but both their combination and the railways' refusal are lawful, unless it be because they conflict with this scruple. This conflict results in making it necessary either for the union to yield what it deems to be one of its important interests—a "union shop" with the control that gives them in dealing with the railways—or for the plaintiff to yield on a point of conscience. Such conflicts are inevitable; and, when

to economic sanctions no political sanction is added, they do not ordinarily raise any constitutional question. The First Amendment protects one against action by the government, though even then. not in all circumstances; but it gives no one the right to insist that in the pursuit of their own interests others must conform their conduct to his own religious necessities. A man might find it incompatible with his conscience to live in a city in which open saloons were licensed; yet he would have no constitutional right to insist that the saloons must be closed. He would have to leave the city or put up with the iniquitous dens. no matter what economic loss his change of domicile entailed. We must accommodate our idiosyncrasies, religious as well as secular, to the compromises necessary in communal life; and we can hope for no reward for the sacrifices this may require beyond our satisfaction from within, or our expectations of a better world.

"Order affirmed."

RAIL MERGERS—PROPOSED OR EFFECTED

Condensed from an Article in

Railway Progress

A study is now under way looking into merging the Great Northern, Northern Pacific, Chicago, Burlington & Quincy, and Spokane, Portland & Seattle Railway into the biggest single system, mileage-wise, in the U. S.—27,000 miles of lines operating in 19 states. It would be the largest single rail merger deal in U. S. history.

The two Northerns jointly have controlled the Burlington since 1901, and they finished building the S.P.&S. in 1909. Bearded James J. Hill, who founded the G.N., and J. P. Morgan, railroad financier extraordinary, tried in 1901 to unify the three roads through a holding company, the Northern Securities Co. But the U. S. Supreme Court slapped it down in 1904 by deciding the company violated the then new Sherman Anti-Trust Act.

A second try, this time an outright merger, came in 1928. Two years later the ICC said the G.N., N.P., and S.P.&S. could merge but would have to get rid of their Burlington holdings. The Burlington gave both Northerns entry into Chicago and, rather than give it up, the railroads finally decided to drop the whole merger idea.

Another proposal would join two other major railroads into a big competing system. The Chicago, Milwaukee, St. aul & Pacific would be merged with Line Chicago & North Western, producing a network operating in many of the same regions. Merger studies were begun in 1954 and, while never made public, they reportedly predicted savings of more than \$25,000,000 yearly. But this spring new management, headed by Ben W. Heineman as Chairman, took over tne North Western and decided it would have to put the road in better shape to get a satisfactory deal for its stockholders in any merger. As a result the merger studies were called off for the time being.

The ICC will rule on the application of the Louisville & Nashville and the Nashville, Chattanooga & St. Louis to merge. The L.&N. has held majority stock control of the N.C.&St.L. for no less than 76 years. The L.&N., in turn, has been controlled by the Atlantic Coast Line since 1902, through a deal also managed by J. P. Morgan. L.&N. officials estimate the merger will trim expenses of the two roads by more than \$3,000,000 yearly. Some 550 jobs would be eliminated.

Late last year (1955) the Chesapeake & Ohio merged into itself two subsidiaries, Manistee & Northwestern and the Flint Belt Railroad.

Pennsylvania Railroad has trimmed the number of companies in its system to 108 from 171 in 1953.

Several acquisition deals, which could lead to mergers, are pending before the ICC. The St. Louis-San Francisco, primarily a Southwestern road, wants control of the Central of Georgia Railway and thus extend its influence to the Atlantic Ocean. The Frisco has already put more than \$15,000,000 into C. of Ga. stock but can't exercise control unless the ICC says okay.

Minneapolis & St. Louis Railway has asked the ICC to let it acquire the Minnesota Western Railway. M.&St.L. also wants to buy the Toledo, Peoria & Western, but the Santa Fe and P.R.R. disagree and have jointly bought up a large majority of T.P.&W. stock. Who will get

the prize is up to the ICC.

Union Pacific wants to acquire control of the Spokane International Railroad, a 150-mile line in Idaho and Washington that connects the Canadian Pacific with big U. S. trunk lines. U.P. claims economies of some \$1,000,000 yearly can be effected, even though it isn't now proposing complete merger.

Two acquisitions have been approved this year by the ICC: eleven bigger roads got permission to buy the Illinois Terminal Railroad, and the Illinois Central and Rock Island roads have jointly acquired the 90-mile Waterloo, Cedar Rapids & Northern Railroad in Iowa.

Since 1940, only about 30 railroads have been absorbed in mergers, while nearly 300 vanished between 1920 and 1940. Probably the most important consolidation since 1940 was the merger of several smaller roads to form the Gulf, Mobile & Ohio, a new single railroad connecting New Orleans with Chicago and St. Louis.

Some 440 line-haul railroads, most of them small, are operating today, compared with a peak of more than 1,500 in 1907.

RADAR ON TOP OF THE WORLD

At this moment, thousands of construction workers, technicians, soldiers, airmen and sailors are building a picket line of radar stations extending from Canada's Baffin Island on the east far out into the Aleutian chain on the west.

In this no-women's land of screaming Arctic winds, where the sun never sets in summer—and never appears in the dead of winter—a protective screen of radar domes is being built to warn this nation of the ever-pending threat of Russia's supersonic bombers. For this is America's backyard—the shortest distance between Moscow and the heartland of the North American continent.

Nicknamed the DEW line—from the words, "Distant Early Warning" — it symbolizes what this nation and Canada are doing to give our jet interceptors precious extra minutes of time to get in the air.

The cost? A half-billion dollars, and back-breaking hazardous work. Last summer a supply fleet of 57 ships was nearly bottled in ice by the treacherous Arctic ocean passage. Somehow, the flotilla managed to unload most of the 300,000 tons of radar gear and to escape back into safe southern waters before the icepack closed permanently on them. This summer the Navy faces an even bigger logistical task in delivering thousands of tons of cargo during the short weeks the northwest passage is open.

Workers Paid High Wages

What kind of men work up there? For the most part, they are construction workers who love adventure—and who are out to make a stake. The \$800 and more a month they earn soon builds up into a sizeable hunk of cash, because there is no place to spend the money. Some of these men hope to save enough to build a home or to establish a business.

Once the Distant Early Warning line is in operation, civilians will man the stations under military direction.

The prefabricated buildings will provide comfort for off-duty hours. When it's 50 below outside, inside the heavilyinsulated buildings it will be warm and cozy. Men in sport shirts will play pingpong and watch movies. Cooks will prepare tasty meals from food flown in by giant Globemaster planes. These planes have already carried in 48,000-pound caterpillar tractors. The tractors have proved invaluable in scraping out building sites and runways. Some of the stations can be serviced by sled-drawn supply trains, and some by ships, but the airplane is the fastest and sometimes the most economical link with civilization.

Other Radar Lines in North

The Arctic is not eternally frozen. During August, dwarf-sized trees and shrubs leaf out. Bumblebees feast on the nectar of buttercups and birds nest in the tundra. The frozen top soil thaws to a distance of a few feet. For a while it becomes a muddy bog. Then the grass turns green. Arctic foxes, polar bears and small animals frisk about as the snow fades away.

The DEW line is supplemented by the Mid-Canada Line of radar stations, and by the Pine Tree Line, which extends across the northern border of the United States from a few miles north of Seattle to Newfoundland.

But the DEW line would be the most valuable in event of attack, for it would give from three to six hours' warning on flights of the fastest bombers. Only guided missile rockets with speeds in excess of 8,000 miles an hour hurtling through outer space could escape the radar beams.

When the DEW line was first formulated it was to extend from Point Barrow in Alaska to Baffin Island. Recently it was revealed that additional stations will be built on the fog-shrouded Aleutian islands extending almost to Siberia. Supplemented by the Texas Towers sunk into the Atlantic ocean on our northeast coast, by radar picket ships and by flying radar planes, this nation will soon be completely ringed by the electronic sentries. — Boilermakers and Blacksmiths Journal.

SPRECHEN SIE DEUTSCH? DIS IST EIN PRESZ RELEAZE

Will huffenpuffers completen mit smokenstacken be available to haul three Jersey Central trainloads of outen-goers from Pennsylvania Dutch country to Jersey City en route to Bear Mountain (N. Y.) this Saturday?

Nein. It is der newisch-fangeld dieselgrinders that once again will pull the trains. Some 2,000 in "Pumpernickel Bill's" party will leave such points as Jim Thorpe, Lehighton, Palmerton, Walnutport, Siegfried, Northampton, Catasauqua, Allentown, Bethlehem and Easton on Saturday morning and oberspeeden der rails to Jersey City.

From there, der flotenboten "Peter Stuyvesant" will leave about 10 A.M. and uppengesail der Hudson to Bear Mountain, returning to Jersey City at 7:30 P.M. where der clicketyclacken rockenrollers will be gestanden to completen der riden back—mitout begrimen der outen finery mit stackensmoken

outen finery mit stackensmoken.
Ist true? Ja.—A Jersey Central press release carried in Railway Age.

Prison Population Rising

The prison population in the United States continued to rise in 1955. According to the Federal Prison Bureau, there were 185,069 persons in state and federal penal institutions at the end of 1955.

This was the largest prison population since the bureau started keeping count in 1939. It reflected a 1.7 per cent increase over the 1954 year-end figures.

Thirty-three states and the District of Columbia reported increases in prisoners confined. Montana showed the greatest drop which was 21.5 per cent.

Sandhouse Snickers

"It isn't the number of signs we have Adorning the garage wall. It isn't the movies on safety. Or lectures in some great hall. For accidents cannot be stopped by law, Or somebody's point of view; Though these things help to make us think, The real accident stopper is YOU.'

Every man who is high up likes to think that he has done it all himself, and the wife smiles and lets it go at that.

-Sir Jas. M. Barrie.

While a farm girl was milking a cow, a bull tore across the pasture toward her. The rural miss didn't stir, but calmly continued with her milking. A stranger, who had run to safety, saw to his amazement that the bull stopped dead within a few yards of the milkmaid, turned around and walked sadly away. "How come you weren't afraid?" he asked

"No reason to be," said the girl. "I happen to know this cow is his mother-in-law.'

An optimist is one who doesn't care what happens as long as it happens to someone

On a dark and stormy night the trainman was signaling to the engineer when he dropped his lantern to the ground. Another man passing by tossed it back to him on top of the boxcar. In a few minutes the engineer came rushing up.
"Let's see you do that again!"
"Do what?"

"Jump from the ground to the top of the boxcar!

The Blonde Down the Hall says a lot of trouble in this world is caused by combining a narrow mind with a wide mouth.

"I've been watching that mechanic for 15 minutes and marveling at the care he takes with his work. He put the hood down gently, fastened it securely, and left no fingerprints on it. He wiped his hands on a clean cloth before opening the door, spread a clean cover over the upholstery, meshed the gears noise-lessly, and drove carefully down the ramp."

"Yeah. That's his own car."

Passion often makes fools of the ablest men and able men of the most foolish.

-Rochefoucauld



"I think I should warn you -He's already worn out two music teachers this year.

"Your friend Joe seemed to be the life of

the party."
"Yes, he was the only one who could talk louder than the radio.'

"And in conclusion, my dear students, I shall give you a demonstration of the evils of the Demon, Rum. I have here two glasses, one filled with water, the other with whiskey. I will now place a worm in each glass. Notice how the worm in the water squirms and vibrates with the very spark of life, while the worm in the whiskey writhes in agony, curls up and dies. Now, young man, what is the moral of this story?"

Young man: "If you don't want worms, drink whiskey."

The brain forms the opinions, but the pocketbook makes the decisions.

A shipwrecked sailor spent five years on a desert island. One day he was overjoyed to see a ship drop anchor in the bay. A small boat came ashore and an officer handed the sailor a bunch of newspapers.
"The captain suggests," he told the sailor,

"that you read what's going on in the world and let us know if you want to be rescued."

"I sure wish my neighbor Bill Shultz would get that milking machine; it's got so that when he shakes your hand he shakes one finger at a time."

Then there was the smart lad who, when his mother began to learn to drive, nicknamed her, "Oh, Ma, the dent maker."

C. H. R.

Board of Trustees

American Train Dispatchers Association

10 East Huron Street

Chicago, Illinois

Gentlemen:

We have examined the balance sheets of AMERICAN TRAIN DISPATCHERS ASSOCIATION (a Washington corporation, not for profit), AMERICAN TRAIN DISPATCHERS IMPROVEMENT ASSOCIATION (an Illinois corporation, not for profit) and WIDOWS AND ORPHANS BENEFIT FUND OF A.T.D.A. (a voluntary unincorporated association) as at June 30, 1956, and the related statements of income and statements of net equity for the year then ended. With the exception that we did not communicate directly with the members for the purpose of verifying the amounts shown as being due from them, our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In accordance with the practice established in prior years, and consistently adhered to, no depreciation of the building has been provided during the current year by American Train Dispatchers Improvement Association.

In our opinion, subject to the limitation of our examination as to direct confirmation of the amounts due from members and to the omission of depreciation of the building, the accompanying balance sheets, statements of income and statements of net equity present fairly the financial positions of American Train Dispatchers Association, American Train Dispatchers Improvement Association, and Widows and Orphans Benefit Fund of A.T.D.A. at June 30, 1956, and the results of their operations for the year then ended, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Alexander Grant & Company Certified Public Accountants

Chicago, Illinois July 13, 1956

J. H. Miller, Secretary Carl W. Olson, President C. H. Meyer, Treasurer

OLSON CONSTRUCTION COMPANY

Lincoln, Nebraska

Denver, Col.

Salt Lake City, Utah

AMERICAN TRAIN DISPATCHERS ASSOCIATION

AMERICAN TRAIN DISPATCHERS IMPROVEMENT ASSOCIATION WIDOWS AND ORPHANS BENEFIT FUND

FINANCIAL STATEMENTS — JUNE 30, 1956

OPERATIONS

AMERICAN TRAIN DISPATCHERS ASSOCIATION

A comparative summary of income for the years ended June 30, 1956, 1955 and 1954 follows:

	Yea	r ended June	30
INCOME	1956	1955	1954
Membership fees and dues	\$143,143.01	\$146,338.84	\$160,498.44
Interest and dividends	5.530.45	6,800.98	7.836.41
Gain on sale of securities	21,484.12	4.437.50	
Other income	133.74		128.39
	170,291.32	157,577.32	168,463.24
EXPENSES			
Administrative expenses	144,792.21	126,198.69	133,866,72
Organization salaries and expenses	17,750.06	4.976.68	9,212.01
Legislative salaries and expenses	1,534.59	2.383.46	3,120.15
National movement	2.823.26	,	6,777.77
National Adjustment Service	4,769.90	3,098.00	2,806.48
Convention	31.50	•	46,731.28
Union shop expense	1.000.00	1,654.37	3,499.92
Income* or expense from operations of "The Train		1,004.51	3,499.92
Dispatcher"	2,324.16	101.17*	5,063.97
Interest	2,021.10		281.25
Strike benefit payments		10,104.43	
Total Postone Paginosios		<u> </u>	
	175,025.68	148,314.46	211,359.55
	4,734.36*	9,262.86	42,896.31*
OTHER INCOME		•	
Prior-year adjustments	545.82		
2 1102 your dajustinents			
OTHER DEDUCTIONS	4,188.54*	9,262.86	42,896.31*
Increase* or decrease in provision for market decline			
of investments	681.75	1,558.00*	3,092.75
EXCESS OR DEFICIENCY* OF INCOME OVER			
EXPENSES	\$ 4,870.29*	\$ 7,704.86	\$ 39,803.56*
*Denotes red figure.			

The provision for market decline of investments increased in the amount of \$681.75 after relieving the investment and reserve accounts in the amount of \$498.75 for securities declared worthless.

Further analysis of membership dues and fees during the past three years follows:

T		r ended June	30,
Dues	1956	1955	1954
Active, active extra and associate	\$136,416.22	\$141,062.76	\$151,392.42
Percentages, active extra	4,576.79	4,126.08	5,006.02
	140,993.01	145,188.84	156.398.44
Membership fees		1,150.00	4,100.00
	\$143,143.01	\$146,338.84	\$160,498.44

The excess of expenses over income of \$4,870.29 for the current fiscal year in comparison with the net income of \$7,704.86 for the preceding year can be attributed principally to the increase in expenses of National Wage Movements. The gain on the sale of securities was more than offset by the decrease in operating income and the increase in operating expenses.

Publication of "The Train Dispatcher" resulted in an excess of expenses over income amounting to \$2,324.16 in comparison with a net income of \$101.17 for the preceding year. Advertising income decreased this year.

AMERICAN TRAIN DISPATCHERS IMPROVEMENT ASSOCIATION

Income and expenses in connection with the operation of the building by the Improvement Association for the years ended June 30, 1956, 1955 and 1954 may be summarized as follows:

Year ended June 30,					
					1954
\$	9,771.91	\$	9,842.41		
			-,		7,761.77
\$	511.79	\$	862.22	\$	2,095.39
	\$	\$ 9,771.91 9,260.12	\$ 9,771.91 \$ 9,260.12	\$ 9,771.91 9,260.12 \$ 9,842.41 8,980.19	1956 1955 \$ 9,771.91 \$ 9,842.41 \$

WIDOWS AND ORPHANS BENEFIT FUND OF A.T.D.A.

A comparative summary of income for the benefit fund for the years ended June 30, 1956, 1955 and 1954 follows:

	——Year ended June 30,———					
Income General fund receipts Interest on investments Exchange on remittances		1956 1,285.80 570.00 56.65	\$	1955 837.90 594.00 38.41	\$	1954 1,139.00 539.00 42.59
Expenses EXCESS OF INCOME OVER EXPENSES		1,912.45 1,118.20 794.25	\$	1,470.31 999.15 471.16	\$	1,720.59 1,125.35 595.24

Increases and decreases in the membership of the benefit fund during the three years are summarized below:

	Year	ended June	30,
Memberships—beginning of year New members, less members resigned	1 956	1955	1954
	683	696	711
	6	1	5
Members deceased	689	697	716
	24	14	20
MEMBERSHIPS—END OF YEAR	665	683	696

FINANCIAL POSITIONS

AMERICAN TRAIN DISPATCHERS ASSOCIATION

The financial position of American Train Dispatchers Association at June 30, 1956 as compared with June 30, 1955 and June 30, 1954 is set forth in the following condensed comparative balance sheet:

		——June 30,—	
ASSETS	1956	1955	1954
Current Assets Cash		\$ 13,503.62 70,091.01 1,819.22	\$ 21,193.24 72,310.53 3,581.44
	75,936.73	85,413.85	97,085.21
Securities, less allowance for market decline	248,260.00 5,873.85 58,147.42	237,071.10 7,225.43 58,606.38	224,803.10 8,658.49 58,217.16
	\$388,218.00	\$388,316.76	\$388,763.96
LIABILITIES Current Liabilities			
Accounts payable and accrued liabilities Deferred income	\$ 9,426.74 76,745.00 302,046.26	\$ 3,597.50 78,314.50 306,404.76	\$ 5,649.78 85,276.50 297,837.68
A.	\$388,218.00	\$388 316.76	\$388,763.96
·			

AMERICAN TRAIN DISPATCHERS IMPROVEMENT ASSOCIATION

The financial position of American Train Dispatchers Improvement Association at June 30, 1956, 1955 and 1954 is reflected in the following condensed comparative balance sheet:

ASSETS		June 30,				
		1956		1955		1954
Current Assets	_		_		_	4 000 00
Cash	\$	888.97	\$	1,861.85	\$	1,327.89
Rent receivable		83.02		17.76		265.02
Prepaid insurance		855.79		929.00		875.81
		1,827.78		2,808.61		2,468.72
Fixed Assets						
Land and building—at cost		53,269.92		53,269.92		53,269.92
Building improvements and furniture and fixtures—at						
cost, less accumulated depreciation		4,171.04		4,014.84		3,924.14
	\$	59,268.74	\$	60,093.37	\$	59,662.78
	_		=		=	
LIABILITIES						
Current liabilities	\$	1,121.32	\$	1,486.99	\$	1,445.62
Advance from American Train Dispatchers Association		71,510.57		72,481.32		72,954.32
Net equity (deficit)		13,363.15*		13,874.94	•	14,737.16*
	\$	59,268.74	\$	60,093.37	\$	59,662.78

No provision has been made for depreciation of the present building since the date of acquisition. Determination of the present value was not within the scope of our examination.

WIDOWS AND ORPHANS BENEFIT FUND OF A.T.D.A.

The financial position of Widows and Orphans Benefit Fund of A.T.D.A. at June 30, 1956, 1955 and 1954 is reflected in the following condensed comparative balance sheet:

. ASSETS				
	June 30,			
	1956	1955	1954	
Current Assets				
Cash	\$ 1,276.72	\$ 2,090.77	\$ 7,769.98	
Accounts receivable and accrued interest	2,425.89	2,732.99	3,367.89	
Due from American Train Dispatchers Association	5,325.00			
Prepaid insurance	62.57	109.37	14.30	
	9,090.18	4,933.13	11,152.17	
Investments	25,673.74	28,303.74	20,349.74	
	\$ 34,763.92	\$ 33,236.87	\$ 31,501.91	
LIABILITIES				
Deferred Income				
Call assessments received in advance	\$ 203.50	\$ 158.20	\$ 137.00	
Benefit fund reserve	19,713.20	19,025.70	17,783.10	
Net equity	14,847.22	14,052.97	13,581.81	
	\$ 34,763.92	\$ 33,236.87	\$ 31,501.91	

UPDIKE GRAIN CORPORATION

COMPLETE SERVICE CONSIGNMENTS SOLICITED ARE ALWAYS IN THE MARKET FOR ALL KINDS OF GRAIN, SOLD TO ARRIVE. CAPITAL STOCK \$800,000.00 OMAHA 2, NEBRASKA

AMERICAN TRAIN DISPATCHERS ASSOCIATION

Balance Sheet

June 30, 1956

A	c	c	E.	rs
~	.3	.3		

CURRENT ASSETS Cash		\$ 4.815.02	
Accounts receivable Membership dues Advertising Expense advances—officers and employees Accrued interest receivable Other	63,405.50 1,930.00 1,827.49 924.67 944.86	69,032.52	
Prepaid insurance, commissions and other expenses	DIE.00	2,089.19	\$ 75,936.7 3
INVESTMENTS			
United States Government securities—at cost plus accrued increment (principal amount, \$272,000.00; quoted market price, \$244,179,00)	250,097.82 4,132.82	245,965.00	
Other securities—at cost (quoted market price, \$2,295.00)	3,315.00	2.22	
-	1,020.00	2,295.00	248,260.00
FIXED ASSETS Furniture and fixtures—at cost Less accumulated depreciation		22,553.37 16,679.52	5,873.85
OTHER ASSET Advance to American Train Dispatchers Improvement Association Less allowance for loss		71,510.57 13,363.15	58,147.42 \$388,218.00
LIABILITIES			
CURRENT LIABILITIES			
Accounts payable Employees' payroll deductions\$ Other Due to Widows and Orphans Benefit Fund of A.T.D.A.	1.507 13	\$ 8,472.79	
Accrued liabilities			
Taxes Commissions	566.95 387.00	958.95	\$ 9,426.74
DEFERRED INCOME			
Membership dues		67,516.00 4,330.00 4,899.00	76,745.00
NET EQUITY			302,046.26 \$388,218.00

F. E. SCHUNDLER & CO., INC.

Producers and Manufacturers 504 RAILROAD ST., JOLIET, ILL.

JOLIET 4384

TELEPHONES

CHICAGO BI 2-3161

JOLIET, ILLINOIS

MILLS AND WAREHOUSES

LONG ISLAND CITY, N. Y.

AMERICAN TRAIN DISPATCHERS ASSOCIATION

Statement of Income

Year ended June 30, 1956

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INCOME		
From members Regular dues Salary percentage of active extra members Memberships Interest on investments Dividends	\$136,416.22 4,576.79 2,150.00 143,143.01 5,486.10 44.35	
Gain on sale of securities	21,484.12	
Unclassified		\$170,291.32
EXPENSES		
National movement	2,823.26	
Convention expenses	31.50	
Administrative expenses	144,792.21	
Organization salaries and expenses	17,750.06	
Legislative salaries and expenses	1,534.59	
National Adjustment Service	4,769.90	
Union shop expense Excess of expenses over income from operations of	1,000.00	
"The Train Dispatcher"	2,324.16	175,025.68
Excess of expenses over income (before other income and other deductions)		4,734.36
OTHER INCOME		
Prior-year adjustments		545.82
•		4,188.54
OTHER DEDUCTIONS		
Increase in provision for market decline of investments.		681.75
EXCESS OF EXPENSES OVER INCOME		\$ 4,870.29

AMERICAN TRAIN DISPATCHERS ASSOCIATION

Statement of Net Equity

Year ended June, 30, 1956

Net equity—July 1, 1955	\$306,404.76
Decrease in allowance for loss on advance to American Train Dispatchers Improvement Association	511.79
	306,916.55
Excess of expenses over income for the year ended June	
30, 1956	4,870.29
NET EQUITY—June 30, 1956	\$302,046.26

A. A. DOBSON, C. E. G. G. ROBINSON, C. E.

DOBSON & ROBINSON

General Contractors

Office, 822-824 First National Bank Building — Telephone 2-2026

Lincoln, Nebraska

Phone 2-7185

PETERSON CONSTRUCTION COMPANY

Residential

Commercial

Industrial

2263 Y Street

Lincoln, Nebr.

AMERICAN TRAIN DISPATCHERS IMPROVEMENT ASSOCIATION

Balance Sheet

June 30, 1956

ASSETS					
CURRENT ASSETS					
Cash		\$	888.97		
Rent receivable			83.02	_	
Prepaid insurance			855.79	\$	1,827.78
FIXED ASSETS					
Land and building—at cost (note)			53,269.92		
Building improvements—at cost	\$ 26,106.58		-		
Less accumulated depreciation	23,303.87		2,802.71		
Furniture and fixtures—at cost	2,173.42				
Less accumulated depreciation			1,368.33		57,440.96
•		_		\$	59,268.74
				$\stackrel{\cdot}{=}$	
LIABILITIES					
CURRENT LIABILITIES					
Accounts payable					
Employees' payroll deductions		\$	11.12		
Accrued taxes			1,110.20	\$	1,121.32
NONOTED DAME A LA DATA IMAZ					
NONCURRENT LIABILITY					
Due to American Train Dispatchers Association					71,510.57
NET EQUITY					
Deficit*					13.363.15*

NOTE-Provision for depreciation of the building has never been recorded by the association.

\$ 59,268.74

AMERICAN TRAIN DISPATCHERS IMPROVEMENT ASSOCIATION

Statement of Income

Year ended June 30, 1956

INCOME		
Rentals		\$ 9,771.91 ·
EXPENSES		
Janitor services	\$ 2,170.50	
Repairs and maintenance	1,635.32	
Gas and electricity	1,371.66	
Fuel	780.05	
Water	28.80	
Window washing service	203.00	
Building supplies	114.24	
Depreciation of building improvements, furniture and		
fixtures	295.25	
Taxes	1.095.67	
Insurance	398.19	
Legal and audit fees	200.00	
Commissions for building management	513.03	
Miscellaneous supplies and service	454.41	9,260.12
EXCESS OF INCOME OVER EXPENSES		\$ 511.79
The second of th	•	

AMERICAN TRAIN DISPATCHERS IMPROVEMENT ASSOCIATION

Statement of Net Equity (Deficit)

Year ended June 30, 1956

Deficit—July 1, 1955	\$13,874.94
Excess of income over expenses for the year ended June 30, 1956	511.79
DEFICIT—JUNE 30, 1956	\$13,363.15

WIDOWS AND ORPHANS BENEFIT FUND OF A.T.D.A.

Balance Sheet

June 30, 1956

ASSETS

CURRENT ASSETS			
Cash	\$ 1,276.72		
Accounts receivable and accrued interest	2,425.89		
Due from American Train Dispatchers Association	5,325.00		
Prepaid insurance	 62.57	\$	9,090.18
INVESTMENTS			
United States savings bonds			
Series J, due 1968 (principal amount, \$4,500.00)—at			
current redemption value	3,240.00		
Series J, due 1967 (principal amount, \$5,000.00)—at current redemption value	3,620.00		
Series J, due 1966 (principal amount, \$10,000.00)—at current redemption value	7,350.00		
United States Treasury bonds 2½%, due 1972/67 (principal amount, \$5,000.00; quoted market price, \$4,713.00)—at cost	5,070.31 6,393.43		25,673.74
queecu	 	_	34,763.92
LIABILITIES			
DEFERRED INCOME Call assessments received in advance		\$	203.50
RESERVE Benefit fund reserve			19,713.20
NET EQUITY			14,847.22 34,763.92

ASSENMACHER CONSTRUCTION COMPANY

General Contractors

LINCOLN, NEBRASKA

AMERICAN STORES CO.

Lincoln Packing
Division

320 N. Street LINCOLN, NEB.

WIDOWS AND ORPHANS BENEFIT FUND OF A.T.D.A.

Statement of Income

Year ended June 30, 1956

INCOME		
Calls—pro rata portion	\$1,261.80	
Memberships—pro rata portion	24.00	
Interest on investments	570.00	
Exchange charged on remittance checks	56.65 \$ 1,912.45	
EXPENSES		
Rental of office space and facilities	750.00	
Stationery and printing	99.30	

Surety bond

Legal and audit fees.....

EXCESS OF INCOME OVER EXPENSES......

WIDOWS AND ORPHANS BENEFIT FUND OF A.T.D.A.

Statement of Net Equity

Year ended June 30, 1956

Net equity—July 1, 1955	\$14,052.97
Excess of income over expenses for the year ended June	
30, 1956	794.25
NET EQUITY—JUNE 30, 1956	\$ 14,847.22

"Healthy Hearts Needed to Keep America Strong"



TO FIGHT HEART DISEASE
HEART CAMPAIGN

A Challenge To America

46.80

75.00 147.10

1,118.20

794.25

The challenging problem of combatting heart diseases — the greatest single cause of death and disability in our nation today—is of very real and immediate concern to all of us. To provide the people with facts about the heart diseases, to expand community services, and to continue an unrelenting search into the causes and treatment of this great health menace are the aims and objectives of the American Heart Association.

This appeal sponsored by HUMANITARIAN BUSINESS CONCERNS

663

AMERICAN TRAIN DISPATCHERS ASSOCIATION

Investments

June 30, 1956

Name of Issuer and Title of Issue	Maturity date	Principal amount or number of shares	At cost, or cost plus accrued increment	Quoted market price	Allowance for market decline	Inco	ome Dividends
UNITED STATES GOVERNMENT SECURITIES United States savings bonds, series G, 2½% United States savings bonds, series J United States savings bonds, series K, 2.76% United States Treasury bonds, 2½% TOTAL	1967 1968 1972/67	\$ 80,000.00 75,000.00 17,000.00 100,000.00 \$272,000.00	54,705.00 17,000.00 98,392.82	16,864.00 94,260.00	4,132.82	\$ 2,000.00 705.00 1,903.56	
OTHER SECURITIES Lake Shore National Bank—common SUNDRY INTEREST		17	\$ 3,315.00	\$ 2,295.00	\$	877.54	\$ 34.00
SUNDRY DIVIDENDS						\$ 5,486.10	10.35 \$ 44.35

WIDOWS AND ORPHANS BENEFIT FUND OF A.T.D.A.

Benefit Fund Reserve

Benefits Paid

Year Ended June 30, 1956

Year Ended June 30, 1956

Numbe of	er	Amount	Call Number	D 114 1	
Membe	ers	Amount	Number	Deceased Member	Amount
Benefit fund reserve— July 1, 1955683	:	\$19,025.70	459	J. L. Carlin\$	500.00
Memberships at		4-0,0-0.0	460	W. A. Smith	500.00
\$4.00 each 16	3	64.00	461	W. P. Luse	500.00
Calls accrued			462	C. J. Weaver	500.00
Call number 459 (note)			463	O. P. Borum	500.00
460	\$ 681.00		464	H. F. Moss	
461	680.00				500.00
462	679.00 678.00		465	W. F. Silva	500.00
464	677.00		466	R. V. Cover	500.00
465 (note)			467	B. H. Fox	500.00
466 467	684.00 684.00		400		
468	683.00		468	G. C. Sharp	500.00
469	679.00		469	W. M. Rickey	500.00
470 471 (note)	678.00		470	O. S. Johnson	500.00
472	676.00		471	T. G. Woolard	500.00
473	675.00				
474 (note) 475	674.00		472	G. F. Childers	500.00
476	672.00		473	C. E. Hornbeck	500.00
477	671.00		474	R. J. Moras	500.00
478	670.00		475		
480	670.00		415	E. C. Heston	500.00
481 482	669.00		476	R. C. Guest	500.00
Payments in ad-	665.00	12,040.00	477	W. P. Curry	500.00
vance at time			478	B. E. Oliver	500.00
of death		9.00			500.00
Calls written off	9	31,943.70	479	L. G. Fell	500.00
Members			480	E. B. Curtiss	500.00
dropped10 Members	114.50		481	W. E. Vincent	500.00
deceased24 3	4 116.00		482	H. L. Hill	500.00
Benefits paid	12,000.00	12,230.50		TOTAL	
BENEFIT FUND RESERVE—				. ==	
JUNE 30, 195666	5	\$19,713.20			
NOTE	=				

UNION BANK & TRUST COMPANY

Calls 459, 465, 471, 474, and 479 were passed

Member of Federal Reserve
Member of Federal Deposit
Insurance Corp.

OTTUMWA

during the year.

IOWA

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The Largest Mutual Benefit Plan Life Insurance Association in the Nation



REPORT OF VICE PRESIDENT R. M. CRAWFORD

Pursuant to the provisions of Section 36 of the By-laws of our Association, I render the following report of my activities during the previous three years.

In accordance with Section 35 of our By-laws I have devoted all of my time to the service of the Association, performing, to the best of my ability, the duties assigned to me by the President along with other duties that in a general way promote the welfare of the Association.

A detailed report of my activities is filed with the President at the close of each month and is on file at National Headquarters for inspection by anyone who may wish to do so. For the sake of brevity, this report is more or less a summary of the reports that are on file at National Headquarters and covers the period from October 1, 1953 to October 1, 1956.

Allocation of Time

This report covers a total of 1096 days, including 157 Sundays—73 of which were spent away from my home. Ninety-nine days were spent with System Committees in consultation on various matters; sixty-one days in assisting System Committees and/or General Chairmen in conferences with their managements. Disputes on the Chesapeake & Ohio, Virginian, Chicago, South Shore & South Bend, Detroit, Toledo, & Ironton, Ann Arbor, Louisville & Nashville, Atlantic Coast Line, and Lehigh & New England were handled in mediation, requiring my services on 24 days.

Because of the proximity of my home to the General Headquarters of the Louisville & Nashville Railroad, also to the General Headquarters of the strike committees, set up at Louisville, Kentucky, by the participating organizations in the 1955 strike on the Louisville & Nashville, President Braese assigned me to represent our Organization on the property during the strike, accounting for fifty days of my time.

In addition to representing our Organization on the Louisville & Nashville during the strike, I served as Acting General Chairman on that property from March 21, 1955 until September 8, 1955.



R. M. CRAWFORD

Negotiations, Investigations, Hearings

An Original Agreement was negotiated on the Detroit, Toledo & Ironton, and complete revisions of the Agreements on the Grand Trunk Western, Reading, Ann Arbor, and Northern Region of the Chesapeake & Ohio (former Pere Marquette) were negotiated, consuming 38 days. I was assigned to assist in the handling of seven (7) trials, which required twelve (12) days of my time.

One of the most important duties of the American Train Dispatchers Association in the present day is to provide representation for its membership in connection with investigations and hearings. President Braese has assigned me to assist in fourteen such cases during the past three years, accounting for 16 days of my time.

Forty-five days were spent at National Headquarters attending Executive and Joint Board meetings and participating, as a member of our National Negotiating Committee, in the handling of various disputes that were handled on a National basis. I attended six Assembly meetings at New York, Philadelphia, and Atlanta and addressed a meeting of the Retired Train Dis-

patchers Club at St. Petersburg, Florida. I was in St. Joseph's Infirmary, Louisville, Kentucky, twenty days for a major operation and another twenty days at my home convalescing, and have taken a total of 23 days' vacation as opportunity afforded.

Travel in the performance of the work mentioned herein required a total of 250 days on which no other duties could be performed, covering a total of 90,153 miles by rail; 19,229 miles by automobile; 1,460 miles by bus; and 2,000 miles by plane. I spent 296 nights in hotels and 153 on sleeping cars.

Cases Before the Adjustment Board

The remainder of my time has been confined to general correspondence and maintenance of a file, including the prepagation of and submitting twenty-five cases to the National Railroad Adjustment Board, which required an average of four briefs to each case, plus the handling of four cases that had previously been submitted, for a total of 29 National Railroad Adjustment Board cases. Of the 29 cases handled, 7 were sustained; 8 denied; 5 withdrawn, ac-

count settled on the property after submissions to the Board; one remanded and later satisfactorily settled on the property, leaving eight still pending before the Board, the status of which is reported in each edition of THE TRAIN DISPATCHER.

I have made many short visits to train dispatching offices during evenings, when changing trains in passing through cities, etc., that are not included in this report, but it is needless for me to say that, with approximately 175 train dispatching offices widely scattered throughout twenty states and many located where there is no passenger train service, it is utterly impossible to visit all the offices and carry on the necessary duties required of a Vice President. Thus, I have not visited as many as I would have liked to.

In closing, I wish to express my grateful appreciation to the other National Officers, General Chairmen, Office Chairmen, and individual members whom it has been my pleasure to contact, also to the employes at National Headquarters, for their excellent cooperation and assistance.



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Whether your banking needs are few or many, your account small or large, you will enjoy the friendly and efficient service provided by your choice of the

21 Conveniently Located Offices of



Member Federal Deposit Insurance Corporation and Federal Reserve System

REPORT OF VICE PRESIDENT J. R. GARBER

This report covering my activities as Vice President is pursuant to Section 36 of the By-laws of the American Train Dispatchers Association. It covers a period of twenty-three months between and including November 1954 and October 1956.

I was elected by the Joint Board in November 1954 to serve as Vice President in place of Brother R. C. Coutts, who was first granted leave to serve in the Foreign Operations Administration, and then as a Labor Member of the Third Division of the National Railroad Adjustment Board. This report will also include three years of service as Assistant to the President, which was carried on concurrently with my service as Vice President since November 1954.

This will advise you that I resigned my offices above referred to, effective October 14, 1956 and coincident therewith, severed my employment relation with the Northern Pacific Railway Company for the purpose of becoming eligible for such pension rights as may accrue to me. For that reason, my presence at these sessions of the Seventeenth General Assembly is in neither the capacity of an Officer of the Organization nor a Delegate.

Because of my location at National Headquarters, much of my work was in Chicago where most of the railroads in this territory have their General Offices and because Chicago is the headquarters of the National Railroad Adjustment Board. However, due to the fact that I was in a very available situation at Chicago, it was found necessary to assign me to emergency work in other than the so-called Midwest Vice President's territory. During the triennium of this report, I spent 241 days away from home and traveled 67,205 miles on Association business, of which 561 miles was by air, and 1,014 by automobile. This mileage does not include some 75 trips across town to and from railroad management offices and the Adjustment Board in Chicago, nor trips to and from railroad stations for out-of-town trips.

Railroads on Which Conferences Took Place

Ninety-five assignments on thirty different railroads in my own and other territories included wage and rules con-



J. R. GARBER
Retiring Vice President and
Assistant to President

ferences, adjustments of claims, schedule revisions, National Agreement cases, and representing or assisting in representation of members at formal hearings or investigations. There were nineteen of the latter.

Railroads and the number of assignments on each were as follows:

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D. M. & I. R	1
S. I	1
M. N. & S	2
B. & O	1
E. J. & E	1
C. & E. I	$\bar{3}$
A. & S	1
T. P. & W	$\bar{3}$
G. N	ĭ
Soo Line	$\bar{3}$
C. & I. M	2
Ft. D. D. M. & S	$\bar{2}$
C. G. W	ĩ
	-

Other Assignments and Services

In addition to the above, I served as a member of the Joint A.T.D.A.-O.R.T. Committee for the Agreement on application of the Union Shop Agreement. I served as a member of the R.L.E.A. Special Committee for the enforcement of Adjustment Board Awards in one instance; as a Representative of the President at conferences of Non-Operating Organizations in three instances; and once at a session of the Railway Labor Executives' Association. I participated as a member of the Executive and Joint Board in all National Wage Movements and attended all meetings of the Board.

I represented the Organization in four Mediation cases.

Not included in the listing of assignments on various railroads were appearances before the National Railroad Adjustment Board to present submissions at oral hearings in fifteen instances, which included briefs in 44 separate disputes. This included familiarizing myself with many disputes in which I did not personally prepare the submissions.

Not listed as Committee work was attendance at twenty-two different fraternal organization affairs including meetings of the New York and Atlanta Assemblies when either President Braese or Secretary-Treasurer Springer was unable to attend.

During 1954 and 1955 I served as Chairman of the Railway Labor Editors Association, a group representing the publications of all railroad labor unions, united for the purpose of doing the best possible job in placing information and enlightenment before the union memberships and increasing their interest in the organizations representing them. I gave up that office at the 1955 Convention of the Editor's Association, due to press of

work in the field of vice presidential services.

During the past triennium, I spent a great deal of time in the preparation of submissions to the National Railroad Adjustment Board, so much of it of a spare-time nature that it is almost unaccountable for in terms of days, hours, or minutes. I prepared seventy-two submissions and participated in the preparation of twenty-seven others on a cooperative basis, much of which was due to research material available at National Headquarters, not within immediate reach of Vice Presidents in the field.

Following every assignment above referred to, I made a separate report on each to the President, which are on file at National Headquarters. The expense of the Association in connection with each assignment is detailed in the monthly expense accounts available to the Trustees and accounting forces employed by the Association.

During the months of May and June of this year, I was on a special assignment at the University of Minnesota Laboratory of Physiological Hygiene at Minneapolis, where examinations of classes of train dispatchers were conducted by the medical staff and technicians of the laboratory for the purpose of determining the effect of train dispatcher work on the heart, blood conditions, and general health of those examined. During the term of the examination project, a total of 175 train dispatchers was examined at the rate of approximately eleven men per day. My assignment included making the appointment schedules and taking a questionnaire from each train dispatcher examined, covering the various aspects of his train dispatcher work and related living conditions. The train dispatchers were taken from thirteen different railroads within a radius of 500 miles of Minneapolis. Only members of the A.T.D.A. were given appointments. The project started on May 8 and ended on June 7. My work on the project consumed six days per week due to making appointments, filling changes in appointments and meetings with the laboratory staff concerning matters of train dispatcher work with which they were not familiar.

While my name appears in THE TRAIN DISPATCHER magazine as its edi-

on a controversial subject.

"It is hard to understand the inconsistency of some of our Senators and Congressmen who are vigorously against national health insurance. When labor endeavored to secure the passage of a national insurance plan that would provide physical examination and medical care for the many who cannot afford the high cost of hospitalization and professional services, it was termed 'socialized medicine' and 'creeping socialism.'

"Why is it that many of our lawmakers who are opposed to a national insurance plan, the cost of which would be paid for by a nominal fee on all, are for socialized medicine for the President and for themselves should they desire to take advantage of free medical service in army and navy hospitals?

"It has been reported the recent operation of President Eisenhower cost him the total sum of \$57.20. This amount covered \$1.05 a day for himself and \$1.55 a day for Mrs. Eisenhower for subsistence at Walter Reed Army Hospital.

"We taxpayers pay not only our own medical bills but that of the high public officials who are privileged to use the army and navy hospitals."

RAIL REMNANTS

C. & O. DIVIDED INTO THREE REGIONS

The Chesapeake & Ohio Railway recently announced that its 5.000-mile operation has been divided into three regions, each headed by a regional manager. Formerly the system was divided into the Southern and Northern Regions. The new Eastern Region, comprising all territory east of Hinton, W. Va., yard will be headed by Regional Manager E. T. Rucker; the Central Region, all territory south of Burnham, Ill., and Toledo, Ohio, including Presque Isle docks and extending to Hinton, by R. G. Vawter; and the Northern Region, comprising the area north of Burnham and Toledo, headed by C. J. Millikin.

FIRST WEDDING BY TELEGRAPH

The country's first wedding by telegraph is reputed to have occurred in the Arkansas Valley in the spring of 1881. Miss Ida Wickham and Lee Gillen, Santa Fe station agent in Rocky Ford, Colo., planned to be married by a minister from Las Animas, Colo., but an hour before the time set for the nup-

tials, the bridge over the Picketwire River washed out leaving the minister stranded just east of La Junta, Colo. The telegraph operators got busy with the minister and a lawyer and found out that a wedding by telegraph would be legal. With the couple standing in the station at Rocky Ford and the minister in a station near the washed-out bridge, the wedding ceremony took place. Telegraphers up and down the line from Pueblo to Kansas listened in and clicked out their congratulations.— Santa Fe Magazine.

RAILROAD HOBBYISTS

The American people are railroaders by tradition and inclination. Last year hundreds of thousands of fathers and sons spent in the neighborhood of \$66 million for model railway equipment, and this year it is estimated that they will spend even more.

ANOTHER RAIL MERGER PROPOSED

Talk of a merger that would create a \$1 billion, 4,000-mile system in the East came out into the open recently. It has long been hinted that Delaware & Hudson, Erie, and Lackawanna were seriously considering pooling their assets to create a new rail system. The three have now publicly announced the appointment of "members of their respective boards to explore whether or not there are advantages in merging the three railroad properties."

S.P.'S PIPELINE SUBSIDIARY

Southern Pacific's pipeline subsidiary, in operation since the first of 1956, will turn in \$2 million profit this year, the company predicts. The 1,000-mile Los Angeles-El Paso system is carrying more than a million barrels a month. S.P. is now thinking of putting in another line. It would cross the High Sierras to carry oil from San Francisco to defense establishments in the vicinity of Reno and Fallon, Nev.

ALL PASSES HONORED

Annual passes held by railroad men on any American railroad will be honored on the Santa Fe & Disneyland Railroad at Disneyland Park near Los Angeles.

EDITORIAL PICKINGS

"Ticking telegraphy, as the average man knows it, is dying," says Labor's Daily in a recent article captioned "Morse Code Ticks Its Final Messages." "The last message in Morse code was sent on the Huntington Division of the Chesapeake & Ohio Railroad near midnight, July 8, 1956. The keys on the eastern divisions were already dead. And they stopped ticking on the Cincinnati Division, July 23. The death march was westward.

"The romantic tickers that have kept time to depot gossip for 120 years have been rele-

gated to history.

"Western Union, which had them leased to the railroads, is busy salvaging them. Western Union itself began rifling the romance of the yesteryears many years ago. The Morse telegraph was replaced on trunk telegraph lines by multiple printing telegraphy in 1914, and the teleprinter replaced the brass keys on short circuits in the late 1920's.

"Other forms of sending messages have made inroads on the old familiar key. Radio beam telegraphy, linking large cities in a network, is one. Facsimile telegraphy, in which a picture telegram is flashed from a telegraph center to an office desk, provides instantaneous delivery. And they'd never do it quicker than that.

"As the move on the C. & O. has been westward, so it is nationally. Many western roads still use the Morse code. George E. Leighty, president of the Order of Railroad Telegraphers, states, 'On some railroads, the Morse code has been discontinued entirely. And there is no question but what eventually it will be discarded entirely. That is still some years in the future, however.'

"A. H. Grothman, secretary of the Association of American Railroads, says, 'While the use of Morse is declining for numerous reasons, most railroads still make use of Morse. One of the reasons for the decline is the fact that Morse operators are rather scarce.'

"The modern methods of instant communication have supplanted the relaying brass tickers of yesteryear—almost. Even Western Union, with its ultramodern facilities, still has to rely on the old reliable key occasionally—for testing the wires after stringing or repairing."

Our eye was arrested by an editorial in *Boilermakers-Blacksmiths Journal*, which, we feel, merits reproduction here. At least, it furnishes a new slant

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Docket No.	Railroad	Subject of Dispute	Sub- mitted	Status as of 10-23-56
TD-8883	Tenn. Cent.	W. R. Williams (Proper compensation for chief relief service.)	6- 1-56	Both granted to 12-11 to reply; closes 12-21-56.
TD-8884 TD-8882	Tenn. Cent. Augusta & Summerville	Force reduction. Transfer of work.	6- 1-56 6- 1-56	Ditto. Ditto.
TD	Cent. Ga.	Schedule violation.	6-14-56	Ex parte due 9- 17-56. Not yet docketed.
TD	Cent. Ga.	Transfer of work (J. B. Benton).	6-14-56	Ditto.
TD	N.Y.C.	R. S. Howell (discipline).	6-19-56	Ex parte due 9- 19-56. Not yet docketed.
TD-8888	L.&N.	O. W. Nettleship (discipline-discharged).	7- 6-56	Both granted to 12-11 to reply; closes 12-21-56.
TD-8941	Wab.	Rest day Compensation.	7-25-56	Will be heard 11-13-56.
TD	F.W.&D.	Transfer of work.	8-20-56	Extension to 11- 21-56.
TD	Southern	Discipline.		Ex parte due 10- 10-56.
TD	Southern	Transfer of work.	10-20-55	Extension to 11- 13-56.
TD	Southern	Transfer of work.	11-29-55	Ditto.
TD	Southern	Transfer of work.	· 11-11-55	Ditto.
TD	Southern	Transfer of work.	11-12-55	Ditto.
TD	Southern	Transfer of work.	11- 4-55	Ditto.
TD	Southern	Transfer of work.	10-18-55	Extension to 11- 9-56.
T D	S.P. (Pac)	Travel time.		Extension to 11- 13-56.
TD	Wabash	Transfer of work.		Ex parte due 10- 25-56.
TD	Mo.Pac. (IGN)	Bull, position.		Due 11-23-56.
TD	B.&O.	Discipline.		Extension to 12- 10-56.
TD	Mo.Pac.	Discipline.		Due 11-9-56.
TD	T.&P.	Service other than		Due 11-13-56.
		own assignment.		

Huge Number of U. S. Families Below Decent Living Standard

Washington (CNS)—Two of every five U. S. families have lower incomes than the government says is needed to maintain a minimum standard of decency for a family of four.

standard of decency for a family of four.

The U. S. Labor Department says a family of four needs \$4,300 a year to have a "minimum but adequate" living. But the U. S. Commerce Department figures that 21.6 million U. S. families have incomes lower than \$4,000 annually; 30.6 million higher.

The average income for all families last year was \$5,520. Average after-tax, or spendable, income was \$4,980. There are still three million families and unattached individuals with gross income of less than \$1,000 a year.

Egyptian Moves in Arab Unions

Egypt is making a new attempt to control the Arab-speaking countries of Africa and the Middle East by getting control of their trade unions. For this purpose, an Arab Confederation of Trade Unions was set up in the spring of 1956. One of the important aims of this Confederation will be to isolate Arab labor from an interchange of ideas and friendship with the world free labor movement. Not many of the people who attended the Conference held in Damascus (Syria) represented real trade unions. Leading Arab unions were conspicuous by their absence. Instead, the Egyptians had present another type of observer, such as Mr. Belhassan el-Khiari—head of the small Moscow-controlled group in Tunisia.

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Docket No.	Railroad	Subject of Dispute	Sub- mitted	Status as of 10-23-56
TD-7866	A.T.&S.F.	Violation Article II,	6-30-55	To be paneled
1D-1600	A.1.@S.F.	Secs. 10 (b) and 14, 5-21-54 (Galveston).	0-30-99	with Carrier Member Mullen.
TD-7867	A.T.&S.F.	Violation Article II, Secs. 10 (b) and 14, 7-25-54 (Galveston).	6-30-55	Extension; closes 11-29-56.
TD-7868	A.T.&S.F.	Violation Article II, Secs. 10 (b) and 14, 7-18-54 (Galveston).	6-30-55	Ditto.
TD-7869	A.T.&S.F.	Violation Article II, Secs. 10 (b) and 14, 6-20-54 (Galveston).	7-1-55	Extension; closes 11-29-56.
TD-7923	A.T.&S.F.	Violation Article II, Secs. 10 (b) and 14, 5-2-54 (Galveston).	9- 9-54	Ditto.
TD-7936	A.T.&S.F.	Violation Article II, Secs. 10 (b) and 14, 8-10-17-54 (Chillicothe).	7-20-55	Extension to 12- 10; closes 12-20- 56.
TD-7937	A.T.&S.F.	Violation Article II, Secs. 10 (b) and 14, 5-2-54 (Galveston).	7-20-55	Extension; closes 11-29-56.
TD-7938	A.T.&S.F.	Violation Article II, Secs. 10 (b) and 14, 7-23-24-54 (Galveston).	7-20-55	Extension to 12- 22; closes 11-1- 56.
TD-8278	A.T.&S.F _.	Violation Article II, Secs. 10 (b) and 14, 2-20-21-55 (Galveston).	11- 7-55	Ditto.
TD-8343	A.T.&S.F.	Violation Article II, Secs. 10 (b) and 14, 6-8-55 (Galveston).	11-30-55	Ditto.
TD-8157	A.T.&S.F.	Loss of time (Chillicothe).	9-20-55	Extension; closes 11-29-56.
TD-8158	A.T.&S.F.	Discipline.	9-23-55	Ditto.
TD-8301	A.T.&S.F.	Transfer of work.	10-17-55	Closes 11-26-56.
TD-8344	N.Y.C.	Discipline.	11-30-55	Extension to 11- 16; closes 11- 26-56.
TD-8329	Wabash	Rest day rate.	1-23-56	Awaiting assign- ment of Referee.
TD-8388	Wabash	Extra work.	2- 9-56	Ditto.
TD-8547	L.&N.	Rest day rate.	1-23-56	Extension to 11- 26; closes 12-6- 56.
TD-8460	S.P. (Pac.)	Transfer of work.	1-25-56	Extension to 11- 23; closes 12-3- 56.
TD-8806	S.I.R.T.	Transfer of work.	3- 5-56	File closes 11- 26-56.
TD-8589	Erie	Loss of time	3-28-56	Extension; closes 11-29-56.
TD	A.T.&S.F.	Violation Article II, See 10 (b) 5-18 and 6- 1-55 (Chillicothe).	5-18-56	Filed, not yet deadlocked.
TD	A.T.&S.F.	J. D. Hunter (extra work 6-15-55).	5-22-56	Ditto.
TD	A.T.&S.F.	L. C. Walker (extra work 8-30-, 9-6, 9-13, 9-20, 9-27, 10-4-55).	5-22-56	Ditto.
TD-8777	Erie	F. O. Reynolds (compensation for work on rest day).	5-23-56	Extension to 11- 16; closes 11- 26-56.

STATUS OF DISPUTES SUBMITTED BY THE A.T.D.A. TO THE THIRD DIVISION — NATIONAL RAILROAD ADJUSTMENT BOARD AND PENDING DURING OCTOBER, 1956

Docket No.	Railroad	Subject of Dispute	Sub- mitted	Status as of 10-23-56
TD-7500	GCL-IGN	Pass privileges.	3-11-55	In Referee Lar- kin's Assign- ment.
TD-7446	C.M.St.P.&P.	Forfeiture seniority.	3- 4- 55	Ditto.
TD-7436	G.M.&O.	Comp. chief relief.	2-25-55	Claim denied. Employes dis- sent.
TD-7244	C.B.&Q.	Transfer of work.	9-13-54	In assignment Referee Cluster
TD-7245	C.M.St.P.&P.	Transfer of work.	9-13-54	In Referee Clus- ter's second as- signment,
TD-7548	D.M.&I.R.	Doubling territory for rest day relief.	4-15-55	Ditto.
TD-7592	T.&P.	Difference rate of pay.	3-16-55	Hearing before Referee Shugrue, 11-13-56.
TD-7661	T.&P.	Work outside scope	6- 1-55	Ditto.
TD-7688	S.P. (Pac.)	Violation scope rule.	6-10-55	Will be argued before Referee Shugrue in November.
TD-7634	S.P. (Pac.)	Violation scope rule.	6-10-55	Ditto.
TD-7758	Mo. Pac.	Loss of time.	8-16-55	Ditto.
TD-7690	C.&N.W.	Overtime—rest day work.	7-12-55	Hearing before Referee Shugrue, 11-13-56.
TD-7732	F.W.&D.	Extra work.	5- 3-55	Will be argued before Referee Shugrue in Nov. or Dec.
TD-7794	S.P. (Pac.)	Violation scope rule.	6- 2-55	Awaiting assign- ment of Referee.
TD-7952	F.W.&D.	Comb. positions for rest day relief.	7-26-55	In Referee Shugrue's as- signment. Time of argument in- definite. Last on list.
TD-7870	Erie	Rest day rate.	9-29-55	Awaiting assign- ment of Referee.
TD-7859	S.P. (Pac.)	Work outside scope.	7-25-55	Extension to 10- 26; closes 11-5- 56.
TD-7864	A.T.&S.F.	Violation Article II, Secs. 10 (b) and 14, 4-10-54 (Chillicothe).	6-30-55	Extension to 10- 26; closes 11-5- 56.
TD-8114	P.R.R.	Rest day work.	9- 7-55	Paneled and deadlocked 6-14-56; awaiting assignment of Refferee.
TD-8051	S.P. (Pac.)	Travel time.	9-27-55	Ditto.
TD-8034	N.C.&St.L.	Work outside scope.	10-12-55	Ditto.
TD-7800 TD-7865	D.&H.	Extra work.	9- 9-55	Ditto.
TD-1000	A.T.&S.F.	Violation Article II, Secs. 10 (b) and 14, 9-7-54 (Newton).	6-30-55	To be paneled with Carrier Member Mullen.

Room of the Congress Hotel on the evening of Monday, October 15, 1956, upon which occasion he visited and reminisced with many of his long-time friends and acquaintances.

The body was taken to the Lain Mortuary in Chicago. A large group of Officers and delegates went on Wednesday in a body by chartered bus to the funeral home to pay their respects. Services were held at the funeral home at 4:00 P.M., Thursday, October 18, 1956.

On Friday, October 19, 1956, an honor guard composed of Officers of the Association accompanied the body to its final resting place at Tuscola, Illinois, where brief graveside services were held. Tuscola was the girlhood home of Mrs. Luhrsen, and Brother Luhrsen's remains were placed at rest in the family burial plot.

Brother Julius G. Luhrsen was born at Des Plaines, Illinois, on April 1, 1877, became a train dispatcher at an early age, working on several railroads, and was employed by the Great Northern at Spokane, Washington, when he began organizing the train dispatchers in 1917. He was the founder and first President of what is now the American Train Dispatchers Association and was later honored with a life membership in this Organization, holding Card No. 1.

The Organization moved to Chicago in 1920, and Brother Luhrsen continued as its President until 1938 when he was made Executive Secretary of the Railway Labor Executives Association. While occupying that position he resided in Washington, D. C.

Brother Luhrsen was appointed by President Roosevelt as Labor Member of the Railroad Retirement Board in 1945, a position he held until his retirement in 1950. While with the Railway Labor Executives Association he also served on many

wartime government advisory committees and boards.

Brother Luhrsen is survived by his widow and two married daughters.

The Seventeenth General Assembly unanimously adopted a

testimonial, resolving:

"That the delegates of this Seventeenth General Assembly of the American Train Dispatchers Association record their sadness at his passing, their recognition of his many achievements on behalf of our membership, and, by copy of this resolution to his widow, our deepest sympathy."

The delegates also passed another resolution and contributed money for the purchase of a suitable plaque in commemoration of our beloved Founder, which is to be placed in the National

Headquarters building.

"Let Trucks Pay for their Own Roadbed"

The Topeka State Journal noted in a recent editorial that a railroad serving its area is spending \$100 million in 1956 to improve its right of way and other facilities.

right of way and other facilities.

"But we don't recall seeing any move by the bigger and heavier 'freight-car' trucks to rebuild and improve the public highways they have pounded into slab-happy chunks," the editorial said.

"These huge, long-distance interstate truckers do only what so many easy-going legislatures ask them to do. Which, since the Kansas repeal of the ton-mile tax in 1955—and even

before that-isn't enough.

"If you'd like to see those roaring monsters pay a fairer share for running over the public highways, while the railroads of America roll on their own roads, work for repeal of the present law and a return to the ton-mile tax."

Broadway Deluxe Cab Co.

BR 1-2-3-4

RADIO DISPATCHED DRIVER OWNED

PORTLAND

OREGON

lection of percentage dues from those train dispatchers not holding permanent assignments and holding active-extra memberships in the Association is becoming more complicated and unsatisfactory. Without pointing out in detail the difficulties involved, it is our opinion that the percentage basis for the assessment of active-extra dues should be abolished and that a flat rate be established in lieu thereof in line with such equitable considerations as may be evident. The Board of Trustees finds that an amount of \$18 annually appears to be fair and equitable. This amount to be paid by all active-extra members regardless of the amount of salary earned and regardless of whether or not a union shop agreement is in effect upon the particular railroad where the active-extra member is employed.

The element of strength and unity being of particular importance within our own organization, as well as in our relations with other recognized standard labor organizations, the question of affiliation with such organizations appears worthy of consideration. Certain undeniable advantages would accrue to this organization by its becoming affiliated with the American Federation of Labor and Congress of Industrial Organizations. Many of our sister standard railroad labor organizations are so affiliated, and there are reliable indications that others will so affiliate in the near future.

Preliminary inquiry indicates that such affiliation may be obtained upon a reasonable financial outlay, the total cost being assessed upon a per capita basis. For an organization of our size, this would amount to approximately \$2,000 per year.

In view of the benefits afforded, it would seem that the cost of obtaining those benefits would be fully justified. It is, therefore, the recommendation of the Board of Trustees that the delegates give favorable consideration to authorizing such affiliation.

Examination of the books and records, and inspection of the facilities and methods used in conducting the affairs of the Association at National Headquarters reveals continued evidence of efficiency and affords ample proof that our executive officers are cooperating in the interests of economy and in the conservation of our resources. The assistance given by the Executive Board, Office Manager, and office personnel in furnishing the records and data required for our examination is hereby acknowledged with appreciation.

Respectfully submitted,

A. Covington
R. O. Burke
T. C. Garrett
Board of Trustees

Dated at Chicago, Illinois October 15, 1956.

JULIUS G. LUHRSEN

Delegates and their families in attendance at the Seventeenth General Assembly of the American Train Dispatchers Association were shocked and saddened by the death of our founding President, Brother Julius G. Luhrsen, who passed away from coronary thrombosis at about 7:30 A.M. on the morning of Tuesday, October 16, 1956. Brother and Mrs. Luhrsen were



JULIUS G. LUHRSEN

in attendance at the convention and Mrs. Luhrsen was with him at the time of death.

Brother Luhrsen had appeared in good health and was in good spirits up to the time of his passing, having attended the get-together dinner in the Gold \$2,324 for the year in connection with the publication. Our magazine continues to rank among the best of labor publications, and it is hoped that the income from advertising can be improved. Our officers are working toward that end.

Widows and Orphans Benefit Fund of the American Train Dispatchers Association

Membership in the Widows and Orphans Benefit Fund stands at 665 at the close of the fiscal year. Sixteen new applications for membership were received, and ten members were dropped for non-payment of assessments during the year. Twenty-four beneficiaries of deceased brothers were promptly paid \$500 each or a total of \$12,000 during the fiscal year. Nineteen calls were made upon members and five calls were paid from surplus.

The total assets of this Fund amount to \$34,763 as of June 30, 1956 and of this amount \$25,673 is invested in gov-

ernment securities.

We again urge members, particularly those under 50 years of age, to acquaint themselves with the Widows and Orphans Benefit Fund plan and to avail themselves of the protection thereby afforded at the time of urgent need.

National Ladies Auxiliary

We again extend our greetings and best wishes to the members of the National Ladies Auxiliary and to acknowledge their beneficial contribution to the welfare of the Association. Their efforts in promoting the interests of the Association are appreciated, and we wish them continued success.

Comments

In the annual report covering the fiscal year ending June 30, 1955, which was published in the November 1955 issue of The Train Dispatcher, your Trustees pointed out the fact that the steadily rising cost of operation indicated the necessity of consideration being given to a suitable increase in dues for the purpose of permitting our Association to maintain its relative financial position and to build up such reserves as possible for the future.

Analysis of the financial statement covering the current fiscal year, which has been furnished each delegate, will reveal that the anticipation set forth last year has been substantially correct.

Your attention is directed to the fact that when the present dues of \$37 per annum were established in 1947, the average annual total expense of the Association for the next three fiscal years of 1948-1949-1950 amounted to \$125,408. During the past three fiscal years or 1956-1955 and 1954, this average annual total expense has increased to \$178,239, or an increase of approximately 42 per cent.

The average yearly income of the Association during the fiscal years 1948-1949-1950 amounted to \$149,943. The yearly average income during the past three fiscal years or 1956-1955-1954 amounted to \$156,846 or an increase of approximately 11 per cent.

It is therefore clearly apparent that since our income has increased by 11 per cent while our expense has increased by 42 per cent, suitable corrective steps

are mandatory.

In this connection, it is further pointed out that during the year 1947, the year during which the amount of annual dues now paid was established, the average going rate for trick train dispatchers amounted to \$4,571 annually, or \$381 per month. At the present date, the current going rate for trick train dispatchers has been increased to \$6,402 annually, or to \$533.50 per month. This means an annual increase of \$1,830 and a monthly increase of \$152.50.

The Trustees recognize that the Committee on Finance, Salaries and Officers' Reports has also given careful consideration to this situation and will make recommendations in this connection. However, since the Board of Trustees is empowered under Section 8 of the By-laws to make such recommendation as may appear suitable, it is our recommendation that the National Annual Dues be increased by not less than \$11 annually, making the total amount at least \$48 per year, effective January 1, 1957. This would amount to an increase of approximately 30 per cent in dues as compared to an increase of approximately 40 per cent in the going rate of pay of trick train dispatchers subsequent to the last adjustment of annual dues.

In making our annual check at National Headquarters, it was again brought to our attention that the col-

Shoes

Three times in the past two years shoe manufacturers have hiked prices, generally attributing the boosts to wage increases. Some manufacturers have just announced new increases at wholesale on spring styles, and actually attributed the latest boost to expected wage increases. Here they show 20/20 foresight, but like the cement and other price-raising industries, overlook increased productivity in attributing price hikes to labor costs. For example, perman output of shoes in 1954 averaged 2392 pairs compared with 2033 in '47. This enabled the industry to produce 45 million more pairs with actually fewer workers.

Men: the "long low look" now being promoted as the masculine shoe style have lighter soles and won't give as much wear as the "bold look" heavier shoes.

Coats

In November sales, in addition to the Orlon-dynel pile coats, look for specials on another popular style: tweed coats with pile linings.

Gasoline

Look for price cuts in your area. Heavy stocks have forced reductions of two to three cents a gallon in some regions as major companies meet competition from unbranded gasoline which usually sell several cents less.

Food

Beef and pork are a little cheaper seasonally, but pork is not as reasonable as last year. Hamburger, stew beef, and pot roasts are in good supply and relatively good value. Hams have been comparatively good value recently. Stewing chickens are dropping in price.

In buying the Thanksgiving turkey, note that not only do larger birds cost less per pound, but give you more meat in proportion to bone than smaller turkeys.

Canned tuna is at the lowest price in several years. Best values are flaked and grated tuna, packed from the small pieces remaining from the costlier solid and chunk-style packs. You can get a free recipe booklet, "Tuna, A Saga of The Sea", from Tuna Research Foundation, Ferry Building, Terminal Island, Calif.

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HINTS FOR HOMEMAKERS

By Veda Mueller

What Is Added to Food May Induce Cancer

There will be no more birthday cakes with pink icing at our house, and we will have no more oranges stamped "color added." Our family is going to keep an eye on anything unnatural—on all the additives.

We homemakers have all concerned ourselves with germs, warned children against eating with unclean hands. But how many of us realize we may be serving cancer starters in our meals?

The International Union Against Cancer, meeting three months ago in Rome, sent out the first international warning. Shortly before this in our own country, the courts upheld U. S. Health, Education, and Welfare Department for listing certain coal tar colorings as dangerous.

The cancer experts from 21 nations reported what they had observed. One after another told how chemicals, added to our food without adequate testing, may act as cancer starters.

They don't expect to find any one agent responsible. For while all cancers are "cells gone wild," they know there are many kinds that attack many different parts of the body.

Unanimously, the 52 scientists voted flatly to prohibit any additive to food or drink that is not specifically authorized by law.

These scientists can't, of course, enforce their warnings. They can't even guarantee that one country will legislate to protect the people who live there. But they do warn us so that we can demand laws to protect ourselves.

Three U.S. Agencies Responsible

In the U. S., three agencies are responsible—the Food Protection Board of the National Research Council, the Food & Drug Administration, and the National Institute of Health. These agencies all work through the Depart-

ment of Health, Education, and Welfare.

This sounds like adequate protection, but is it?

One hundred and fifty chemicals are put into the food we eat today without anyone's knowing whether or not they are safe. FDA lists 150 other chemicals as harmless, and there are 100 others that are safe in the quantities now used. FDA has neither the budget nor the staff to test the other 150 over night. With its present staff, FDA will only have time to test the coal-tar colorings in the next 25 years.

Need for More Protection

What to do?

1. Don't sensationalize the problem and don't arouse fears unless they lead to solutions.

2. Suspend the use of chemicals until

they are proved safe.

The only real solution is a law requiring adequate testing—with no loopholes. Testing should be done before the product can be marketed. At present there is no law requiring that food additives be tested and found safe to the consumer before they are put on the market. Our laws now read that we will impose a penalty on the use of additives that have been proved harmful.

How many cancers can grow before we prove an additive harmful? What is accomplished by imposing a penalty on the manufacturer after the victim is dying of disease? We need a better law.

If FDA is to be effective, it must have a larger staff and more facilities.

These take a larger budget.

We, as consumers, can demand this protection—from our Congressmen, our Senators, our President. We can make ourselves heard. Surely testing these possibly lethal additives is as necessary to our welfare as testing bombs.

Some Precautions Suggested

In the meantime, here are a few items that bear watching:

1. Oranges with "color added."

2. Sweet potatoes, unless they are free of skin coloring.

3. Canned vegetables with color added. Frozen ones have no added coloring.

4. Margarine colored by anything other than carotene, a harmless nat-

ural substance.

5. Necks of chickens, because that's where growth-pellets may lodge.

NEW PILLS CHEER DIABETICS

By W. A. MacColl, M.D. Group Health Cooperative of Puget Sound

Diabetes is a frightening word. Everyone seems to fear it as though it were some dark mysterious evil that strikes unexpectedly from clear skies. Nonsense! We understand diabetes fairly well. Research promises to make it even simpler and far easier to control.

Diabetes is inherited. It is a recessive condition, in that it may skip a generation. Two of every 100 people have or will have diabetes. If one parent has diabetes, the chances become one in 10. Sometimes diabetes appears where no known relative has had it. In such cases, the disease was probably present but unrecognized.

Diabetes involves faulty sugar-burning. Insulin from the pancreas, lying deep within the abdomen, is needed to help use the sugar we eat. When there is too little insulin, our bodies touch off a chain reaction to make up for this failure.

Symptoms of Diabetes

We grow hungrier and thirstier and increase our urine output. These are the three commonest symptoms, and they usually occur together. The diabetic may lose weight for no apparent reason and feel increasingly tired. He may lose sexual potency. His eyes may give him trouble—blurred vision, frequent dizziness, or even double vision. His feet, rectal area, or armpits may itch. His arms or legs, hands or feet may feel numb or tingle.

Diabetes is 10 to 12 times as common in people who are overweight. Obesity seems almost to invite the disease. If you have diabetes in your family, watch your weight.

Like most other afflictions, diabetes is easier to handle if it is diagnosed early and before it has produced irreversible changes. A simple urine test is usually enough.

Recently, new chemicals have been

discovered that seem to control diabetes with pills, rather than insulin injections. These may simplify control far beyond anything dreamed of five years ago. Doctors and research people cautiously reveal that these new chemicals even seem to "cure" some patients.

Early detection seems the most effective weapon. And this is primarily the individual's responsibility. Your physician can tell if you have diabetes, but you must give him the chance to use his skill.

THE PEOPLE'S BUSINESS

By Jerry Voorhis

UNITED NATIONS—A HOPE FOR WORLD PEACE

The United Nations has no hydrogen bombs. It has no military forces of its own. "All it can do," so say its detractors, "is to talk."

This is not altogether true. A solution to Suez may yet come out of the UN. Peace has been kept between India and Pakistan, Israel and Jordan, largely by the actions of the UN. And the resistance to aggression in Korea is evidence enough that under some circumstances the United Nations is far from helpless.

Nonetheless, it is true that the United Nations is not yet in position to assert effectively the will of humanity for peace. Anyone of five nations can block its actions by a veto. It is, still, mainly a forum for world debate.

But it need not, and must not always remain so.

For the United Nations is the one agency on earth that symbolizes humanity as a whole and its will to live—to live in a world where man is for the first time in history able to destroy himself if he wants to.

People Can Make the UN Effective

That will is a strong one indeed.

It has been called the "instinct" for self-preservation.

That instinct, or impulse, or will to live can no longer express itself in the way it used to. No nation can defend its people's lives any longer by force of arms. A better way, a better means of "national defense" must be found.

The seed and germ of that better way is planted in the tall, clean building on the banks of the East River in New York. Whether it is to grow into a sturdy tree under which mankind can shelter from the dangers that now beset him is a question that only you and I can answer.

The United Nations can and will be just as effective as an instrument of peace as the people of the world want to make it. Governments may have something to lose from a growth of UN. The people have a world at peace to gain.

SHOULD STATES REQUIRE AUTO INSURANCE?

Columbus, O. (CNS)—Nationwide Insurance is asking its policy owners to make up their minds about compulsory auto insurance. They have each received an 8-page review of arguments for and against it, and Nationwide wants their opinions.

"Compulsory auto insurance is complicated," explains Murray D. Lincoln, president of the co-op firm. "Even insurance experts can't agree whether it's good or bad. Maybe we've been looking in the wrong place for the answer. Let's see what the people think."

The controversy has waxed and waned for some time. New York passed a compulsory insurance law this year. Insurance men expect most state legislatures to consider similar legislation early next year.

Change of Address Notice

To assure prompt delivery of your Train Dispatcher, when you change your address, fill in this coupon and mail to The Train Dispatcher, 10 E. Huron St., Chicago 11, Ill.
Name
New Street Address
City
State of
Old Address

Obituaries

God hath not promised Skies always blue, Flower-strewn pathways All our lives through. God hath not promised Sun without rain, Joy without sorrow, Peace without pain. But God hath promised Strength for the day, Rest for the labor, Light for the way, Grace for the trials, Help from above, Unfailing sympathy Undying love.

Voyle Reed Morris

Bro. Voyle Reed Morris of the Newark, Ohio, office, Baltimore & Ohio, passed away at the White Cross Hospital, Columbus, Ohio, October 3. He had been in failing health two months and a patient in the hospital for six weeks. Cause of death is attributed to multiple miloma.

Born at Barnesville, Ohio, May 30, 1888, Bro. Morris began his railroad career as a telegrapher on the Newark Division of the B. & O., July 17, 1908. Promoted to train dispatcher, October 24, 1926, he continued in that capacity until his recent illness. His last day of service was August 2, at which time he held first trick on the Central Ohio Subdivision. He had spent 48 years with the B. & O., serving 30 of them as a train dispatcher.

serving 30 of them as a train dispatcher.

Bro. Morris first joined the A.T.D.A. April 7, 1927. He was also a member of the First Methodist Church; Modern Woodmen; Masonic Lodge of Norwich; the Scottish Rite of Columbus, and the O.B.T.

Columbus; and the O.R.T.
Survivors include: his widow, Mrs. Lefa H.
Morris; a son, Robert R. Morris of Columbus;
a daughter, Mrs. Walter A. Keenan of Madrid,
Spain; three grandchildren; and a sister, Mrs.
Arthur McFarland of Campbell, Calif. Bro.
Morris was not a member of the Widows and
Orphans Benefit Fund.

John Hall Harden

Bro. John Hall Harden of the Savannah, Ga., office, Central of Georgia Railway, passed away at the Central of Georgia Hospital, Savannah, September 20. Gall bladder trouble and a heart condition had sent him to the hospital on May 19, where he remained until June 26, when he returned to work. On Sep-

tember 11, he re-entered the hospital for a gall bladder operation and was apparently progressing satisfactorily until a sudden coronary thrombosis carried him away some nine days later.

Bro. Harden, born at Milner, Ga., January 1, 1895, entered the service of the C. & Ga. as a clerk at Leary, Ga., January 1, 1910, and was made agent-operator on the old Southwest Division, April 12, 1912. Promoted to train dispatcher, March 1, 1920, Bro. Harden worked in that capacity on all Divisions of the road and served as Night Chief Dispatcher at Macon, Ga., from October 1925 to February 1930. In March 1942, he was promoted to Trainmaster, Savannah Division, and filled that position until October 1, 1953, when he resumed his position of train dispatcher at Savannah. He had been in the employ of the C.&Ga. for 46 years, spending 36 years at a train dispatcher's desk.

Bro. Harden first joined the A.T.D.A., Feb-

ruary 23, 1921.

He is survived by his widow, Mrs. Maude Scott Harden, two sons, and a daughter. He was not a member of the Widows and Orphans Benefit Fund.

Bro. Harden was Second Vice President of the Savannah Assembly, and we join that organization in extending deepest sympathy to his bereaved family.

Gary G. Victery

Bro. Gary G. Victery of the Houston, Texas, office, Texas & New Orleans (S.P.) Railroad, passed away in the Southern Pacific Hospital, Houston, on February 22, after an illness of five days. Cause of death was coronary thrombosis.

Bro. Victery was born August 5, 1902. Unfortunately no service or biographical data have been furnished us, so that an adequate obituary of this worthy brother is impossible at this time.

Bro. Victery joined the A.T.D.A., April 22, 1946, and maintained a continuous member-

ship thereafter.

He is survived by his widow and one daughter. He was not a member of the Widows and Orphans Benefit Fund.

William A. Haynes

Bro. William A. Haynes, retired, from the Terre Haute, Ind., office, Pennsylvania Railroad, passed away in Vienna, Va., in August 1955. Cause of death is not reported.

Bro. Haynes was born, July 16, 1876. Other

than that he retired from the P.R.R.'s Terre Haute, Ind., office, June 30, 1947, and that he served for a time as rules examiner for that line, we have no further information on his railroad career. He joined the A.T.D.A., February 5, 1942, and maintained a continuous affiliation from that date on.

We have no information on Bro. Haynes' survivors. He was not a member of the Widows

and Orphans Benefit Fund.

Edgar B. McBride

Bro. Edgar B. McBride of the Cleveland, Ohio, office, Pennsylvania Railroad, passed away at the St. Alexis Hospital, Cleveland, September 30. He had suffered a stroke on the morning of September 12, and remained in a semi-coma until his death. Cause of death was coronary thrombosis.

Bro. McBride was born, October 10, 1892, and started with the P.R.R. as a telegrapher, April 1, 1912. He was promoted to train dispatcher, November 9, 1921. In January 1951, Bro. McBride was transferred from the Toledo Division to the Eastern Division at Pittsburgh, where he worked until March 27, 1956, when he was sent to the Lake Region at Cleveland. Here he remained until his untimely death. He had been in the employ of the P.R.R. for 44 years, 35 of them spent as a train dispatcher.

Bro. McBride joined the A.T.D.A., July 3, 1946, and maintained a continuous membership thereafter.

He is survived by E. Wade McBride of Toledo. Bro. McBride was not a member of the Widows and Orphans Benefit Fund.

William F. Mitchell Passes Away

Mediator William F. Mitchell, Jr., age 67, passed away in the Seaside Hospital, Long Beach, Calif., September 28, after an extended illness.

Mr. Mitchell entered the service of the National Mediation Board on July 22, 1934. He had previously been in the

service of the former U.S. Board of Mediation from 1926 to 1934, coming to that Board from the U.S. Railroad Labor Board, where he had been employed since November 15, 1921. Before entering Government service, Mr. Mitchell was with the Missouri & North Arkansas Railroad at Harrison. Ark. His last service with that Carrier was in the capacity of Assistant General Superintendent.

Mr. Mitchell was in military service during both World Wars I and II, leaving the service in 1946 with the rank of Lieut, Colonel, U. S. Army Reserves.

Survivors are his widow, Mrs. Anne F. Mitchell, Long Beach, Calif., and a daughter, Mrs. John Chittenden, who resides in Malta with her husband, Capt. John Chittenden, U.S.N.

Bro. Huguenin Loses Wife

Bro. Emil Huguenin of the Portland, Ore., office, Spokane, Portland & Seattle Railway, writes that his wife passed away on September 18. No details were given. Bro. Huguenin has our sincere sympathy in his grievous loss.

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100 YEARS OF SERVICE

Bro. Frank M. Bergin (left) of the Boston, Mass., office, New York Central System, is exchanging greetings with retiring President O. H. Braese, also a former N.Y.C. train dispatcher, at the gettogether dinner in Chicago on October 15, 1956. Both of these brothers have more than fifty years' service with the New York Central and are shown comparing their gold, 50-year annual passes.

Promotion for Bro, Mac Arthur

Effective October 1, Bro. John F. Mac Arthur of the St. Thomas, Ontario, Canada, office, Pere Marquette District, Chesapeake & Ohio Railway, became Chief Dispatcher in that office.

Bro. Mac Arthur was born in Canada, December 19, 1895, served in the Canadian Army, and was over seas in World War I. He commenced rail work as a telegrapher on the old Pere Marquette at St. Thomas, March 20, 1920, and was promoted to train dispatcher, August 4, 1930, in that office. He served in that capacity until his recent promotion.

Bro. Mac Arthur joined the A.T.D.A. in August 1940 and for several years served as Office Chairman.

He has our best wishes for success in his new position.

Bro. W. H. Peters Promoted

Effective September 6, Bro. W. H. Peters of the Montpelier, Ohio, office, Wabash Railroad, became Chief Train Dispatcher at that point. Bro. Peters entered the employ of the Wabash as a telegrapher, December 24, 1940. During World War II he was assigned to the 719th Railroad Battalion and served as telegrapher, train dispatcher, and Chief Dispatcher, and after "VE" Day was director of military rail

operations north of Rome, Italy. Bro. Peters was promoted to train dispatcher on the Wabash, September 26, 1946. He has our best wishes for success in his new position.

Bro. Woodrow Acknowledges Gift

To Train Dispatchers, Movement Directors, and Assistants on the P.R.R. at Baltimore:

I wish to extend my thanks for the clock

I wish to extend my thanks for the clock radio which you presented to me as a token of your appreciation of my services as your Office Chairman during the past twelve years. It has been a privilege and a pleasure to work with you and serve you in that capacity.

The radio and clock will get a lot of use

at my farm home.

Many thanks to you all.

Bruce P. Woodrow

Two A.T.D.A. Members Do a Creditable Job

From Bro. F. J. Murphy of Oelwein, Iowa, we have received a recent copy of Safety News, which is issued by the Department of Rules, Safety, and Fire Prevention of the Chicago Great Western Railway. The attractive publication is edited by Bro. Murphy and published by Bro. R. D. Bedgood. The interesting content is pleasingly illustrated. Our two A.T.D.A. brothers are entitled to congratulations on a creditable job.

Ban Age Discrimination in Government Hiring

A new law forbidding the U. S. Civil Service Commission, the nation's largest personnel office, from applying top age limits in hiring for any government job became effective recently.

Passage of the amendment was prompted by the protests of a member of the International Association of Machinists who was refused a tax collector's job because he was over 35.

An inquiry was launched by *The Machinist*, official publication of the union, when Nick Mlinarich brought the subject to its attention. A story on age discrimination that appeared in the newspaper was widely reproduced in publications throughout the nation.

The new amendment to the 1952 law prohibiting age-discrimination in government hiring provides that no salary will be paid to any U. S. Civil Service Commission officer who applies top age limits for applicants to any position in the Government. It states that ability and qualifications, henceforth, shall be the "governing considerations."

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