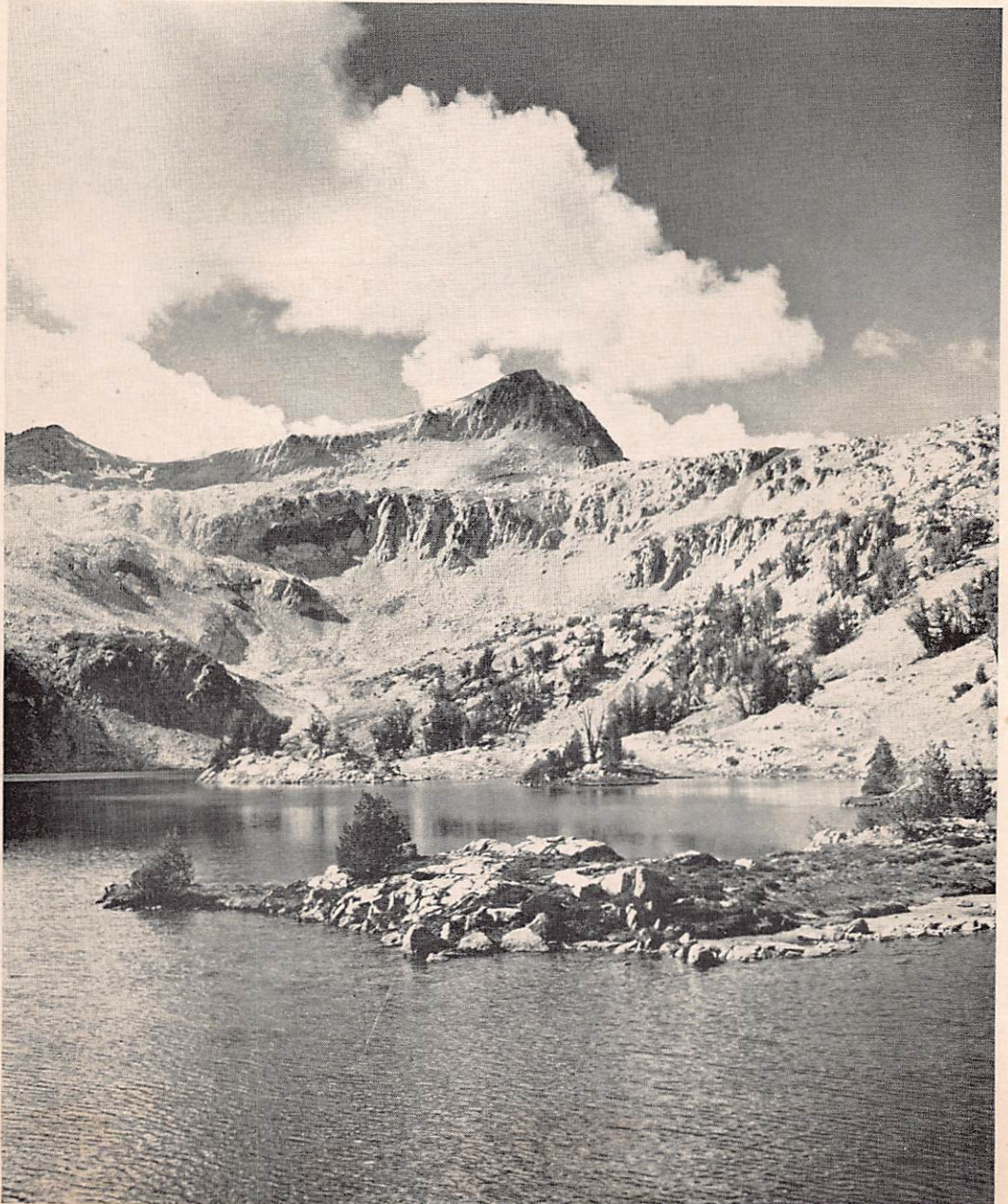


MARCH, 1957

THE TRAIN DISPATCHER



Oregon State Highway Commission, Salem, Ore.—Photo

Glacier Lake in the Wallowa Mountains of northeastern Oregon

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COMMENTS ON CURRENT EVENTS

By

J. B. Springer

President

"Nothing is more frightening than ignorance in action."—Goethe.

ACHIEVEMENTS THROUGH UNITY OF ACTION AND PURPOSE

It requires careful planning, the labor of skilled hands, time and wealth to build a house. It may be quickly destroyed, leaving nothing but rubble in its place.

It has taken a long time to build our house—the A.T.D.A. The hopes and aspirations of the founders, the sincerity of purpose and the spirit of mutual assistance, the bonds of fellowship and the influence of Brotherly love, plus long years of hard work and sacrifice, have gone into the building of our Association. It has earned and received the respect of the other standard railway labor unions in the United States and, although small in membership, it is a member of Railway Labor Executives' Association and has been accepted as an affiliate of the AFL-CIO, the world's greatest union.

The A.T.D.A. has done its share in bringing into being the Railroad Retirement Act, the Unemployment Insurance Act, and the Railway Labor Act, which guarantees us the right to organize and affords us the opportunity to bargain collectively for improved wages and working conditions.

The A.T.D.A. has an agreement, national in scope, to which most of the railroads in the United States are party, which has given us a further opportunity to improve working conditions for our members and much good has been accomplished.

Through this union of train dispatch-

ers the wages and working conditions of its members have been steadily improved; individual members have been protected against unjust treatment; many claims have been progressed to a successful conclusion through the National Railroad Adjustment Board. Just recently we have won three favorable Awards for our members on the Southern Pacific, in settlement of which the claimants will receive thousands of dollars. The cost of handling these claims was considerable and was borne by the National office, but the amounts due under the Awards will be paid to the individual claimants.

Many members have given of their time, often at considerable sacrifice to themselves, and without thought of personal gain, to build up and maintain their union—the A.T.D.A. Serving as office chairmen, general chairmen, and as system treasurers without pay for the most part, they realize how vitally important it is to the train dispatchers to have representation and to have the protection of a union, under the provisions of the Railway Labor Act.

The A.T.D.A. is dear to the hearts of these members, and to thousands of other members who built it, not alone for sentimental reasons, nor for what it has done in the past, but because they know that it takes constant vigilance to maintain that which has already been gained, and that it will take a united effort to make further gains.

BENEFITS SELDOM COME UNSOLICITED AND THE BENEVOLENCE OF THE EMPLOYERS IS NOT THE SOLID ROCK OF A SIGNED AGREEMENT.

SUBVERSIVE ELEMENTS AT WORK

Interstate Commerce Commission figures for the month of November, 1956, the last report available, shows a total of 4,085 jobs, with a total number of 4,624 train dispatchers employed on the railroads of the United States. Even though all of these 4,624 train dispatchers were members of one union, it would be a small one and the potential income from this group would be extremely limited. It could, however, be a most effective one because of skill requirements of this craft.

We have in the past done very well for ourselves and could confidently expect to hold our own now and in the future provided we have solidarity of the entire craft. With these facts so well established and so well known, it might be expected, as a matter of common sense, that every train dispatcher in the United States would want to be a member of the A.T.D.A., for his own welfare if for nothing more.

Now an amazing thing is happening—our house is infested with RATS!

A group of malcontents have set out with the avowed purpose of destroying the A.T.D.A. This group is being guided by what appears to be a trained saboteur, and we suspect, the agent of an outside organization, anti-union in purpose. Like rats in the granary, they are busily engaged in trying to destroy the very house that covers them. They have attacked us on the Santa Fe and now on the Southern Pacific, and if they are successful in their purpose they will have destroyed the house, leaving nothing but rubble where it stood.

Why do they do it? The agent, the go-between, is getting paid for it. The dupes, what about them? Well, my only explanation is that what an ignorant mind does not understand it despises and what it despises it will try to destroy.

EACH MONTH AN ARTICLE OF SPECIAL INTEREST

It is our purpose to bring to our members each month some article of an informative value. It can hardly be expected that the lay member will be well and completely informed in all phases

(Continued on page 108)

Legal Notices

Notice is hereby given and attention is directed to Constitutional provisions relating to maintenance of up-to-date standing, particularly, Article II, Section 9, which is quoted below for ready reference:

"Members who fail to pay dues, both National and System, within one calendar month from the beginning of the calendar year, or in case of members who have elected to pay dues semi-annually, within one calendar month from the beginning of each semi-annual period, will be considered delinquent and will be so notified by the Secretary-Treasurer. The failure of the Secretary-Treasurer to notify such delinquent member will not constitute an excuse not to pay dues. Should such delinquent member fail to pay dues within one calendar month after becoming delinquent, he shall be suspended from membership in the Association and dropped from the roll. If a special assessment has been levied it shall be payable by those upon whom levied within the time limit prescribed by the assessment notice. Members who are delinquent or under suspension are not entitled to any voice in Association matters, either National or System."

* * *

Effective with 1957, dues and fees are as follows:

Active members, \$48.00 per year, payable semi-annually if desired.

Active-extra members, \$18.00 per year payable in full only.

Associate members, \$5.00 per year, payable in full only.

Initiation fee, \$10.00.

On all roads, both Union Shop and non-Union Shop, system dues in the amount as established by the System Committee on each road, must accompany National dues and are to be remitted to the Secretary-Treasurer who will refund system dues to the custodian of the system fund on that member's road.

Under this procedure, it is mandatory that National and System dues shall cover the same dues-paying period in order that the membership card issued

will properly certify dues paid.

Inconvenience to the member results when dues are not remitted in accordance with these regulations. Adherence to the requirements will avoid extra correspondence, and your cooperation in that respect is solicited.

Percentage dues payments by active-extra members are eliminated effective with 1957, but active-extra members are subject to payment of percentage dues for 1956, if any, before 1957 dues may be credited. In order that the proper amount of percentage dues may be determined, the Secretary-Treasurer must be advised of amounts earned by active-extra members during 1956. Office Chairmen are again requested to provide this information for those active-extra members whose earnings have not as yet been reported.

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 of \$18.00, plus system dues, when payable to the A.T.D.A., will cover the last half of the year and are 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. The amount \$18.00, plus system dues for the individual member's road, covers the entire year without further percentage payments.

* * *

Unusual delays have occurred at the National office this year, particularly during the first half of February, in sending out acknowledgements of dues payments and membership cards.

Several factors have contributed to these delays, one being that a considerable number of members and Chairmen were apparently not aware of the action taken by the Seventeenth General Assembly in changing the amounts of dues payable. Other instances involved roads upon which a change had been made in the amount of system dues on that particular road. Many members on those roads remitted the old amount of system dues payable, instead of the newly-established amounts.

Another factor was in the change in method of handling system dues on a number of roads, as was provided for in Constitutional provisions adopted by the Seventeenth General Assembly.

The unusually large volume of remittances received shortly after February 1st has now been acknowledged, and efforts will be made to keep dues acknowledgements on a more current basis in the future.

* * *

A number of Office Chairmen have not furnished the National Headquarters with copies of their 1957 Personnel Report. This report provides information which is very important in keeping the records of the Association on an up-to-date basis, and it is essential that the Personnel Report from each office be furnished.

Those Office Chairmen who have not

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already done so are again requested to please fill out the Personnel Report blank which was furnished them, and forward to National Headquarters as promptly as possible.

COMMENTS ON CURRENT EVENTS

(Continued from page 106)

of collective bargaining, the need for and purposes of labor unions, the laws which govern organization and functioning of unions or even the rules of the agreement under which he works. We do believe, however, that most of our members are interested in their union, especially since they have an investment in it and are a part of it, and we hope you will find these articles interesting to read and that you will profit thereby. We hope, further, that you will realize what an excellent investment you have in your union. One rule alone is of more value to you than all the money you will ever pay in dues. Each rule stands for a principle, and each rule, in its own way, affords you some benefit or protection. This month Brother Coutts has contributed an excellent article on discipline captioned "Your Seniority and the Discipline Rule." Read it by all means.

PENDING LEGISLATION IN CONGRESS

In addition to the bills amending the Railroad Retirement Act and the Unemployment Insurance Act, which have already been introduced in Congress, mentioned elsewhere in this issue, two other bills of great importance to us are being introduced. One would amend the Hours of Service Act, while the other is a new piece of legislation to afford protection to operators of track motor cars. These two bills will be reported more fully in a later issue. Train dispatchers are especially interested in the track motor car bill as it would not only afford protection to the operator of the motor car but would afford a safe and adequate method of directing and protecting the movement of these cars by the train dispatcher.

Train dispatchers live in constant fear of an accident when they are required to use motor cars under loose, inadequate, and unsafe methods of operation sometimes imposed by the car-

riers. Too many accidents occur and too many of our men are dismissed or disciplined as a result of these accidents. When the train dispatchers have protested the method of operation, pointing out that it is unsafe, we have sometimes been told by the railroads' officials: There is nothing to it; you just tell the operator of the motor car where the trains are and let him look out for himself. Nothing to it! you just remember everything at all times, tell the operator of the motor car all you know; he remembers all you told him; nothing happens. But after the accident and you get yanked up for investigation, somebody finds that there was one thing that you forgot to tell the man, or that he forgot all that you did tell him, and off goes your head.

Several organizations are interested in these two pieces of legislation and it is our fervent hope that both of them will be enacted.

STATUS OF WAGE MOVEMENT

Our wage movement is still "idling," but prospects are improving that the jam will soon be broken. We have delayed writing this piece until the last moment, thinking there would be a "break," but the Emergency Board hearing the B. of R. T. dispute has now extended the time to March 18 to make its report. It is possible that the report may be released before that date. In the meantime the Switchmen's Union is again voting on a revised proposal for settlement of their dispute; the Pullman Car Conductors have made no progress in their dispute over rules; the Yardmasters, Engineers and Conductors are all here and none of them have settled.

There is no value in indulging in surmises or making predictions as to what may or may not happen. We repeat at this time what has been said before, that your negotiating committee is ready to move whenever the Mediation Board resumes active handling of our case.

HEALTH AND WELFARE PLAN

It has been impossible to make written reply to the letters the members have written me in connection with our wage increase proposal but they have all been read and have been helpful. Almost all of the letters received in-

dicates the members are now in favor of the Health and Welfare plan and the Dependent Insurance plan, such as is now in effect for the Non-operating group. Our extra men are being caught in a situation where, as telegraphers they are covered by the Health and Welfare plan, but when they become train dispatchers they lose that protection, and as individuals, no other group insurance is available to them. Some insurance companies have been cancelling the group insurance policies in effect on the railroads, and this has left some of our members without insurance protection. Several instances have been reported where B. A. R. E. and Blue Cross have cancelled their policies. Several of the letters received say that while the members voted against asking for a Health and Welfare plan when the A.T.D.A. took a vote on it, they have now changed their minds and would vote for it.

Transcript of the Proceedings of the Seventeenth General Assembly

The printed transcript of proceedings at the Seventeenth General Assembly has now been received from the printers, and a copy will be mailed to each General Chairman, Office Chairman, and System Treasurer during the week beginning February 25, 1957.

In the event your copy is not received within a reasonable time thereafter, please notify the Secretary-Treasurer.

Pension plans and their scope grew mightily in 1956. At year's end, there were 14 million workers in some form of pension plan, and they were getting more and bigger benefits.

BRINGING UP THE REAR

The rear car of the freight train, where the conductor and his assistants make their headquarters, was variously known in the early days as "cabin car," "conductor's van," "brakeman's cab," accommodation car, "train car" and "way car." The term "caboose" was used as early as 1855 in reference to the cabin cars on the Buffalo, Corning & New York Railroad. So far as is known, early cabooses were not equipped with observation perches, known as cupolas. This distinctive feature is said to have originated in 1863 with a freight conductor, T. B. Watson, of the Chicago & North Western Railway. Having a caboose with a skylight, this resourceful trainman rigged a seat which enabled him to sit with his head and shoulders above the roof. The improved view led him to suggest to the master mechanic that elevated glassed-in enclosures be built on cabooses, and this was done. A new design—the bay window caboose—was reported on the Akron, Canton & Youngstown Railroad in 1923. This version provides trainmen with a side view of the train instead of the usual roof-top view.—*Tracks.*

RAIL MAIL HANDLING FACILITIES

U. S. railroads will furnish more than four-fifths of the transportation required by the postal service for the movement of mail between cities and towns in the United States, and are the basic transportation service upon which the movement of all mail depends. The Missouri Pacific points out in its "News Reel." To do the job, the carrier says, railroads have invested a billion dollars in mail-handling facilities and equipment. These range from a simple track-side crane at small stations, from which single jobs are picked up by trains "on the fly," to an elaborate and complete mechanized installation of chutes and conveyor belts at major stations—all provided, operated, and maintained by railroads. With such facilities railroads are fully prepared to meet the nation's postal transport needs, either for the movement of one sack of mail a day or 100,000 sacks or more. And when mail goes by rail, it moves with maximum efficiency, economy and dependability, which only railroads can provide, "Mopac" emphasizes.

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YOUR SENIORITY AND THE DISCIPLINE RULE

By R. C. Coutts

Member Third Division, National Railroad Adjustment Board

In the February issue of *THE TRAIN DISPATCHER* we briefly reviewed the nature and basis of enforceable seniority rights. Our discussion brought out these points: That seniority is a valuable property right, and that disputes arising out of agreements relating to seniority are within the exclusive jurisdiction of the National Railroad Adjustment Board.

This month we will focus upon a basic seniority safeguard.

Seniority rights would have little meaning or value if they could be nullified by indiscriminate, intemperate, or arbitrary dismissal from the service of the employer. Nor would such rights be fully safeguarded if employees were without recourse in the event of favoritism, discrimination, arbitrary discipline, or other unjust treatment. Seniority rights are, therefore, importantly and directly related to a basic rule which is incorporated into all collective agreements negotiated by the American Train Dispatchers Association. That is the rule commonly known as the "Discipline Rule," but which also insures against unjust treatment.

Why is a discipline rule necessary?

One of a number of Third Division awards which answers that question is Award 4840. There the Board points out that:

"Prior to the advent of collective agreements, management could hire and fire, or otherwise discipline employees, without reason and without cause . . ."

What is the purpose of such a rule?

The awards of the National Railroad Adjustment Board make it clear that it is a protective rule. In Award 3288, as illustrative, the Third Division said:

"These investigation rules are for the protection of the employee. Without such protection the employee is at the mercy of the Carrier. Without substantial compliance with the provisions of the rule he is likewise at the mercy of the Carrier."

That a railroad management has a right to impose warranted discipline is a truism. The right to discipline, however, must be exercised fairly. In one of the early decisions of the Third Division of the Board, Award 71, a principle was laid down. It has since been

cited and reaffirmed consistently. There it is said:

" . . . So long as the Carrier management acts in good faith and without ulterior motives and does not abuse the right and privileges of the employees under the contract and rules and regulations existing between employer and employee, this Board is without the right to interfere in the action of the employer in disciplining its employees."

Obviously, the simplest and most effective device for avoiding any entanglement with the discipline rule is that of scrupulous compliance with the management's rules and instructions. This writer has represented many train dispatchers in connection with disciplinary hearings, but has never had to represent anyone because they complied with rules and instructions. However, there have been instances involving the failure of the accused to comply with the rules.

But what has all this to do with seniority rights?

The point will be developed by citing and quoting from two Third Division awards.

In the first case, Award 4195, an employee was dismissed from service for failure to comply with operating rules. Some time later the management reinstated the dismissed employee and restored all of his seniority rights. This was done without the concurrence of the organization. A claim was filed in behalf of the employees of that organization who were adversely affected by the management's action. The employees contended that seniority rights could not be restored without agreement between both the management and the organization involved. In sustaining the employees the Board said:

" . . . When claimant's dismissal was put into effect, his employment with the Carrier was completely severed. Other employees as a result of the dismissal had rights accrue to them that could not be ignored by the Carrier. The additional rights which accrue to an employee when one senior to him leaves the service of the Carrier arise by virtue of contract provisions, and one party thereto cannot properly infringe upon such rights thus acquired unless the contract so provides. Awards 1243, 1419, and 2093. No such provision of the controlling Agreement authorizes the Carrier to reinstate a dis-

ADJUSTMENT BOARD AGAIN SUSTAINS RIGHT OF TRAIN DISPATCHERS TO PERFORM TRAIN DISPATCHING WORK AND ORDERS PAYMENT TO TRAIN DISPATCHERS ADVERSELY AFFECTED. THREE ADDITIONAL AWARDS ADOPTED BY THE THIRD DIVISION OF THE NATIONAL RAILROAD ADJUSTMENT BOARD OF IMPORTANCE TO TRAIN DISPATCHERS

Four more awards affecting train dispatchers have been adopted by the Third Division of the National Railroad Adjustment Board since the last issue of this publication.

In two of those Awards, the claimant train dispatchers' contentions were sustained in findings by the Board, which held that the controlling agreement provisions had been violated by action of the railroad management. In the other two, the claims were denied, the Board's findings indicating that, in those instances, the agreements had not been violated.

One claim of particular importance arose on the Southern Pacific Company (Pacific Lines). There, a situation developed quite similar to that contained in the docket decided by Award #7575, portions of which were published in the February issue of THE TRAIN DISPATCHER.

In the circumstances resolved by the more recent decision, or Award #7628, portions of which are reproduced hereinafter, the company had improperly and in violation of the agreement with its train dispatchers, diverted or transferred a portion of the train dispatching duties on its property to employees other than train dispatchers, or in this instance, yardmasters.

In the claim sustained by Award #7628, yardmasters had been delegated the duty of assuming the primary responsibility for the movement of trains on a portion of the territory under jurisdiction of the claimant train dispatchers.

Portions of the statement of claim and the Opinion rendered by the Board, with Referee Livingston Smith participating, in sustaining the train dispatchers position are as follows:

Award Number 7628

PARTIES TO DISPUTE:

American Train Dispatchers Association
Southern Pacific Company (Pacific Lines)

STATEMENT OF CLAIM:

Claim of the American Train Dispatchers Association that:

(a) The Southern Pacific Company (Pacific Lines), hereinafter referred to as "the Carrier," violated and continues to violate Article 1, Section (c) of the currently effective Agreement between the parties to this dispute when it required employees not covered by that Agreement, to be primarily responsible for the movement of Eastward Third Class and Extra Freight Trains from San Jose Yard to Coyote and Westward Third Class and Extra Freight Trains from Watsonville Junction to Logan, located on its Coast Division, to wit, Gilroy Subdivision.

(d) Subsequent to 7:00 A.M., Monday August 3, 1953, and until the violation cited in paragraph (a) hereof ceases, Carrier shall compensate the available Extra Train Dispatcher located on Carrier's Coast Division and in the absence of an Extra Train Dispatcher shall compensate the senior available assigned trains dispatcher in its San Francisco, California train dispatching office one day's pay at trick train dispatchers' pro rata rate for the movement of Eastward Freight Trains between San Jose Yard and Coyote and for the movement of Westward Freight Trains between Watsonville Junction and Logan. Train movements which were not authorized by train dispatchers and identified in Employees' Statement of Facts.

OPINION OF BOARD

The confronting dispute involves the American Train Dispatchers Association and the Southern Pacific Company (Pacific Lines). It is alleged that Article 1 (c) of the effective Agreement and a Memorandum of Understanding interpreting and construing this portion of the Agreement, was violated when it (the respondent) permitted, assigned or required Employees not covered by the Agreement to be primarily responsible for train movements on a certain portion of this property.

The pertinent portion of Article 1 (c) provides:

"... shall be primarily responsible for the movement of trains by train orders or otherwise; ..."

The above mentioned Memorandum of Understanding, bearing date of Sept. 13, 1937, interprets and construes this primary respons-

ibility mentioned in Article 1 (c) to apply to Dispatchers, as follows:

"... regardless of the method employed.

The locale of this dispute is the "Gilroy Sub-division" and concerns the movement of Third Class and Extra trains Eastward between San Jose yard and Coyote and Westward between Watsonville Junction yard and Logan. There is approximately 16 miles of trackage between the first mentioned points of which some 7 miles is outside the yard limits of San Jose. The trackage between the latter points is approximately 7 miles with 3 miles of such being outside the yard limits of Watsonville Junction.

The record indicates that prior to June 29, 1953 all movements between these points were accomplished by securing necessary clearance cards and train orders. On this date there were issued bulletin instructions which were later placed in the operating timetables, to the effect that all Easterly movements out of San Jose yard and all Westerly movements out of the Watsonville yard were to proceed on yardmaster's instructions. Some movements proceeded by "illuminated Letter M indication" changed when necessary, with use of clearance cards and train orders under certain circumstances.

The record further discloses that the questioned new method of operation was abandoned on Easterly movements out of San Jose yard on April 4, 1954; thus this claim, if meritorious, would only be valid between July 22, 1953, the first claimed date, and April 4, 1954, at this point.

The Organization asserts that the work here assigned to Employee (Yardmasters) not covered by the Agreement is of the type and character historically and customarily performed by Dispatchers and here is covered specifically by Article 1 (c) of the Agreement and the interpretation placed thereon by the Memorandum of Understanding; and further that in directing that the movement be made on order and instruction of Yardmaster the Carrier was improperly removing the "primary responsibility" for such movements from the jurisdiction and supervision of dispatchers, they being the only ones who can issue clear-

ance cards and train orders.

The Respondent counters with the contention that there is no provision in the effective agreement that restricts its right to regular train movements thru instructions and directions of yardmasters when operating rules are followed. It was pointed out that the operations here questioned were made by the yardmaster who received "oral authorization" from the Dispatcher, such authorization being relayed to him (the yardmaster) by a telegrapher in accordance with a long existing custom and practice; It was further asserted that in view of the fact that Dispatchers were on duty at all times there was no loss of work which justifies the imposition of a penalty.

This Board has held, and we adhere to the well established rule that switching and train crews can move and operate engines and trains within designated yard limits on authorization and under the direction of yardmasters and without orders or instructions from Train Dispatchers, however, in this instance, it is clear that train movements were made on instructions of the yardmaster at both of the points in question, that is between San Jose and Coyote and between Watsonville and Logan. These movements transgressed the yard limits of both points.

We are of the opinion and so find and hold that Article 1 (c) of the effective agreement and the Memorandum of Understanding which sets forth the mutual interpretation and application of this rule has the effect of delegating primary responsibility for train movements of this type to Train Dispatchers, otherwise the designation of such responsibility as covered in the expression "by train orders" or otherwise would be rendered meaningless. This is likewise true of the statement "... regardless of the method employed ..." which appears in the aforementioned Memorandum of Understanding. It is the kind or character of work not the manner of its performance which is here controlling. The rules, Memorandum of Understanding and the controlling principle present here were before this Board and disposed of all well reasoned grounds in Awards 6885, 7575 and 7576. Each involved the parties hereto. Prior Awards of this Board, absent strong and compelling reasons, should not be lightly considered and carelessly tossed aside.

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It having been found that the agreement was violated, a penalty for such violation is justified. Otherwise the sanctity of the agreement cannot be upheld and violation thereof discouraged.

AWARD

Claims sustained in accordance with the Opinion and Findings.

* * *

Another sustaining award was adopted on a Docket involving the Delaware & Hudson Railroad Corporation and its train dispatchers. Therein, the train dispatcher claimant had been required to perform train dispatching service at pro-rata rate as an extra train dispatcher. Had he been permitted to perform service on the position of telegrapher to which he was assigned, his compensation would have been at the rate of time and one-half. Also, the claimant train dispatcher was required by operation of the Hours of Service law to lose a day's compensation in returning to his position as telegrapher after performing the extra train dispatching service upon instruction of the proper officer of the Carrier.

Third Division Award #7629 sustained the claim submitted by the train dispatcher and orders payment to be made in the amount the train dispatcher would have earned had his services been permitted to continue on the telegrapher position to which he held assignment. The Opinion rendered in this Award, with Referee Livingston Smith participating, is as follows:

Award Number 7629

PARTIES TO DISPUTE:

American Train Dispatchers Association
The Delaware and Hudson Railroad Corporation

OPINION OF BOARD

The Claimant here alleges that he was not properly compensated, within the meaning of Article 4 (h) account of performing extra Dispatcher service on Saturday and Sunday, each being rest days of his assignment as

Telegrapher. Claimant had dual seniority as a Telegrapher and Dispatcher, and in the latter craft was the senior extra man available.

The Organization takes the position that inasmuch as the Claimant was entitled to, and instructed to perform the extra Dispatcher work on the rest days of the relief position he occupied he is now entitled to be made whole to the extent of \$16.88, said sum representing the difference in what he was paid, and what he should have been paid within the meaning of Article 4 (h) which reads as follows:

"ARTICLE 4. (h) Adequate extra forces of qualified dispatchers will be maintained at each dispatching office, and when an extra train dispatcher is needed, the senior extra dispatcher shall be called and shall be required to report unless on leave of absence, or prevented by sickness or other justifiable reasons, which reasons must be given the Chief Dispatcher in writing.

"When extra dispatchers are called from their regular assignments to perform service as train dispatchers, they will be paid the train dispatcher's rate while working in that capacity, but if the change from one service to the other requires them to lose time on account of the Hours of Service Law, their compensation shall not be less than it would have been had they continued on and worked their regular assignment."

The respondent contends that the Saturday and Sunday in question were rest days of Claimant's position of Operator, and as such were not part of his regular assignment, and that he was properly compensated for services as an extra Dispatcher within the meaning of Article 4 (h), which was designed and intended to make an extra train dispatcher whole for his regular assignment within the meaning of Rule 25 (a). It was further asserted by the respondent that the Organization's claim here, if allowed, would modify the Rest Day Rule of the effective agreement.

The record indicates that the Claimant was the occupant of an Operator position, assigned hours 6:00 A.M. to 2:00 P.M. Monday thru Friday, with Saturday and Sunday as assigned rest days.

On June 24, 1954, the Chief Dispatcher advised as follows:

"The claimant extra dispatcher, regular assignment as an operator, first trick 'SJ' side wire, with Saturdays and Sundays as rest days. At present time, due to shortage of operators, relief position No. 2, which covers 'S-J' side wire on Saturdays and Sundays is cancelled, the claimant working his rest days at time and one half..."

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We cannot agree with this respondent that Saturdays and Sundays were not then a part of Claimant's regular assignment or that there existed a temporary vacancy. Rather its (Carrier's) action amounted to a cancellation of his position which established Saturday and Sunday as rest days. It is to be further noted that he was directed to perform rest day service on what was a seven day Operator position, and as such was then and there a part of the Claimant's regular operator assignment; and on which, absent an extra operator, as here, Claimant was entitled to perform rest day service. It is also noted that while he was entitled to perform the extra Dispatcher service, he did so at a time and on days that were then a part of Claimant's regular Telegrapher assignment and should have been paid as if he had worked his assignment within the meaning of Article 4 (h).

This claim is valid and warrants a sustaining award.

AWARD

Claim sustained.

* * *

A fourth Award recently adopted, #7631, with Referee Livingston Smith also participating, pertains to another instance where the train dispatcher claimants were required by their employing railroad, The Pennsylvania, to attend classes on the Book of Rules and Special Instructions on their rest day.

The circumstances involved are very similar to those reported in the February issue of THE TRAIN DISPATCHER, wherein similar claims submitted by train dispatchers employed by the Chicago & North Western Railroad were denied. Those employees had also been required to attend classes on operating rules on other than their regularly assigned hours.

The claims denied in Award #7631 were apparently denied upon the same theory of reasoning used by the Board in denying the previous claims; name-

ly, that attendance at rules examination classes is not the "work" or "service" contemplated by the overtime provisions of the Agreement.

The opinion rendered in Award #7631 is as follows:

Award Number 7631

PARTIES TO DISPUTE:

American Train Dispatchers Association
The Pennsylvania Railroad Company

OPINION OF BOARD

Here claims are presented in behalf of named Train Dispatchers for compensation at the punitive rate, for the days indicated account of being required by Respondent to attend classes on Book of Rules and Special Instruction, since said days were rest days assigned to their respective positions. Rule 4-C-1 is made the basis of the claim.

Each of the individual Claimants were on the date in question on a rest day of their respective positions. It is asserted that in notifying them to attend classes on the Book of Rules and Special Instructions the Respondent was in fact demanding that they perform "Service" on their assigned rest days; and further, that since their abilities or qualifications were not questioned, compulsory attendance at the Classes must have been service for the Carrier's benefit and thus compensable as requested.

Respondent counters that there is No Rule in the effective Agreement that will support this Claim; and that it (the Carrier) is free to require by Operating Rule that any employee be required to show his competence to remain in service. It was further pointed out that Laws of the State of Indiana require an examination of all Employees of this craft at two year intervals and that in this instance class attendance was credited as a re-examination in compliance therewith.

However advisable or justified a Rule providing payment for time spent, as here; we are unable to find that attendance at the Classes in question was either "work" or "service" within the meaning of the effective agreement. This Board has consistently held in its awards, the latest being Award 7577, that claims of the type here present are without

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merit.

Suffice to say this Board has no right to promulgate new rules; its authority is limited to the interpretation of existing rules.

AWARD

Claim denied.

* * *

Another Award, #7630, denied payment of claims submitted by a claimant train dispatcher employed by the Southern Pacific Co. (Pacific Lines) for additional compensation for traveling between two offices on the same division to perform train dispatching service. The claimant had been instructed by the proper office of the company to use bus service in making this trip and was provided free bus transportation for that purpose. Claim was made for the difference between the amount allowed for travel by bus and the amount which would have been due had the trip been made by the train service available. In denying payment, the Board's opinion, with Referee Livingston Smith participating, reads in part as follows:

Award Number 7630

PARTIES TO DISPUTE:

American Train Dispatchers Association
Southern Pacific Company (Pacific Lines)

OPINION OF BOARD

Claimant here seeks reparations in a total amount of \$79.88, on account of time spent traveling to and from specified points on the dates enumerated, relying on Article 2, Section (1) of the effective agreement.

It is alleged that prior to the issuance of a directive or instructions to travel between Oakland Pier, California and Stockton, California via Bus, all travel between these points had been by train to the extent that such latter mode of travel had become a custom and practice, not now subject to change or modification by the unilateral action of the Carrier, and that in any event the above mentioned in-

structions are in truth and in fact permissive rather than mandatory.

The respondent asserts that the above quoted rule, which is admittedly controlling, does not specify what means of transportation shall be used, and that absent such specification it (the Carrier) is not restricted from designing the mode of transportation to be used. It was further contended that there exists no custom and practice utilizing trains as an exclusive mode of transportation or use of Carrier's trains as the standard for computing travel time under Article 2, Section (i).

Claimant is not required to pay his fare when traveling between the points in question. Far less overall time is required when a bus is used than when a train is used. Article 2 Section (i) provides for compensation for travel. It is silent as to the means to be used. The record here will not sustain claimant's contention as to an existing or controlling custom or practice thus the Carrier is free to designate the type of transportation to be used. Here the claimant did not, as he should, use the speediest means of transportation to the end that his employer would be protected against unnecessary travel time and resultant expense. This he is obligated to do.

The sustaining of this claim would amount to placing a stamp of approval on laxness and abuse of discretion to say nothing of requiring the payment for travel and expense not within the contemplation of the agreement. This claim is void of merit.

AWARD

Claim denied.

Note: While the above quoted Awards may be considered illustrative of general or fundamental principles, it should not be assumed that the findings therein contained are applicable to all railroads or in other factual circumstances. Individual cases, particularly those on other railroads, are subject to agreement provisions and circumstances which often differ from those considered in the Awards cited.

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GREETINGS

TO

TRAIN DISPATCHERS

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in

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PROPOSED AMENDMENTS TO RAILROAD RETIREMENT ACT AND UNEMPLOYMENT INSURANCE ACT

Bills have been introduced in the Congress of the United States to increase the benefits of the Railroad Retirement Act and the Unemployment Insurance Act by two of our good friends in Congress, the Honorable Oren Harris, (D., Ark.) and the Honorable Charles A. Wolverton (R., N. J.). The Harris Bill is numbered HR 4353, and an identical bill by Mr. Wolverton numbered HR 4354. An explanation of the two bills follows:

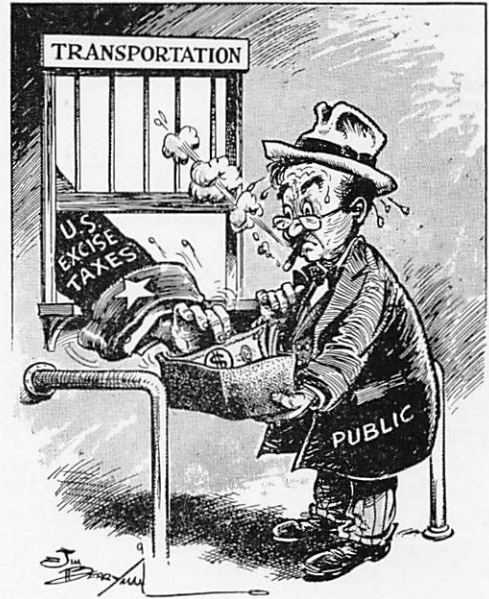
For the Railroad Retirement Act, the bills

- (a) would increase all benefits by 10%;
- (b) would liberalize the work clause for disability annuitants;
- (c) would reduce the age requirement for annuities for women employees with less than 30 years of service from 65 to 62, but such annuity would be on a reduced basis;
- (d) would reduce the age requirement for annuities for spouses from 65 to 62, but such annuity would be on a reduced basis;
- (e) would authorize the payment of "insurance" lump sums (commonly considered as funeral expenses) up to a maximum of \$750, even if monthly survivor annuities are payable in the month of the employee's death; and
- (f) would increase the maximum creditable monthly compensation from \$350 to \$400.

For Financing of the Benefits, the bills

- (a) would increase the tax base under the Railroad Retirement Tax Act from the present maximum of \$350 a month to \$400;
- (b) would increase the present tax rates on employers and employees from $6\frac{1}{4}\%$ to $7\frac{1}{2}\%$; and

OUT OF HIS WALLET...!



- (c) would provide an additional increase of tax rates on employers and employees with respect to compensation for services after 1969 provided there are increases in certain Social Security Tax rates.

These provisions will continue the railroad retirement system on a sound financial basis.

For the Railroad Unemployment Insurance Act, the bills

- (a) would increase the daily benefit rate from the present 50% of the employee's wage rate in his last job up to a maximum of \$8.50, to 60% of his wage rate up to a maximum of \$10.20;
- (b) would increase from 7 to 10 the number of days for which unemployment benefits may be paid in the first registration period;
- (c) would extend for a career railroad employee the period during which he may receive benefits (these extended periods would vary in accordance with the length of the beneficiary's previous

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employment); and

(d) would provide funds for these proposed increases in benefits, with a maximum tax rate of 4% up to \$400 a month, all of which is paid by employers.

Another Bill, introduced by the Honorable Eugene J. McCarthy (D., Minn.) and identified as HR 3665, deals with the problem of correcting the tax on a tax paid by railroad employees in their contributions to the Retirement Fund. Employees must now pay income tax on the money they pay into the Retirement Fund, which is discriminatory and should be corrected.

The Bill HR 3665 by Mr. McCarthy would exempt from Federal Income Tax and withholding all employees railroad retirement taxes.

The standard railroad unions are supporting these bills and will make every effort to have them enacted by Congress.

BENEFITS UNDER RAILROAD RETIREMENT ACT AND RAILROAD UNEMPLOYMENT INSURANCE ACT ARE NOT TAXABLE

With the April 15 deadline for filing Federal income tax returns only a few weeks away, the Railroad Retirement Board reminds persons who drew retirement and survivor benefits under the Railroad Retirement Act in 1956 that these payments are *not* subject to Federal income tax. The official instructions, which accompany Form 1040, *Individual Tax Return*, specifically state that benefits paid under the Railroad

Retirement Act should not be reported as income on the return.

Likewise, employees who were paid for unemployment or sickness under the Railroad Unemployment Insurance Act in 1956 need not report these benefits as income, since they, too, are exempt from tax.

The Board also reminds persons who had railroad earnings in 1956 that it does not issue withholding statements, Forms W-2, which must accompany individual tax returns. Employees who have not yet received these statements should contact their railroad employers, not the Railroad Retirement Board.

RAILROAD-TRAIN DISPATCHER JOINT COMMITTEE MEETING

At a meeting of the Joint Committee, operating under the provisions of the National Agreement of May 27, 1937 and held in Chicago on February 5th, two disputes were decided and the Committee was reorganized.

The first dispute was on the Burlington Railroad where, in its Ottumwa office, the room occupied by the Chief and Assistant Chief Dispatchers was unbearably hot during the summer months, and the dispatchers had requested the company to install an air conditioner to afford relief. Carrier had refused on the ground that the Chief Dispatcher, who is excepted from cov-

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erage of the train dispatcher's agreement, occupied this room and the Committee did not have jurisdiction. The train dispatchers pointed out that the dispute had nothing to do with representation; that the Chief Dispatcher occupied the office only eight hours each day and for five days each week, and that Assistant Chief Dispatchers and Relief Dispatchers occupied the office for sixteen hours each day for five days and 24 hours each day for the remaining two days each week, these being fully covered by the Agreement. The Joint Committee found that it had jurisdiction, that the complaint was justified, and decided the dispute in favor of the train dispatchers.

The second case was on the Chicago and Eastern Illinois, where the train dispatchers in the Danville and Salem offices had complained of interruptions by others; of absence of privacy while on duty; and of dirt blowing in from outside and outside noises distracting them from their work. They also had requested that the company install air conditioners. Carrier had refused the request of the dispatchers; the services of the Joint Committee had been invoked; an investigation had been made and the dispute was before the Committee for decision.

The Committee found that the complaint was justified so far as the Danville office was concerned, and its decision required the Carrier to install air conditioners in the Danville office. It did not find that the Salem office conditions were such as to justify a decision requiring the carrier to install air conditioning in the Salem office.

It was necessary for Brother Springer to resign from membership on the Committee, due to his having been

elected President of the Association, and Brother J. B. Tipler, having retired from service, also resigned from the Committee upon his retirement last October. The Chairmanship on this Committee alternates between Carriers and Dispatchers, and it was the turn of the Carriers to hold the Chairmanship. An election of officers was held and Mr. J. N. Broetzman, Assistant Vice President, Seaboard Air Line Railroad, was elected Chairman. Brother A. Covington, Secretary-Treasurer, A.T.D.A., was elected Vice Chairman. Brother Covington had been appointed to succeed Brother Springer on the Committee, and Vice President Thomas C. Garrett had been appointed to succeed Brother Tipler. Both were installed at this meeting as members of the Joint Committee. Chairman Broetzman then appointed Miss Myrtle E. Johnson as Secretary of the Committee. Miss Johnson has been serving in that capacity for many years. Mr. A. C. Tosh, Executive Assistant, Reading Company, and Mr. L. C. Albert, Manager Personnel, Cotton Belt Railway, are the two carrier members of the Committee in addition to Mr. Broetzman.

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MEMBERSHIP FORUM

A section of *THE TRAIN DISPATCHER* each month will be reserved and devoted to an open forum type of department for the publication of contributions from members. For want of a better name, this department will be presently identified as the "MEMBERSHIP FORUM."

The primary objective of this forum will be to keep our members more fully informed about activities of the Association in which they are interested and to provide the means by which members may express themselves on subjects of general interest to the welfare of train dispatchers.

Questions pertaining to current and proposed Association activities, particularly those relating to working conditions, agreements, rates of pay, Constitutional provisions. Railroad Retirement benefits, Railroad Adjustment Board procedure and related subjects will receive attention and will be answered in the forum, space permitting.

Questions or expressions relating to railroad operating rules and/or train orders are not acceptable in this depart-

ment and will not be considered.

In the event more questions or contributions are received than can be accommodated in an issue, publication will be made in subsequent issues. If the information desired is of such nature that it could not be printed in open publication, the member requesting such information will be furnished a reply by letter.

In order to accommodate as many members as can be done in the space available, contributions should be as brief as possible consistent with making the question asked or viewpoint expressed fully understandable.

The customary rules of editing will be observed. All contributions must be signed, but the name of the contributor will not be printed if such request is made. Contributions should be addressed to "MEMBERSHIP FORUM" in care of *THE TRAIN DISPATCHER*, 10 East Huron Street, Chicago 11, Illinois, and should reach that office by the 20th of each month so as to be available for the next issue of the magazine.

Let us hear from you.

QUESTION: Some time ago a study was made regarding heart trouble among train dispatchers. Has the result of this investigation been published; if so, what are the findings?

ANSWER: The study referred to was made by the University of Minnesota, in Minneapolis. A preliminary report was made but it did not show the conclusions and was not in a form for publication. A final report has been promised but not yet received. When this report is received, it is our hope to print

a summary for the information of our members.

We always weaken what we exaggerate.—LaHarpe.

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**STATUS OF DISPUTES SUBMITTED BY THE A.T.D.A. TO THE THIRD
DIVISION — NATIONAL RAILROAD ADJUSTMENT BOARD
AND PENDING DURING JANUARY, 1957**

Docket No.	Railroad	Subject of Dispute	Sub- mitted	Status as of 2-21-57
TD-7500	GCL-IGN	Pass privileges.	3-11-55	Referee Larkin. Panel argument late January.
TD-7446	C.M.St.P.&P.	Forfeiture seniority.	3- 4-55	Ditto.
TD-7244	C.B.&Q.	Transfer of work.	9-13-54	Argued 12-6-7. Award due Feb.
TD-7245	C.M.St.P.&P.	Transfer of work.	9-13-54	Referee hearing 2-19-57. Award due March.
TD-7548	D.M.&I.R.	Doubling territory for rest day relief.	4-15-55	Will argue before Referee Cluster upon his return some time in March.
TD-7592	T.&P.	Difference rate of pay.	3-16-55	Argued 11-15. Award expected Feb.
TD-7661	T.&P.	Work outside scope.	6- 1-55	Ditto.
TD-7753	Mo. Pac.	Loss of time.	8-16-55	Argued 1-4-57. Award due Feb.
TD-7732	F.W.&D.	Extra work.	5- 3-55	Will argue before Referee Shugrue upon his return, which is indefinite.
TD-7794	S.P. (Pac.)	Violation scope rule.	6- 2-55	Award 7628. Sustained. Referee Livingston Smith, 1-29-57.
TD-7952	F.W.&D.	Comb. positions for rest day relief.	7-26-55	Will argue before Referee Shugrue upon his return.
TD-7870	Erie	Rest day rate.	9-29-55	Award 7665. Sustained. 1-29-57. Referee Livingston Smith.
TD-7859	S.P. (Pac.)	Work outside scope.	7-25-55	Deadlocked 12-14-56. Carrier Member Kemp.
TD-7864	A.T.&S.F.	Violation Article II, Secs. 10 (b) and 14, 4-10-54 (Chillicothe).	6-30-55	Deadlocked 12-14-56. Carrier Member Mullen.
TD-8114	P.R.R.	Rest day work.	9- 7-55	Award 7631. Denied 12-29-56. Referee Livingston Smith.
TD-8051	S.P. (Pac.)	Travel time.	9-27-55	Award 7630. Denied. 12-29-56. Referee Smith.
TD-8034	N.C.&St.L.	Work outside scope.	10-12-55	Award 7664. Denied. 2-15-57. Referee Smith.
TD-7800	D.&H.	Extra work.	9- 9-55	Award 7629. Sustained. 1-29-57. Referee Smith.
TD-7865	A.T.&S.F.	Violation Article II, Secs. 10 (b) and 14, 9-7-54 (Newton).	6-30-55	Deadlocked 2-15-57; no action taken on appointment of Referee.

Docket No.	Railroad	Subject of Dispute	Submitted	Status as of 2-21-57
TD-7866	A.T.&S.F.	Violation Article II, Secs. 10 (b) and 14, 5-21-54 (Galveston).	6-30-55	Deadlocked 2-15-57; no action taken on appointment of Referee.
TD-7867	A.T.&S.F.	Violation Article II, Secs. 10 (b) and 14, 7-25-54 (Galveston).	6-30-55	Ditto.
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	Ditto.
TD-7923	A.T.&S.F.	Violation Article II, Secs. 10 (b) and 14, 5-2-54 (Galveston).		Deadlocked 2-19-57, no action taken on appointment of Referee.
TD-7936	A.T.&S.F.	Violation Article II, Secs. 10 (b) and 14, 8-10-17-54 (Chillicothe).	7-20-55	Ditto.
TD-7937	A.T.&S.F.	Violation Article II, Secs. 10 (b) and 14, 5-2-54 (Galveston).	7-20-55	Ditto.
TD-7938	A.T.&S.F.	Violation Article II, Secs. 10 (b) and 14, 7-23-24-54 (Galveston).	7-20-55	Ditto.
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	Ditto.
TD-8158	A.T.&S.F.	Discipline.	9-23-55	Ditto.
TD-8301	A.T.&S.F.	Transfer of work.	10-17-55	Ditto.
TD-8344	N.Y.C.	Discipline.	11-30-55	Deadlocked 12-14-56.
TD-8329	Wabash	Rest day rate.	1-23-56	Awaiting assignment of Referee.
TD-8388	Wabash	Extra work.	2- 9-56	Ditto.
TD-8547	L.&N.	Extra work.	2 -9-56	Deadlocked 12-14-56.
TD-8460	S.P. (Pac.)	Transfer of work.	1-25-56	Extension granted to 3-1; closes 3-11-57.
TD-8806	S.I.R.T.	Transfer of work.	3- 5-56	Deadlocked 12-20-56.
TD-8589	Erie	Loss of time.	3-28-56	Deadlocked 2-19-57; no action taken on appointment of Referee.
TD-8981	A.T.&S.F.	Extra work 6-15-55.	5-22-56	Ditto.
TD-8777	Erie	Compensation for work on rest day.	5-23-56	Deadlocked 12-20-56. Carrier Member Butler.
TD-8883	Tenn. Cent.	Proper compensation for chief relief service.	6- 1-56	Deadlocked 2-19-57; no action taken on appointment of Referee.
TD-8884	Tenn. Cent.	Force reduction.	6- 1-56	Ditto.
TD-8882	Augusta & Summerville	Transfer of work.	6- 1-56	Ditto.

Docket No.	Railroad	Subject of Dispute	Sub- mitted	Status as of 2-21-57
TD-9068	Cent. Ga.	Schedule violation.	6-14-56	Board Award 7707. Dismissed 2-15-57.
TD-9069	Cent. Ga.	Transfer of work	6-14-56	Board Award 7708. Dismissed 2-15-57.
TD-8982	N.Y.C.	Discipline.	6-19-56	Closed 2-25-57; to be paneled with Carrier
TD-8888	L.&N.	Discipline-discharged.	7- 6-56	Mémbër Castle. Closed 12-5-56; paneled with Carrier Member Castle and dead-locked 1-17-57. Set for hearing 3-12-57.
TD-9028	Southern	Discipline.	9-10-56	Ditto.
TD-9195	Southern	Transfer of work	9-11-56	Ditto.
TD-9193	Southern	Transfer of work	9-11-56	Ditto.
TD-9197	Southern	Transfer of work	9-11-56	Ditto.
TD-9196	Southern	Transfer of work	9-12-56	Ditto.
TD-9194	Southern	Transfer of work	9-12-56	Ditto.
TD-9192	Southern	Transfer of work	9-10-56	Ditto.
TD-9122	S.P. (Pac.)	Travel time.	9-12-56	Hearing waived by both parties; each granted to 3-18; closes 3-28-57.
TD-9123	Mo.Pac. (IGN)	Bull. position.	9-24-56	Deadlocked 2-15-57; no action taken on appointment of Referee.
TD-9332	B.&O.	Discipline.	10- 9-56	Expect to be heard during April.
TD-9124	Mo.Pac.	Discipline.	10-10-56	Heard 2-5-57; both granted to 3-7 reply; closes 3-18-57.
TD-9191	T.&P.	Service other than own assignment.	10-13-56	Will be heard 3-12-57.

Ohio River Bargelines Want Better Roadbed at Taxpayers' Expense

The operators of the toll free and tax exempt barge lines who attended the recent convention of the Ohio Valley Improvement Association underscored the "urgent need to speed up the modernization of the system of locks and dams on the Ohio to handle the traffic that is coming."

The *Waterways Journal* says resolutions were passed calling for the "replacement of the present 46 locks and dams on the Ohio with 21 modern structures" in order to eliminate "costly traffic delays."

The railroads are also studying numerous methods of improving their roadbed so as to speed up movement of traffic. However, the railroads know the improvements they make must be financed out of earnings and borrowed capital.

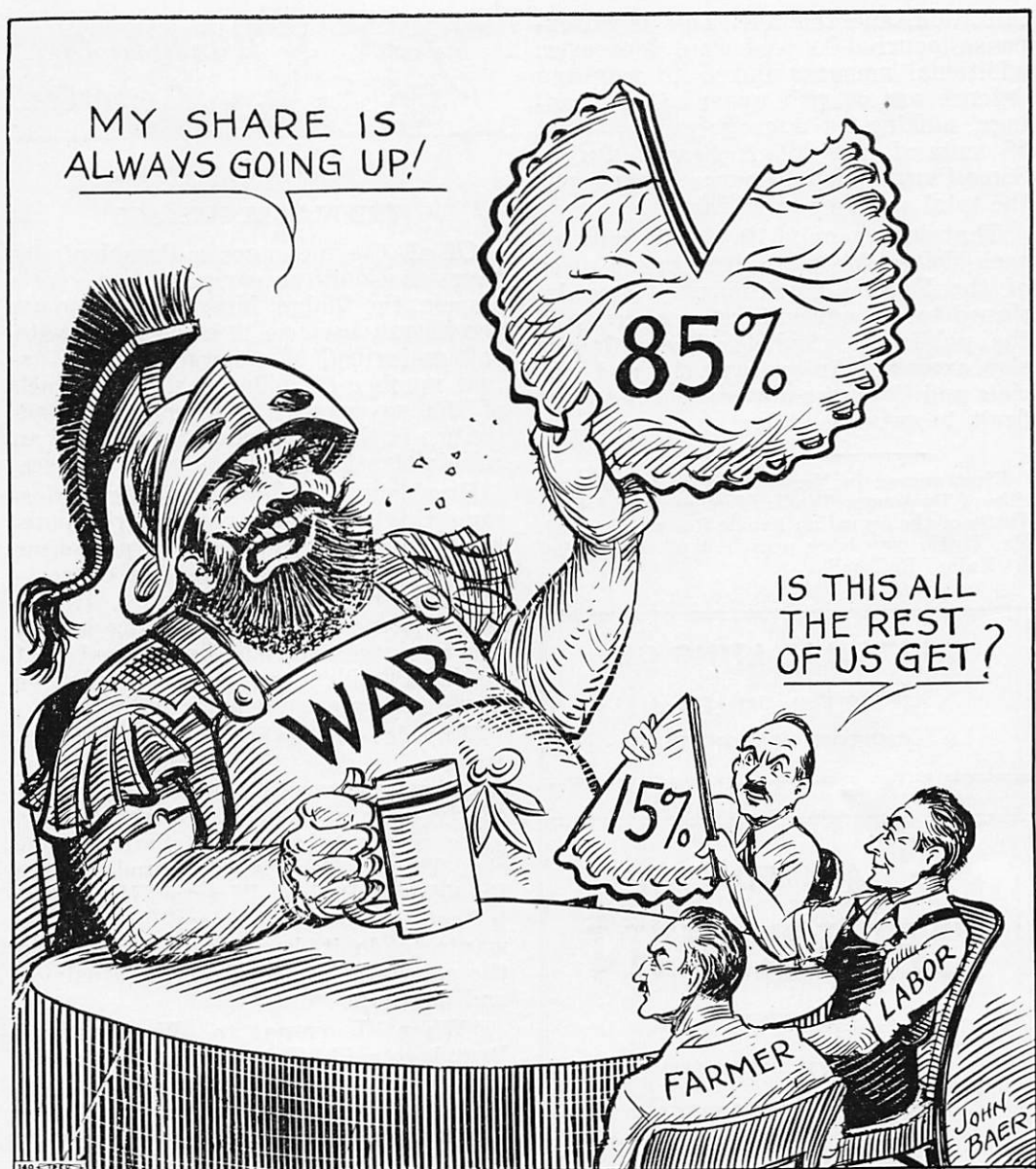
Not so the bargeline operators. Not being

addicts of the do-it-yourself cult, they passed another resolution voicing "firm opposition to the imposition of user charges on the inland waterways."

Reading Habits of Americans

Reading habits of Americans under survey produce surprising results. Only 17 percent of the population regularly reads books, only 12 per cent of homes built since the war provided book shelves because they were not wanted.

Encyclopedia publisher found that 84 per cent of those who bought sets had not opened one volume one year after purchase, only 13 percent of citizens use public libraries, 88 per cent of books borrowed are described in survey as of "very low level standard." Results may give clue to national problem: "Why Johnny can't read." Parental example, say experts, could lead to better reading habits.



The Budget Pie

John Baer's cartoons on "The Budget Pie," of which this is the latest, have a long history. He first drew one on this order for *LABOR* back in 1920. That initial cartoon stirred wide attention, and was reproduced in many publications, including a chain of newspapers with millions of circulation.

The cartoon above is based upon President Eisenhower's 1957 Budget Message, as recently submitted to Congress. Accompanying the message was

a chart on the "Budget Dollar." It showed that 59 cents of each dollar spent by Uncle Sam goes for direct national security; that is, for the military forces, mutual security, atomic energy and stockpiling of scarce materials, all to prepare America for defense against future wars.

On top of that, 10 cents goes for interest, which is almost entirely the cost of borrowing for past wars. Also, 7 cents goes for veterans' benefits, hospi-

talization, and the like. This is an expense incurred by past wars. Moreover, additional amounts linked to war and defense are carried under other headings, making an aggregate of at least 85 cents of each dollar of expenditures. Some Congressional finance experts put the total at closer to 90 cents.

That leaves only 10 to 15 cents of each dollar for all other expenditures of the Federal government—those designed to aid agriculture, workers, and the public as a whole. These figures also explain why government and officials and Congress always find it so difficult to cut the budget.

First person in North America to hold the title of Passenger Traffic Manager was Lucius Tuttle of the Canadian Pacific Railway in 1887. Mr. Tuttle was later president of the Boston & Maine Railroad.

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By Albert H. Jenkins

THE BUDGET MESSAGE

Of all the messages a President delivers to Congress early in each year's session, the Budget Message is the most significant, because it has to deal with dollars instead of generalities. The actual number of dollars asked for each of the government's branches and activities is the most exact measure of an Administration's policies and purposes.

President Eisenhower's Budget Message this year was particularly noteworthy as the biggest one in peacetime history. That fact shocked the conservatives of both political parties. It also caused some muffled grumbling among Big Business men who had helped elect a GOP President on the theory that he would cut government spending.

Why does Ike propose to increase instead of reduce the spending? Some light on that question was provided recently by a man who probably knows more about this subject than anyone else. That is Percival F. Brundage, the President's Budget Director. His job is to cut government spending and he wants to do it, because he came from the conservative world of Big Business and banking.

"When I came to Washington," Brundage said, "I was strongly opposed to many of these programs and thought they should be drastically reduced. But I have been surprised to see how very general the demand is for Federal assistance, even from the very people who condemn it in principle.

"I am sure that we went too far in the direction of Federal supports under the preceding (Democratic) Administration," Brundage declared. "but it's impossible to turn the clock back."

Why Reducing Budget Is Difficult

Why has that been found impossible by the Budget chief? A main reason is mournfully admitted by the U. S. Chamber of Commerce, which has long and loudly been demanding drastic cuts in government spending. Now it sadly points out that business men and bank-

ers are in a poor position to urge such cuts because they are demanding and getting more and more government aid for themselves.

That is true, as every watchful observer in Washington knows. It is not just farmers, small business men, and other ordinary people who turn to the government for protection and help. Uncle Sam is "bailing out" and subsidizing all sorts of big business and financial interests, and guaranteeing them "private profits at public risk," both here at home and in their ventures abroad.

However, while getting bigger and bigger handouts from the U. S. Treasury for themselves, these business interests still oppose government help for other people. For example, as Senator Wayne Morse (Dem., Ore.) pointed out recently, they shout "creeping socialism" whenever anyone proposes a program to give Americans medical care at prices they can pay.

National Health Insurance Proposed

That cry will be raised again this year when a bill introduced by Senator James E. Murray (Dem., Mont.) and Congressman John D. Dingell (Dem., Mich.) comes up. This bill would create a National Health Insurance system, financed like the Social Security system. It would make adequate medical and dental service available to all Americans and would particularly benefit millions of old folks whose health needs are greatest when they are least able to pay.

Under the proposed system, patients would choose their own doctors, and doctors would still be private physicians able to choose their own patients. So,

Murray and Dingell say, there is nothing socialistic about it. Nevertheless, the same "creeping socialism" cry will be heard from the two powerful lobbying and propaganda organizations which have blocked national health insurance legislation for 14 years. They are the American Medical Association and the Private Insurance Lobby.

Fat Contracts to Labor-Law Violators

Should Uncle Sam support and subsidize labor law violators by giving them juicy government contracts? That is what is happening now, according to Jacob S. Potofsky, president of the big AFL-CIO Amalgamated Clothing Workers union. As an example, he pointed to a group of non-union clothing companies which has received from the Defense Department contracts running into many millions of dollars.

The public would have heard nothing of these companies and contracts if it were not for a Congressional investigation of possible "conflict of interest" in the case of Robert T. Ross. He had been a high official of the companies before he became Assistant Secretary of Defense, and his wife still controls the companies.

One of them is the Southern Athletic Co., of Knoxville, Tenn. Potofsky pointed out that the Labor Department "blacklisted" that company from government contracts in 1945, for violating the overtime pay, sanitation and record-keeping provisions of the Walsh-Healey Public Contracts Act.

After the company got off that blacklist, Potofsky said, it was repeatedly charged with violations of the minimum wage and other labor-protective provisions of the Walsh-Healey Act, Fair La-

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bor Standards Act, and even the Taft-Hartley Act. In almost all these cases, the company "got off the hook" by paying small fines or agreeing to pay "back wages."

Thus, on one hand, a labor law violating company was "punished" by mere slaps on the wrist, and on the other hand, was richly rewarded with fat government contracts.

Federal Regulatory Commission Criticized

In great reforms of the past, Congress created Federal commissions and boards to regulate monopoly interests and protect the public. Created as "independent agencies," they were responsible to Congress and free from control by the White House.

Now, a House committee reports after a thorough investigation, these agencies are bossed by the White House, are "packed" with Eisenhower-appointed members and chairmen friendly to the interests they are supposed to regulate, and have been weakened by changes recommended by the "Hoover Commission," headed by former President Herbert Hoover.

The report came from the House Small Business Committee, whose chairman is Congressman Wright Patman (Dem., Tex.). Congressman Joe H. Evins (Dem., Tenn.) heads the subcommittee which made the investigation. It began with the Federal Trade Commission, and then found similar situations in the Federal Power Commission, Federal Communications Commission, Civil Aeronautics Board, and Securities and Exchange Commission.

The report recommends that Congress take action to restore these regulatory agencies to their former inde-

pendence as defenders of the public interests, instead of special private interests.

By standing firm against monopolists and price fixers, these regulatory agencies could save billions of dollars for the American people—if the members of the commissions and boards wish to do so. If they don't, it does little good for Congress to pass the regulatory laws.

THE PEOPLE'S BUSINESS

By Jerry Voorhis

BROTHERHOOD WEEK

The week of February 17th is Brotherhood Week: A week in which all of us are urged to consider our common humanity, our common heritage, and our common destiny with every other human being on the face of the earth.

Brotherhood begins with our next door neighbors and the people—all of them—in the communities where we live. It begins with mutual respect. And mutual respect is the offspring of understanding — understanding of ourselves and our fellow human beings.

First we must look within ourselves and find there, honestly, most if not all of the weaknesses and faults and objectionable traits that we are so quick to see in other people. Then we must understand what the people of other races and kinds and creeds have had to face. We have to see why they are like they are. And then ask ourselves if we are not much like them in all essential ways.

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tory have been mixed cultures. They have been the ones into which many different streams of humanity, many different patterns of life and customs have flowed together.

If we look critically within ourselves we will be glad everyone else is not like us—and we will begin to gain the respect for others out of which a sense of brotherhood is born.

A Common Lot for All Mankind

Today we have a special reason for having this sense of brotherhood with all other human beings. For today all mankind is "in the same boat" in a very real way. We human beings have equipped ourselves with the weapons of destruction which could easily wipe all of us out of existence. We face, together, all of us in every part of the world, the danger of sudden horrible death. Hydrogen bombs will be no respecter of persons, or of neighborhoods, or of national boundary lines, or of non-combatants.

By the same token, however, we face together the task of beating these frightful "swords" into the most productive "plowshares" of which mankind has ever dreamed. We face this challenge and task together. No longer is it possible for one part of the world to prosper, or to suffer alone.

The lot of mankind—for good or ill—will be a common lot. Atomic energy has decided that once and for all.

And the point is that lot will be an evil one, for all of us, if we do not learn brotherhood. It will be a good one, for all of us, if we do learn brotherhood soon enough.

Need for Community Organizations

The best school of brotherhood is the

community organization. Especially where such organizations require of their members the taking upon themselves together certain risks and responsibilities. Especially where they are directed at the solution of common problems by their members working together—problems which none of them alone could solve. Especially where the door into such organizations is open to every human and every man of good will—be he black, brown, or white—tall, short, or medium—Catholic, Protestant, Jew, or of some other faith—rich, poor, or in modest circumstances.

If the readers of this column will look hard and close to home, they will find organizations that fit the foregoing description. Let us make the most of them. Let us see how much they have to do with the spirit of Brotherhood Week. Let us strengthen and expand them and extend their influence across our nation and around the world.

Savings Climb Fastest in Credit Unions

Chicago (CNS)—Since 1952 savings deposits in banks have climbed 22 per cent, in savings and loan associations 50 per cent, and in credit unions 80 per cent. By comparison, industrial production has increased 16 per cent.

The amount of money that people save through credit unions is still a small part of total savings, but this is the fastest growing of the three. U. S. families saved \$20 billion last year of their \$325 billion income.

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EDITORIAL PICKINGS OF THE MONTH

Recently the *AFL-CIO News* carried some paragraphs excerpted from a nightly broadcast of John W. Vandercook, ABC commentator, sponsored by the AFL-CIO, and presented them under the caption of "Russia Exposed to the World." We feel our readers will enjoy this exceptionally well written article.

"For years, fear of Russia has seduced many honest enemies of Russia into a bad habit of excessive respect for Russia. The professional handwringers talk and write as if, marvelously, the Kremlin never blundered.

"Those same timorous pessimists are now saying that Communist Russian influence has been anything but very badly shaken, that, out of the carnage and confusion of the past few weeks, the Soviet power has, somehow, emerged strengthened.

"It would be hard to prove it. It would be harder still, I suspect, to convince the lip-biting Moscow autocrats themselves.

"Poland has boldly hit the heretical trail first blazed by Marshall Tito, and so far has got away with it. Though one may be sure that Poland's new-style, nationalist-liberal brand of communism is about as hard for the Muscovites to swallow as a dose of cyanide.

"It has been a keystone of Russian propaganda the world over that none were so happy as those who lived under the red flag. Hungary has washed out that lie in a torrent of blood.

"If Hungary ever appears to smile again, we of the West, the mugwump neutrals of the Nehru school, and all citizens of other Marxist states alike, will henceforth know that the smile is only a grimace that is forced by the clutch of an iron hand around a nation's throat.

"Nor does Russia's reputation seem to have fared much better in the Middle East. The Soviet ward, Nasser of Egypt, for all of the Kremlin's protestations, has been licked. Nas-

ser's boasted friendship with Moscow did not save him. The crestfallen Egyptian dictator has now agreed to the policing of the Suez and Sinai areas by a United Nations military force.

"With the arrival of the U. N. force in Egypt, Soviet Russia's hands are still more tightly tied. Other Arab states can now hardly fail to realize that any alliance with Russia is far more dangerous than it is helpful.

"The Russians, by dint of wholesale butchery, remain in Hungary. The British and French, on the other hand, have been quick to mark the contrast between themselves and the Soviets by instantly consenting to remove themselves from Egypt—now that their self-imposed task is done; now that the fighting in the Middle East has been halted, and at last a United Nations force has been created to deal with such emergencies as Nasser's seizure of Suez—and Israel's provoked and preventive-war on Egypt.

"At U.N. headquarters the Soviet delegates huff and puff, but no longer do they blow the house down."

* * *

Our attention focused on a featured editorial in a recent issue of *The Butcher Workman*, carried under the title of "Don't Call Me Mister." Here it is, in part:

"'Call Me Madam', a humorous production, hit the New York State and became a hilarious success. It deals with a female diplomat who, in her own self-importance, demanded that she be called 'madam.'"

"There seems, unfortunately, a sentiment in the labor movement, limited as it now is, to bury the traditional salutation of 'brother' and substitute the word 'mister', when we address those who at least think they have earned an outstanding reputation in the labor movement.

"We find no fault in the salutation, 'mister'. It does indicate, according to some dictionaries, one who is a master. We hope, however, that those who have official titles in the labor movement continue to prefer to be called 'brother.'"

"No longer can one in the labor movement be called 'comrade,' because this old lovable

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word is tinged with the red stain of Communism. A few will say that in the labor movement the word 'brother' indicates a Socialist tinge. If we fall for this, ye gods! what is the labor movement coming too. . . .

"The labor movement breathes with the word 'brotherhood'. Let's keep it that way."

* * *

"Discontinuance of passenger service is certain to be a major issue for Railway Labor Organization during 1957 as carriers seek permission from state regulatory bodies to cut off more trains." This is the opening paragraph of an editorial in *The Railway Clerk*, under the heading "Passenger Service Saved." The article continues:

"Under the Interstate Commerce Commission rules, service cannot be discontinued if there is a public need, unless continued operation would result in confiscation of the carrier's property and thus become a burden on interstate commerce.

"However, many state public service commissions have permitted discontinuance of trains solely because that particular train involved was unprofitable. Consideration of public need or the over-all earnings of the carrier was not always a determining factor.

"A notable exception to this was recently made by the Missouri Public Service Commission, which denied the application of the Rock Island to discontinue two trains between Kansas City and Eldon, Missouri. That commission ruled that even though the specific passenger trains under consideration were operating at a loss, this fact alone is not justification for their discontinuance.

"This viewpoint sustains our Brotherhood's contention that revenues derived from the entire operations of the carrier should be considered by state regulatory bodies when considering carrier applications to discontinue passenger train operations.

"The ruling by the Missouri commission may establish an important precedent that may be used to advantage in other states, but it will be the responsibility of railway labor organizations to unite in protecting employees who may be adversely affected by carrier—proposed discontinuances."

RAIL REMNANTS

ANOTHER DIESEL RUNS OUT OF FUEL

In this column of our February issue we included an account of a Lehigh Valley diesel-powered freight train forced to stop because the locomotive had run out of gas. Bro. R. J. Irvin, Jr., of the North Athens, Ala., office, Louisville & Nashville, reports that a similar embarrassing incident occurred on his road in January. The train involved was No. 16, the crack streamliner "South Wind," Miami to Chicago. It is customary to operate P.R.R. and A.C.L. locomotives over the entire route on this train, and in this instance the P.R.R. diesel 5704, pulling the train, ran out of fuel oil at Parkwood, Ala., resulting in a three-hour delay. It was necessary to dispatch another engine to bring the "South Wind" into Birmingham, some 10 miles distant, where the 5704 was refueled. Our imagination easily pictures the investigative procedures that followed.

TRANSPORTING REINDEER

A trainload of reindeer, more than 1,000 in number, were provided with all the comforts of their native habitat while being transported a while back from Sweden to a Norwegian sports resort. Enroute, the herd was fed reindeer moss and, at intervals along the journey, fresh snow was shoveled into their cars. The train was powered by a steam locomotive and, to guard the reindeer against inhaling smoke, the engine was put on the rear to push, instead of pull, the train through tunnels. —*Tracks.*

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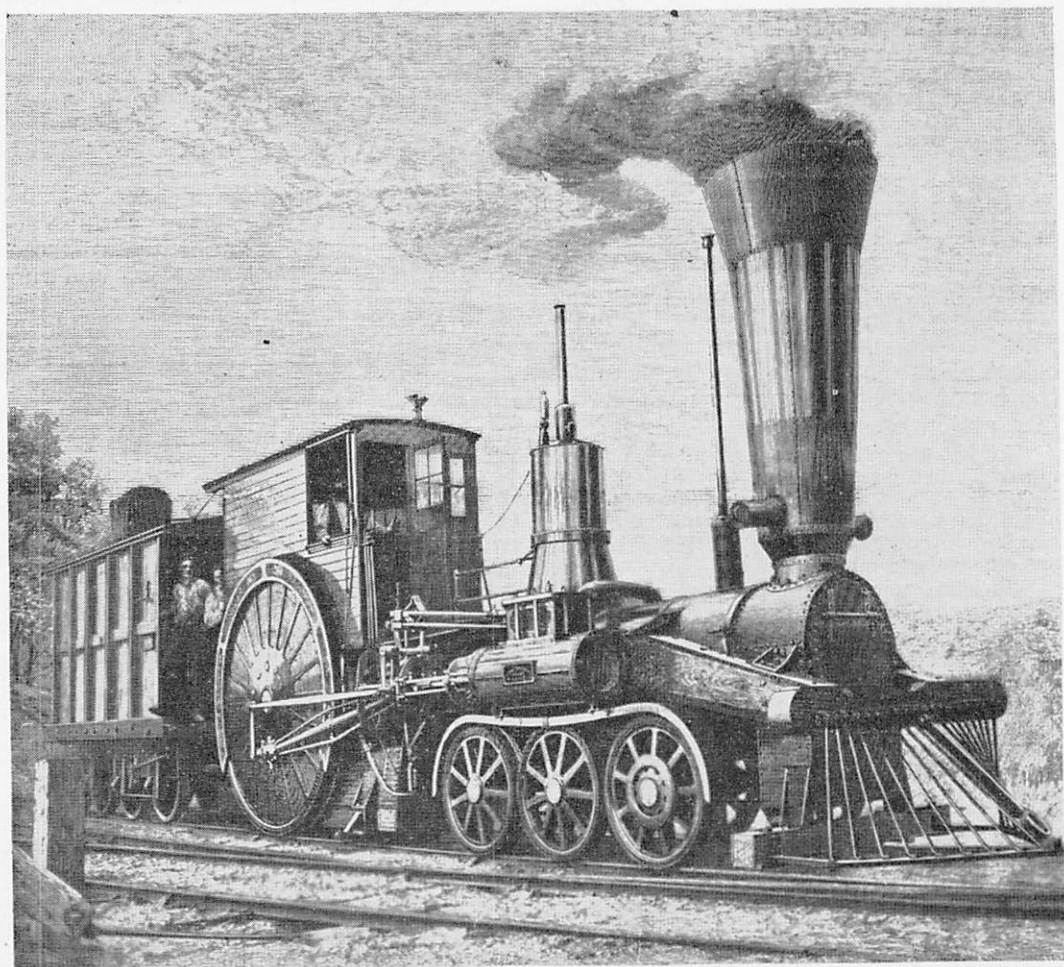
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OVER A CENTURY AGO

Among the unusual locomotives in the early days of the railroads was the "Stevens" shown above in a sketch entitled "A Fast Locomotive of Forty Years Ago" published about 1890 by Scientific American magazine. Built in 1850 for the Camden & Amboy, now a part of the Pennsylvania, the engine did not set a pattern for future locomotives. Most of the weight was carried on the six-wheel truck. The boiler was fired through an opening below the driving axle. The single pair of huge driving wheels, towering smokestack, shed-like cab and covered tender gave the engine a weird appearance.

RAILROADS STRIKE OIL

Northern Pacific Railway reports 1956 income from oil and gas of \$3 million. It expects to top \$5 million this year. N.P. produced over a million barrels of oil from 170 wells during 1956, most in the Williston Basin, with a few scattered operations in central Montana and northern Wyoming.

Meanwhile, Colorado local courts have opened the way for Union Pacific to develop oil and gas deposits under land grant property. A suit claiming that "coal and other minerals" on railroad

property did not include oil and gas, was rejected by the courts. U.P. is now free to develop any deposits found on its properties.

FREE MEALS ON A U.P. STREAMLINER

Free meals will be one of the features in the experimental operation of the all-coach Aerotrain by Union Pacific. The streamliner went into operation between Los Angeles and Las Vegas, Nev., on a one trip a day schedule in December. Meals are served in a buffet car, and U.P. says "there will be no limit on

the amount of food a passenger may have."

UNIQUE RECORD OF A DIESEL

The only locomotive in history to operate in every one of the forty-eight states is the diesel engine which pulled the Freedom Train on its tour of the United States. It further distinguished itself by never failing to arrive on time during the whole tour.—*Tracks*.

CATS ON RAIL PAYROLL

There are cats on the Swiss Federal Railway payroll. Their pay is free milk regularly and a more-than-occasional diet of mice. Their job is to rid the railroad's Simplon Tunnel of mice which, ironically, were put in the tunnel by the railroad. It happened this way: Shortly after opening the 12-mile tunnel, believed to be the longest in the world, the railroad had a problem—how to keep the tunnel clean. Passengers were continually throwing food and other refuse out the windows as trains moved through the tunnel. So three pairs of mice were let loose to serve as scavengers in the tunnel. Everything worked fine . . . until the mice began multiplying faster than the garbage. Before long nearby residents were complaining. The new solution: cats. Twelve of them were stationed, six at each end of the tunnel, to nab foraging mice.—*Tracks*.

BOX CAR RENTS BOOSTED

Per diem rates, the amount a railroad pays each day for the use of another railroad's freight cars, have been increased from \$2.40 to \$2.75. Charges are determined by a majority vote among car owners, who cast their vote through the Association of American Railroads. Carriers owning 1,700,000 cars voted for the increase, the first since August 1953. Other carriers, who own 73,252 cars, voted against the boost.

C. & O. BUYS INTO SLICK AIRWAYS, INC.

Chesapeake & Ohio has acquired a substantial financial interest in Slick Airways, Inc., nationwide and international air-freight carrier, Walter J. Tuohy, C. & O. president has announced. He asserted that the railroad's investment in Slick "is in keeping with our belief that rail, air, water, and highway carriers all have their proper place in the transportation picture. It is a companion step with C. & O.'s recently announced partnership in American Coal Shipping, Inc., our purchase recently of the Washington & Old Dominion Railroad, and our experiments with a combined highway-rail vehicle, the 'Railvan.'"

More than 96 per cent of Egypt's land area is desert, but the population has grown from 9,700,000 in 1897 to nearly 23 million.

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AMONG THE OLD TIMERS

The venerable Bro. A. A. Wright, who retired from the Burlington on July 1, 1931, writes us from Ottumwa, Iowa. "My vision is very poor. Have been a member of the A.T.D.A. since 1918, I think. I am on my way to milepost 94 and in fairly good health."

* * *

Late in January we had a note from Bro. Bert M. K. Diller of Syracuse, N. Y. He writes:

"I have been laid up since December 2 with a coronary thrombosis. Am still in bed trying to write this on a typewriter on a table at the side of my bed. . . Am able to sit up a while each day and hope to be up soon for all day." Bro. Diller retired from the N. Y. C., September 1, 1942.

* * *

"The A.T.D.A. has come a long way since I joined it in 1919," writes Bro. W. H. Eygabroat from Clarence, N. Y. "It has accomplished things that we thought were impossible." Bro. Eygabroat retired from the Buffalo, N. Y. office of the D. L. & W., January 1, 1947, after 53 years with that line.

* * *

Bro. H. A. Mosher of Tacoma, Wash., writes that he and Mrs. Mosher had just returned from a visit with their son in Albuquerque. "It looked natural here on our return—so foggy we could

hardly see the center line on the street, but the next day it rained!" Bro. Mosher retired from the Milwaukee's Tacoma office, March 17, 1947, after 44 years of service.

* * *

From Salt Lake City, Utah, comes a letter from Bro. L. G. Campbell, who retired from the U. P.'s office in that city on June 1, 1947. Bro. Campbell deplores the action of the dispatchers on the U. P. in voting out the A.T.D.A. as bargaining agent for the craft. In his opinion they seem to have been deluded by a "self-appointed mentor (?)” and the whole sorry incident is a reflection on the intelligence of dispatchers who are "supposed to possess judgment not only in their work, but also in matters of their personal welfare."

* * *

On the attractive Christmas card which Bro. E. M. Taylor of Fresno, Calif., sent the office he typed us a note:

"Had a nice card from Jo and John Garber from Plains, Mont. Both wrote lovely notes and John included a program of Ponemah Lodge No. 63, Plains, Mont., celebrating its 50th anniversary as of April 1956. My name was included among those with 25 or more years of membership. My name was 11th from the top as one with 40 years of membership. Good old John Garber dug it up, knowing that I would be happy to get it, as indeed I was. Three of the charter members signed my application to the Blue Lodge in 1916, and one of them was John's father, then a N. P. conductor. The others were C. J. Dougherty, N. P. agent, and A. O. Dildine, lineman for the N. P. at that time. Bro. Dil-

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dine's brother was for several years N. P.'s Superintendent of Telegraph and one of the best friends train dispatchers had on that line."

* * *

National headquarters has received greetings and good wishes from the following brethren:

Bro. F. E. Abernathy of Trenton, Mo.,—retired from the Little Rock, Ark., office of the Rock Island, February 28, 1953, after 47 years of railroading.

Bro. J. G. Upp of Ottumwa, Iowa—retired from the Milwaukee's Ottumwa office, July 31, 1950 after serving 46 years as a dispatcher.

Bro. W. J. Newman of Fort Wayne, Ind.—retired from the P. R. R.'s Fort Wayne office, September 1, 1946, but continued as General Chairman until October 1, 1951.

Bro. Walter C. Acheson of Ellwood City, Pa.—retired from the Aliquippa, Pa., office of the Aliquippa & Southern early in 1953, after 38 years of railroad experience.

Bro. Michael A. McNelis of Hazleton, Pa.—retired from the Lehigh Valley's Hazleton office, August 1, 1954, after 52 years with that line.

Bro. F. H. Barry of Minneapolis, Minn.,—retired as Personnel Officer of the M. & St. L., March 1, 1956, after 53 years of service, 23 of them spent as a train dispatcher.

Bro. R. L. Glaze of Peoria, Ill.—retired from the T. P. & W. on August 1, 1945.

Bro. O. D. Campbell of Battle Creek, Mich.—retired from the Grand Trunk Western's Battle Creek Office, September 1, 1952, after 45 years of railroading, 29 of them spent at a dispatcher's desk.

Federal Barge Line Service To Sioux City Approved

The Federal Barge Lines, Inc., application to extend its service on the Missouri River from Omaha to Sioux City has been approved by the Interstate Commerce Commission.

The extension was opposed by railroads in western, southern and southeastern territories on the grounds that the barge line had failed to prove a need for the additional service and that operation in the shallow channel above Omaha is not feasible.

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Twenty-Five Years Ago

In the March 1932 issue of THE TRAIN DISPATCHER, we find that: The principal item of interest is the Retirement Insurance Bill for railway employees, introduced in Congress on March 2 (1932)—in the Senate by Senator Wagner of New York and in the House by Congressman Crosser of Ohio. The bill marks the greatest advance in recent years in the endeavors of organized workers. It is novel in that this is the first retirement insurance bill to provide for every employee of a whole nationwide industry regardless of what railroad he worked for and regardless of changes from one carrier to another, just so long as the employee remained in the railroad industry. The bill was prepared by a committee of the Railway Labor Executives Association under the chairmanship of J. G. Luhrsen. Working jointly with this committee in developing the retirement plan was a committee of the carriers under the chairmanship of R. H. Aishton, chairman of the Association of Railway Executives. The lengthy bill is printed in its entirety.—Attention in this issue is called to the necessity soon of electing delegates to the Ninth General Assembly, which is scheduled to open in Chicago on July 18.—An article from *Labor* calls attention to the possibilities of deriving great revenues for Uncle Sam by increasing inheritance taxes.—An interesting survey of the railway situation in the European field shows that trouble exists there very similar to that in the U. S. There has been a drastic reduction of railroad employees in all European countries.—By agreement with the rail unions a ten per cent cut in wages went into effect temporarily on February 1.—The Wheeling & Lake Erie has petitioned the Public Utilities Commission of Ohio for permission to abandon all passenger train service in that state.—Rail workers in Canada have consented to a ten per cent cut in wages until January 31, 1933.—A sample of humor current in 1932: Doctor (to fair patient): "You certainly have acute appendicitis." Fair patient: "Why Doctor, you flatter me!"

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Atlanta Assembly

The Atlanta Assembly held its 86th consecutive meeting at noon on February 12 at the Gateway Restaurant, Atlanta Passenger Station, with Chairman G. W. ("Red") Williams of the A. & W.P. presiding. Calling the meeting to order, the Chairman invited W. Henry Black to offer the invocation. After the luncheon had been enjoyed, the Secretary read messages from the following: Clif L. Darling, Honorary President, A.T.D.A.; our old friend "Tip," better known as Retired Vice President J. B. Tipler, who reported enjoying his retirement honeymoon by listening to "Honey, do this and, honey, do that"; Secretary-Treasurer Art Covington; and President J. B. Springer. Each had a word of good will and encouragement for our continued efforts "to stand together." The Secretary also exhibited a permit from the City of Atlanta, granting exclusive use of the pavilion at Grant's Park, Atlanta, for the second Saturday in July, when we shall hold our family, all-day, basket dinner. Do not overlook that date!

Our special guest for the day was a gentleman from Springfield, Ill., who had spent 66 years of an active life in the service of the Baltimore & Ohio, Charles P. Burrus, 83 years of age. Starting as a track hand, then learning telegraphy and becoming an agent-operator, Mr. Burrus eventually became a soliciting freight agent. His rail experiences were a source of great personal satisfaction, and the pride and loyalty that he showed for the B. & O. caused his listeners to realize that working for a railroad has compensations that money cannot buy. Very active in civic, fraternal, and church affairs in his home city of Springfield, Mr. Burrus has been the recipient of many honors. Presently, he is serving as President of the Abraham Lincoln Chapter of the Morse Telegraph Club of America.

Among those present at this meeting were: H. J. Pigge, K. C. Rankin, Sr.,

and F. N. Edwards of the S.A.L.; L. O. Harris, Southern; W. Henry Black, Paul P. Fontaine, and G. M. Williams of the A. & W.P. and W. of Ala.; Hugh B. Morgan, Georgia; E. F. Vandivere, A.C.L.; and our guest, Charles P. Burrus, B. & O.

Chairman Williams announced that the March meeting will be held at the Townhouse Cafeteria, 110 North Forsyth St. at 6:30 P.M., March 14. The April meeting will be a joint affair with the Ladies Auxiliary and will be held at the Pickrick Restaurant, 891 Hemphill Ave., N.W., 6:30 P.M. (*Editor's Note: Date was not given.*) Visitors are cordially invited to be with us.

Meeting adjourned with a prayer by Bro. W. Henry Black.

E. F. Vandivere
Secretary-Treasurer

OUR SUNDAY VISITOR

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

The Retired Train Dispatchers' Club of St. Petersburg, Fla., held their monthly meeting and luncheon on February 5 at Friendship Hall in the local First Federal Savings Bank. Forty-five persons attended, including retired train dispatchers, their wives, and visitors. Among the latter were: Mr. and Mrs. J. Bortner (P.R.R.) from Pittsburgh, Pa.; Mr. and Mrs. Amo (N.Y.C.) from Watertown, N. Y.; Mr. and Mrs. McLain (C. & O.) from Columbus, Ohio; and E. J. Markel (P.R.R.) from Altoona, Pa. (all retired train dispatchers sojourning in Florida and stopping here for an indefinite stay); also a friend, Mrs. Aren of Milwaukee, Wis., guest of Bro. and Mrs. F. R. Bessey (C. & N.W.). Two of our charter members have also arrived for the winter and were present: Bro. and Mrs. G. H. Flynn (Soo) from Enderlin, N. Dak., and Bro. C. S. Donbar (P.R.R.) from Pittsburgh.

President W. E. Mastin (N.Y.C.), presiding at his first meeting, called the group to order and invited Bro. F. B. Hubbard (C.B. & Q.) to offer the invocation, after which everyone repaired to the tables, where a sumptuous spread of food was arrayed, prepared and arranged smorgasbord style by our ladies. With the meal finished, President Mastin greeted each of the new arrivals and asked them to say a word. Next, he called on the officers and members for remarks, each responding with appropriate sentiment. Bro. Cliff Darling (N.P.) gave a descriptive talk on the origin of the pledge of allegiance to the flag, explaining the recent modification by the addition of the two words, "Under God." Bro. Hubbard then recited an

impressive poem. Both brothers were generously applauded for their fine contributions to the occasion.

Birthday greetings were extended to Brothers C. L. Darling, C. W. Billman (Reading), J. J. Hallahan (N.Y.C.), and J. G. Bettis (N.Y.C.). After the transaction of a few items of business, the group adjourned after giving the pledge of allegiance to the flag, many lingering to engage in friendly chats with the newcomers.

Absent from the meeting were Bro. J. V. Cummins (B. & O.) and Mrs. A. V. Johnson (P.R.R.) on account of slight illness.

Bro. and Mrs. D. H. Sutherland (Erie), both ill since last September, are coming along nicely and hope to join us in March or April. Mrs. F. R. Bessey (C. & N.W.), sufficiently recovered from a hip injury, was present. The Club wishes a speedy and full recovery to those ill or incapacitated.

In our Canasta Tournament, the score to date favors the ladies 13 games to the men, 9. Next game, the fifth, will be played at the home of Bro. C. G. Reid on February 13.

Our next Club meeting will be held on Tuesday, March 5, at the same time and place. All visiting train dispatchers are cordially invited to attend.

Chas. W. Billman
Secretary-Treasurer



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Retirements Among Members

Bro. P. E. Raftis (S.I.)

Bro. P. E. Raftis retired on pension from the Spokane, Wash., office, Spokane International Railroad, January 22, after 59 years in railroad employment, spending 50 of them at a train dispatcher's desk.

Bro. Raftis, born on October 14, 1883, began railroading, January 21, 1898 (at the age of 14) as a section laborer on the Great Northern. Subsequently, he continued in the employ of the G.N. in various capacities: section laborer, station helper, warehouseman, cashier, and agent-operator. On October 29, 1906, Bro. Raftis joined the Spokane International as an employee in the accounting department and remained there until June 1, 1907, when he was promoted to train dispatcher. He continued in that position until his recent retirement.



Bro. Raftis first joined the A.T.D.A., December 1, 1917, being one of the pioneer members of our organization and holding membership card No. 118.

For many years Bro. Raftis has resided in Spokane. His plans for the future have not been reported.

Bro. W. R. Jones (D. & R.G.W.)

Bro. W. R. Jones of the Grand Junction, Colo., office, Denver & Rio Grande Western Railroad, retired on disability in January (exact date not reported) after 25 years' railroad experience, 14 of them spent as a train dispatcher.

Born at Indianapolis, Ind., May 12, 1905, Bro. Jones began railroading as a caller for the Denver & Salt Lake (now D. & R.G.W.) at Tabernash, Colo., in October 1919, remaining until April 1920. In September 1921, he worked for a time as hostler at Bingham, Utah. Moving to Denver to attend school in June 1921, Bro. Jones worked at intervals as a laborer on the D. & R.G.W. until February 1925, when he was appointed a clerk in the telegraph department. In September 1925, he became a telegrapher and worked at various places in that capacity until July 1942, when

he was promoted to train dispatcher. He continued in dispatching service until a heart condition forced his retirement.

Bro. Jones joined the A.T.D.A., November 15, 1943, and has kept a continuous membership from that date on.

Bro. Jones has purchased a farm near Cotter, Ark., where he is presently living with his mother. It is hoped that freedom from the tensions of train dispatching and life in the out-of-doors will ultimately restore Bro. Jones' health.

Bro. W. R. Johnson (C. & E.I.)

Bro. W. R. Johnson, Chief Dispatcher at the Danville, Ill., office of the Chicago & Eastern Illinois Railroad, retired on pension, February 1, after more than 47 years with the one road, spending 36 of them in train dispatching service.

Bro. Johnson, born at Beecher City, Ill., January 25, 1892, began railroading on the C. & E.I. as a yard clerk at Haney, just south of Chicago, on October 27, 1909. On December 10 of that year he transferred as call boy, and three days later was painfully injured while on duty, when he was run over by five coal cars in the yard. When he was released from the hospital in May 1910, Bro. Johnson took up the study of shorthand, typing, and telegraphy. He studied telegraphy in the Panhandle Tower (P.R.R.) at Dolton Junction—at that time the second largest interlocking plant in the United States, with 172 working levers.

In July 1911, Bro. Johnson began working as a night telegrapher on the C. & E.I. at Goodwine, Ill.—12 hours per night, 7 nights per week, at \$55 a month. Promoted to train dispatcher in 1920, Bro. Johnson was advanced to Assistant Rules Examiner in 1944, was appointed Assistant Chief Dispatcher in 1946, and became Chief Dispatcher in 1950. When the diesel replaced the steam engine, Bro. Johnson received one of his toughest assignments as Chief Dispatcher—that of ordering the steam engines assembled for movement to a scrap yard in Chicago. As an operator, he had handed up orders to everyone of those engines; as a dispatcher, he had issued orders



to them all; and as Chief Dispatcher, it was his melancholy duty to issue the final order, which sent them to the "bone yard."

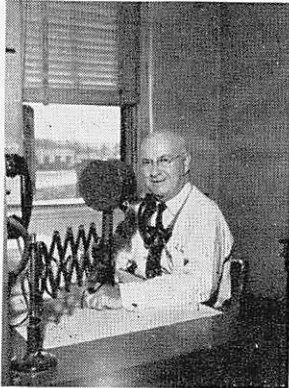
Bro. Johnson joined the A.T.D.A., November 4, 1925, remained fully affiliated thereafter, and was awarded the 25-year honor emblem in November 1950. He also has the 25-year pin from the O.R.T.

Having a daughter in New York City and another in San Diego, Calif., Bro. and Mrs. Johnson plan shortly to visit both. General Chairman J. W. Wilson adds to the data furnished for this sketch that "Bill has always been a perfectionist in his work; there was never a substitute for the right way to do a job. . . We wish Bill and Mary many years of happy retirement, health, and prosperity."

Bro. Fred J. Wyatt (Sou.)

Bro. Fred J. Wyatt of the Sheffield, Ala., office, Southern Railway, retired on pension, January 1, after 49½ years of railroading, 39½ of them spent in train dispatching.

Bro. Wyatt, a native of White Bluff, Tenn. was born, May 24, 1891. In July 1907, he entered the service of the L. & N. as a student telegrapher at Riversburg, Tenn., and was appointed operator at Aspen Hill, Tenn., on December 1 of that year. In 1908, Bro. Wyatt left the L. & N. and for three years worked for several Western and Northwestern lines and the Western Union. (Incidentally, this past summer members of his family visited some of the places in Colorado and Wyoming where he was previously employed and brought back pictures to show the changes that had taken place in the interval.) On July 25, 1911, Bro. Wyatt joined the Southern as a tele-



grapher at Huntsville, Ala., and was promoted to train dispatcher, July 3, 1918. He served in that capacity at Memphis, Tenn., and at Sheffield, Ala., until his retirement.

Bro. Wyatt joined the A.T.D.A., July 29, 1918, maintained a continuous membership thereafter, and was awarded the 25-year honor emblem in July 1943. He served as Office Chairman for over 25 years.

As Bro. Wyatt pushed back the last train sheet in the Chief Dispatcher's office on his last day of service, December 31, 1956, friends gathered around to present him with an attractive piece of luggage, the gift of employees in the different offices. Mrs. Wyatt received a beautiful traveling bag from the dispatchers. Later she and her husband received a television set from their three children.

In his retirement, Bro. Wyatt expects to do many things he has long wanted to undertake, but which his work prevented. He states that he has plenty to keep him busy at his home in Sheffield and at his summer home on Pickwick Lake, where, he says, his friends will always be welcome.

Bro. Frederick W. Weaver (L. & N.E.)

Bro. Frederick W. Weaver of the Tamaqua, Pa., office, Lehigh & New England Railroad, retired on pension, January 1, after 56 years in rail employment, 53 of them devoted to train dispatching.

Bro. Weaver was born at Coaldale, Pa., November 20, 1885, and at the age of 13 left school to study telegraphy. In November 1900, he secured a position of telegrapher, was appointed extra dispatcher in 1901, and became a regular dispatcher in 1903. In 1915, Bro. Weaver left rail service, but returned in 1917 to the same position he had previously held and worked regularly as a dispatcher until his retirement.

Early in life Bro. Weaver became deeply interested in church work and community services and has devoted much time to civic and religious activities. He has been prominently identified with the Lansford Rotary Club, serving as its first secretary. Working through Rotary Clubs, he organized the Carbon Coun-

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ty Society for Crippled Children in 1926, was elected its first president—a position he has held ever since. The Society has had a truly remarkable record: well over 7,000 examinations of crippled children, hundreds of operations, and the placement of crippled children in over 25 different hospitals, convalescent homes, and other institutions.

As a result of Bro. Weaver's conspicuous work in this field, he has been awarded many distinguished citations. In February 1954, the American Legion presented him with the Distinguished Service Citation and the Man of the Year Award. In 1953, the Amvets also presented him with their annual Certificate of Merit.

Now that he is fully free of dispatching duties, Bro. Weaver will probably continue to devote his energies and enthusiasm to his great interest in crippled children—a most admirable avocation.

Bro. J. W. Hollcraft (Big Four)

Bro. J. W. Hollcraft, Chief Dispatcher of the Indianapolis, office, Cleveland, Cincinnati, Chicago & St. Louis Railway (N.Y.C.), retired on pension, January 31, after 46 years with the Big Four, 39 of them spent in dispatching service.

Born on January 27, 1892, Bro. Hollcraft entered upon his long tenure with the Big Four as a telegrapher, September 2, 1911, and was promoted to train dispatcher, June 15, 1918. Later on he was advanced to Assistant Chief Dispatcher and on May 31, 1953 was appointed Chief Dispatcher, which position he held until his recent retirement.

Bro. Hollcraft joined the A.T.D.A. February 7, 1919, maintained a continuous member-

ship thereafter, and was awarded the 25-year honor emblem in February 1944.

We have no information on Bro. Hollcraft's plans for the future. He leaves the service with the earnest good wishes of his associates for a long and pleasant retirement.

Bro. Charles A. Cooper (Sou.)

Bro. Charles Arthur Cooper of the Knoxville, Tenn., office, Southern Railway, retired on pension, January 25, after more than 49 years with the Southern, 38 of which were devoted to train dispatching.

Born on February 23, 1889, Bro. Cooper began his long connection with the Southern as an extra telegrapher, November 25, 1907. He worked various positions as telegrapher on the Coster and Knoxville Divisions until March 20, 1916, when he was promoted to train dispatcher. He continued in that position until his retirement.

We have not been advised of Bro. Cooper's plans for the future, but are assured that it is likely he will be found on Fort Loudoun Lake much of his spare time hereafter, enjoying his favorite pastime of fishing. All of his associates and many friends on the Southern wish him and Mrs. Cooper many happy years in their newly-acquired leisure.

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6200 Rosewood Avenue, Bakersfield, California

A Letter from the President

Dear Sisters:

I have outlined a detailed method for a membership campaign, and I need the help of each of you.

During the next month I expect to get a message to all train dispatcher members, via Office Chairmen on each Division, asking each train dispatcher member to obtain for us the N.L.A. membership of all eligible ladies of his family. Then through the N.L.A. section of THE TRAIN DISPATCHER we hope to stimulate and encourage the growth of new local Chapters on all Divisions and by exchanging ideas, forge stronger bonds of friendship among the members.

Would you like to have a more direct contact with other national and local members? Why not encourage letter writing to members? Take advantage of this opportunity to tell about the work of your Auxiliary and what other Auxiliaries are doing.

Telephone local members and eligible nonmembers the date, time, and place of your meetings. Publish the data in your daily papers. Give the "Five W's": Who, What, When, Why, and Where. Mail postal notices of meetings to each member. Never let up! Be constant.

A great amount of credit is due the Atlanta, Ga., Chapter for being one of our strongest Auxiliaries. The ladies take so much pride and interest in their meetings and plan such attractive programs. Their example is a good one for each of us to take notice of and follow.

I would like to hear something from the Chapter in Tucson, Ariz. How about it, Mrs. Hoff? Savannah, Ga., has a good Auxiliary started. I want to get to one of their meetings soon.

A lot of thought, cooperation, and work is necessary for the growth and unity of any organization. Let us then carry on with courage and confidence until we have 100 per cent membership. Then we can plan and do many things we are unable to accomplish now.

Let me have your suggestions. I'm sure you have many helpful ones. Let me hear from you.

Mrs. A. E. Smith
(Ruth Trammell Smith)
President

Tucson, Ariz., N.L.A.

On December 28, the Tucson, Ariz., Chapter of the N.L.A. were hostesses to their husbands at a Christmas party at the home of Mr. and Mrs. Alvin Young.

Dinner, served by the members, consisted of delicious ham (baked by Mrs. Lewis Gill), tuna casserole, avocado salad, scalloped potatoes, peas, hot rolls, coffee, and dessert. A most enjoyable evening was spent after dinner, playing games and exchanging gifts.

Those present were: Mr. and Mrs. Roger Larivee; Mr. and Mrs. Alvin Young, and two daughters; Mr. and Mrs. Alan Colton; Mr. and Mrs. Lewis Gill and daughter; and Mrs. Kermit Clayton (Mr. Clayton works the evening shift).

Mrs. Alan Colton

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Bakersfield, Calif., N.L.A.

The first Christmas party of the San Joaquin Chapter, N.L.A., Bakersfield, Calif., held on December 11, 1956, and attended by a majority of the members, was an outstanding event. After a wonderful repast at Maisson Jaussauds, the group adjourned to the home of the William Harvilles, where games were enjoyed and gifts exchanged.

Our outstanding project at Christmas was the gift of a decorated tree to the county jail. Mrs. L. G. Fell was Chairman of the project. The Beaumont, Calif., Chapter, N.L.A., invited our Chapter to be their guests at their meeting on January 16. Due to the long distance and illness among the members, only four of our Chapter were able to attend. They reported being royally entertained and were taken to Palm Springs for lunch. We plan a reciprocal party in the spring.

Mr. William Galyan, local Office Chairman, A.T.D.A., and Mrs. Galyan, our Chapter President, attended the Conventions in Chicago in October and report wonderful and inspiring meetings. We feel fortunate in having had such a fine couple to represent us.

Mrs. E. P. Gibson
Secretary-Treasurer

Atlanta N.L.A.

The Atlanta Chapter, N. L. A. held its regular monthly meeting on the evening of February 14 at the Town House Restaurant. The room was decorated to carry out the Valentine Day theme. We were sorry that several of our ladies could not be present, due to illness. However, those attending enjoyed the dinner.

At the business session, the following committees were appointed: Visiting, Mrs. D. H. Payne; Membership, Mrs. H. B. Morgan and Mrs. L. O. Harris; Host-

esses, Mrs. H. B. Morgan and Mrs. F. E. Bates; Entertainment, Mrs. F. N. Edwards and Mrs. J. K. Sammons; Ways and Means, Mrs. Paul Fontaine; Cards, Mrs. Dena Bowman; Food, Mrs. W. H. Black and Mrs. K. C. Rankin, Sr.; Telephone, Mrs. J. P. Mitchell and Mrs. L. O. Harris. We also decided that our colors would be blue and gold.

Our next meeting will be a covered-dish luncheon at the home of Mrs. D. H. Payne on Thursday, March 14.

Dues were collected and the meeting adjourned.

Mrs. H. J. Pigge
Secretary-Treasurer

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BUYING CALENDAR FOR MARCH

Tips on Tires, Washers, Food Buys

Even while your family's cost of living is heading for new highs this summer, signs of recession and deflation are gathering. When meat is high in the comparatively-abundant winter season, the prospect is for much higher prices in the meat-scarce summer. Meat represents the largest single item in the food dollar. Pork especially is costly this year.

Families also will find price tags on clothing and furniture higher as they start spring shopping.

But at the same time, retail prices are being cut on some building materials, especially lumber, and on television sets and household appliances, even though factory prices of many appliances recently were boosted 1½ to 10 per cent. And while meat's tag is aimed up, poultry and egg farmers are going through a private depression of their own, and poultry and eggs are selling at pre-World War II prices.

Actually, the cost of living has risen somewhat more than the Bureau of Labor Statistics Consumer Price Index shows. It has become known that this index fails to include changes in finance charges on autos and other installment goods, which recently have risen. In a statement to this department. H. E. Riley, Chief of the BLS Cost of Living

Division, reports that finance charges originally were included in the emphasis given to hard goods when last revised, but "we do not reflect actual changes in finance charges." U. S. Representative Charles A. Vanik of Ohio has pointed out that an average family in the \$4,-500 income bracket spends about 15 per cent of its disposable income on interest charges, and such fees are a major living-cost item. The influential First National City Bank of New York, whose former top executive, Randolph Burgess, now is Undersecretary of the Treasury, recently said, "People will hold a higher respect for money if it is not made too plentiful and easy to borrow." Since that is now the Administration's policy, the omission of changes in interest rates from the cost-of-living index is a serious one.

Some 25 television and appliance manufacturers have discontinued production in the past two years as the inflation in basic materials forced up manufacturing costs while the public itself was compelled to postpone buying wanted equipment because of the inroads on purchasing power made by higher housing, medical, transportation, and credit costs, and now, higher food prices. Some of the best-known makes of TV sets, washers, refrigerators, freezers, kitchen cabinets, cook ranges, heaters, and even air conditioners no longer are being manufactured. The slowdown in sales of television sets this year has hit factories and dealers hard, and they are offering sharp price cuts in advance of the usual spring clearances of the current year's models. Some excellent values in automatic washers also are available.

Furniture manufacturers estimate

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price hikes this spring and summer will total 3 to 5 per cent. Tire manufacturers predict prices will soon rise about 5 per cent.

Some dealers offer exceptional value in sales of two tires at a time. Also, your old tires if recappable should be worth \$3 in trade-in value. But compare net prices, as some retailers inflate their price tag to allow for a trade-in.

Washing Machines

March is the month manufacturers and dealers start their spring sales of washing machines and dryers. This year some good buys are available. Many well-made nine-pound automatic washers are available around \$200-\$250, and some eight-pound automatics for as little as \$175. Most standard-quality washers now on the market use a combination of agitator for washing action, and spinner for drying. Generally the faster the spin, the drier the wash, Government home economists have found. Another clean-washing type of automatic uses an agitating basket.

Compare the variability of the washing cycle in different machines. The different types of fabrics now in use require different washing times and methods. For utmost convenience, a washer should be able to provide a one-minute, warm-water wash for nylons and a long hot-water wash for cottons. One ma-

chine now even provides a brief cold-water wash for synthetic fabrics. For working families who may have heavily soiled work clothes or children's garments to launder, a machine that provides a pre-soaking or extra rinses or can repeat part of the washing cycle is additionally helpful.

A new development helpful for families who need to save space is a set of 25-inch-wide washer and dryer offered by one manufacturer. The dryer fits on top of the washer.

Food Buys

While pork is expensive this year, beef will be relatively cheap this month at least. Drought in the West has forced some additional cattle on the market. Lamb, too, is a little more abundant this year. But the food bargain this spring is poultry and eggs. Eggs are high in quality and near their lowest prices at this season. Production has reached record levels. Also take advantage of the heavy supplies and cut prices of canned corn this year.

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By Veda Mueller

PLENTY OF STOMACH ROOM IN U. S. FOR MORE FOOD

Ever so often I attend a conference where people are seeking ways to expand farm income. Before we adjourn, someone is sure to refer glibly to "the inelasticity of the human stomach."

This pat phrase makes some sense, to be sure, but it hides more nonsense. It is true, of course, that the demand for food is inelastic. That is, a 1 per cent increase in the supply of corn or wheat may drive prices down as much as 3 per cent.

But the usual implication of this glib reference to the 2-quart capacity of the human stomach is that people in the U. S. are eating about all the food they want. More money in workers' pockets, they say, won't help the farmer, for city people are eating at capacity now. Lower food prices, they explain, won't put much more milk, eggs, corn, wheat, beef, pork, or peanuts into people's stomachs because "the human stomach is inelastic."

The U. S. Agriculture Department is now revealing the results of a tremendous study that will once-and-for-all prove these implications false.

USDA statisticians interviewed more than 6,000 families during the spring of 1955. The results are now being published, though it will be many months before the whole picture is clear. But right now, we know these things:

Results of a Survey

In the entire U. S., city people spend \$8.90 a week per person for food. In the South, they spend \$7.02 per person—or 21 per cent less!

Why? Because flour, coffee, beef-steak, oranges, or cereals cost less in Southern cities? No, sir. The Labor Department's statistics bureau shows there is little difference in food costs from one part of the country to another.

Why, then, do Southern city people spend one-fifth less for food than city people the country over? It is because Southern stomachs are "inelastic?" Are Southern people eating all they want, right now?

For the answer, look at a study of these same people the Labor statistics bureau recently completed for the same year—1955. In the South, 40 per cent of the families have less than \$3,000 income a year (after taxes). In the rest of the country, only 28 per cent of the families are in this low-income bracket.

Southern people eat fewer vitamins, minerals, carbohydrates, fats, and proteins—not because their stomachs are inelastic, but because the people are

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poor. What is true in the cities is true in the country, USDA's study shows. Southern people, not only in cities but in rural areas, spend $23\frac{1}{2}$ per cent less per person for food than do people in general throughout the U. S.

Low Income Means Less Outlay for Food

Poverty isn't a Southern disease. It pock-marks the nation. Is the human stomach inelastic in the North and the West? Take a look at USDA's figures again.

Families with less than \$2,000 a year income include 13 per cent of the people of this country, USDA's study shows. But they only spend 8 per cent of the dollars spent for food. If they bought 13 per cent of the food, as you would expect them to, they would spend $62\frac{1}{2}$ per cent more for food!

And why don't they spend $62\frac{1}{2}$ per cent more food dollars? Because their stomachs are inelastic? Or because they don't have the dollars to spend?

Even families with \$2,000-\$4,000-a-year incomes spend less than you would expect. They include 28 per cent of the people but only spend 24 per cent of the food dollars. They might buy 28 per cent of the food—17 per cent more—if they had the dollars.

Now if 13 per cent of our people would spend $62\frac{1}{2}$ per cent more for food and if another 28 per cent of our people would expand their food buying 17 per cent, we would hear a lot less

about food surpluses, and farm people would be getting a larger share of the nation's income.

Next time you hear about the "inelasticity of the human stomach" remember that many of our people aren't filling that cavity beneath their ribs as full as the rest of us are. They might even like a chance to try.

Farmers' Share of Food Dollar

Washington (CNS)—U. S. farmers will get 40c of the consumer's food dollar next year, the same as they get now, U. S. Department of Agriculture officials predicted recently.

Processor profits are up from 1955. So are costs for packages, cans, and processing machinery. Labor costs, however, are about the same. Increased pre-worker output has largely kept up with higher hourly wages, USDA men said.

During World War II under food price ceilings, farmers got as much as 54c of the consumer's food dollar.

Women Own India Match Factory

Hyderabad (CNS)—In the industrial district here, women from the lowest income families formed a co-op last August to make matches. Already, 600 are working steadily, turning out 600 gross a day. They expect to put two other similar factories in operation shortly.

It is reported that John L. Sullivan, the great heavyweight champion, would eat 14 or 15 pounds of beef at a single meal.

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HOW TO CATCH A RUNNY NOSE

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

We probably heap more abuse on our noses than any other sense organ we possess. We continually insult it, even under the best circumstances. When something goes wrong with it, we often do everything in our power to make the situation worse.

Originally, the nose was used to smell. Now it is an air conditioner, an air filter, and a resonance chamber for our voice. If you mistreat it, you may damage your nose—which after all is a most vital source of pleasure. Try eating something tasty when your nose is plugged and see how “tasteless” it is.

The nose was well designed for its original job, when vertebrates walked head down. When man began to stand erect, his nose failed to adapt itself completely to its new axis. Hence, man has some problems all his own.

Structure and Function of the Nose

As air enters your nose, large hairs prevents particles of more-than-microscopic size from entering the business area. Along the lateral edge inside each nostril are three finger-like tissues (called “turbinates”) that moisten and warm the air before it gets to the lungs.

Between these fingers, small air passages lead into the sinuses, located in the cheek and forehead on each side. These are the resonance chambers, matched by two other paired sets deeper in the skull.

At the back of the nose, a clump of soft spongy tissue (called “adenoid”) supposedly catches bacteria and very small foreign particles and digests them before they enter the rest of the body. Tiny hair-like structures, which act as small brooms, line this entire area, continually cleaning out the debris we breathe in.

When we get a “cold,” the structures of the nose react by secreting more mucus, in an effort to wash out the offending substance. The discharges may even be infected and appear milky or greenish-yellow. The genteel custom of blowing may then empty the front part of the nose. It may also blow infection into your sinuses and ears, making the situation worse. If you must blow, blow very gently.

How to clear your nose otherwise? Sniff—also gently.

Suggested Treatment for Colds

Dissolve a teaspoon of baking soda and a half-teaspoon of salt in one cup of water if you want a bland nose drop to help dissolve the secretions. Use it as often as your nose is stuffy. In some situations, your doctor may prescribe

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medicated drops. Follow his directions carefully, and avoid the advertised cure-all.

Most nose drops, sprays, or inhalators do more damage to delicate nasal structures and the sense of smell than they help. Never use them without medical advice. Use only fresh solutions; that bottle that has been on the shelf since August is probably worse than useless now, so throw it away!

Vaporizers don't vaporize enough moisture to do more than saturate the wallpaper, rugs, drapes, and bedding, and should be discarded. Too many children are needlessly scalded every year by these devices to consider them merely worthless. They are definite hazards; discard them. If you need steam inhalations, the bathroom is the place. You can fog the room, produce a high humidity, then escape to a dry area. Doctors can't believe that a damp, vaporized room is a healthy place for a person with a cold.

Antihistamines are of great value when allergy causes nasal congestion. When your trouble is a cold, antihistamines may be so drying as to damage your nose. Here again, use them only when your doctor orders them, and follow his specific directions.

Since your nose must react to changes of position, temperature, humidity, and even emotional experience, the best treatment of an ailing nose is to put it as nearly at rest as possible. The human body has an amazing power to repair itself, given a chance. Rest will not only speed recovery, reduce the spread of colds, and limit complications but will save the millions of dollars spent annually on worthless or harmful medications.

CHICAGO REGIONAL OFFICE OF RAILROAD RETIREMENT BOARD IN NEW LOCATION

The Chicago regional office of the Railroad Retirement Board, which, since 1942, has been located at 844 N. Rush Street, moved to 3430 W. Diversey Boulevard, on Chicago's Northwest side on February 4. The move makes additional space available for the Board's headquarters offices, which are also located at 844 N. Rush Street.

The Chicago regional office employs about 60 full-time workers and a part-time staff and is the headquarters for the Board's field service in Michigan, Indiana, Illinois, and Wisconsin. Sickness and unemployment benefits for railroad workers in these States are paid through this office.

Service for railroad workers in the Chicago area is maintained at the Chicago district office at 226 W. Jackson Boulevard. This office handles inquiries about sickness, unemployment, retirement, and disability benefits. Persons in the Chicago area who have questions concerning these benefits are urged to call at the district office, rather than at the regional or headquarters offices.

MAD DOG BITE

Contrary to popular opinion, it is not wise to immediately rush frantically to the nearest hospital if you suspect you have been bitten by a mad dog.

Such unnecessary panic or hysteria is a serious danger.

Keep cool in such a case. Rabies develops in dogs within ten days but takes longer in humans. Therefore, you have a reasonable amount of time to be treated for rabies. Time is a crucial factor only when the bite is around the head or neck.—*Erie Railroad Magazine.*

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The North Western to Lease and Operate the "Omaha" Line

The application of the Chicago & North Western to lease and operate the properties of its subsidiary, the Chicago, St. Paul, Minneapolis & Omaha, has been approved by the Interstate Commerce Commission.

The Omaha line owns or operates 1,616 miles of road in Wisconsin, Minnesota, Nebraska, and South Dakota, and has 15 principal interchange points with the C. & N.W. The latter road for many years has exercised control of the line through its stock ownership, which now consists of more than 99 per cent of the common and preferred stock. It also owns all of the bonds of the Omaha line.

While properties of the two companies have been operated as a common system, the lease arrangement will allow improvements in operations and numerous economies which can be achieved only through complete unification and operation of both properties by a single company. The application

estimated eventual annual savings of approximately two million dollars.

Under terms of the lease the North Western will maintain, operate, and use the Omaha line properties; furnish all motive power, rolling stock, equipment, and other materials; and will retail all revenues. North Western will pay the Omaha line annual rentals determined under a formula reflecting the earning potential of the line.

1956 Fire Losses Almost \$1 Billion

Shortly before year's end, the National Board of Fire Underwriters reported that the nation's fire losses (for 1956) would almost reach the billion dollar mark.

This projection was based on the current rate of increase of 12.2 per cent so far that year over losses of \$885 million for 1955.

The National Board deplored this waste, said it was needless.

The billion dollars, the National Board declared, would have paid the total personal income of New Hampshire, or Delaware, or Idaho, or South Dakota. It would have paid the nation's water bills. It would have paid the nation's laundry bills or its dental bills.

In addition, the toll in lives lost as a result of fire last year may approximate 11,500.

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Obituaries

*Singeth low in every heart, we hear it each and all;
A song of those who answer not, however we may call;
They throng the silence of the breast, we see them us of yore,
The kind, the brave, the true, the sweet,
Who walk with us no more.*

Alexander B. Douglas

Bro. Alexander B. Douglas of the Rocky Mount, N. C., office, Atlantic Coast Line, departed this life at the A.C.L. Relief Department Hospital, Rocky Mount, on December 30, 1956, his 71st birthday. In failing health for several years, he had continued working until May 1956. Around Thanksgiving Day he entered the hospital and had to remain there until the end. The exact cause of death is not reported.

Born at Blackstock, S. C., December 30, 1885, Bro. Douglas received his education in the public schools of South Carolina and attended The Citadel at Charleston, S. C., for two years. Early in his teens he learned to telegraph and worked a short time as a telegrapher on the Southern Railway. Bro.



Douglas went to the A.C.L. as a telegrapher, November 13, 1907, and was promoted to train dispatcher in June 1910—a position he held until his death.

Bro. Douglas first joined the A.T.D.A., June 27, 1918. He was the first Office Chairman at Rocky Mount after the A.T.D.A. was organized on the A.C.L., and held that office until failing health forced him to relinquish it.

Bro. Douglas is survived by: a son, A. B. Douglas, Jr., an A.C.L. engineer of Rocky Mount; a daughter, Miss Dorothy Douglas of Duke Hospital, Durham, N. C.; two grandchildren; a brother, James W. Douglas of Wilson, N. C.; and a sister, Miss Vessie Douglas of Blackstock, S. C. Bro. Douglas was not a member of the Widows and Orphans Benefit Fund.

In supplying data for this sketch, Office Chairman E. C. Perry adds: "Although Bro. Douglas was approached on the subject of promotion several times, he chose to remain a train dispatcher, a work of which he was

exceedingly fond and in which he was most proficient. He was a source of strength to many who came into the office after him. His demonstrated ability, his deliberate and painstaking manner of doing things made his advice much sought after by those who worked with him. When it came to interpreting the rules in the light of train operation, he was seldom equalled and rarely—if ever—surpassed."

Harvey E. Aikman

Bro. Harvey E. Aikman of the Chicago office (Galena Division), Chicago & North Western Railway, died suddenly at his home on January 15, shortly after leaving his night's work. Cause of death was coronary thrombosis.

Bro. Aikman was born on August 6, 1908 in Shiloh Valley Township, Illinois, a farming community. His start in telegraphy began, June 10, 1926, when he secured employment with the C. & N.W. on the Southern Illinois Division, where he worked all the jobs between Nelson and South Pekin, Ill. During



the depression years Bro. Aikman bucked the extra board and in August 1937 transferred to the Galena Division. A good Morse operator, he worked the more demanding telegraphic jobs until July 1944, when he was promoted to train dispatcher. Working a trick during the hectic war time, when war traffic demands on the main line of the Overland Route took every ounce of mental and physical energy out of a dispatcher, brought on an ulcer condition which was to give him much trouble in later years. In February 1949, Bro. Aikman was advanced to Night Chief Dispatcher, and worked that position until his death.

Bro. Aikman joined the A.T.D.A., May 18, 1943, and maintained a continuous membership after that date. He also belonged to Constellation Lodge No. 892, A.F. & A.M., and the O.R.T.

Bro. Aikman is survived by: his widow, Mrs. Arline E. Aikman; a son, David Roy Aikman; a brother, Charles K. Aikman; and a sister, Mrs. Ruth Vogel. Bro. Aikman was a member of the Widows and Orphans Benefit Fund, and promptly upon receipt of the death notice, a check for \$500 was sent to his beneficiary.

Office Chairman J. W. Barlow, in submitting

data for this sketch, adds: "Bro. Aikman was a methodical and efficient man and could make light of difficult transportation problems. It was my pleasure to work with him on a night trick for a five-year period. He will be missed by all."

Clarence A. Walter

Bro. Clarence A. Walter, retired, from the Ottumwa, Iowa, office, Burlington Lines, passed away at the Ottumwa Hospital on December 27, 1956. Some weeks earlier he had been admitted for a heart condition, from which he failed to recover. Death is attributed to acute coronary failure.

Born at Dallas City, Ill., November 19, 1882, Bro. Walter began working for the Burlington, November 6, 1901, as agent at Calusa, Ill., (then a part of the Burlington Division). In 1905, he was transferred as operator to Fairfield, Iowa, and to Ottumwa in 1912 as relay operator. Promoted to train dispatcher at Ottumwa in 1913, Bro. Walter worked various assignments until he went on as first trick west in 1939, which job he held until his retirement, August 24, 1954, after completing 53 years with the Burlington, 41 of which were devoted to dispatching service at Ottumwa.

Bro. Walter joined the A.T.D.A., August 6, 1918, maintained a continuous membership from that date on, and was awarded the 25-year honor emblem in August 1943. He was also prominently and actively identified with Masonry. His membership in that fraternity included Ottumwa Lodge No. 16, A.F. & A.M.; Clinton Chapter No. 9, R.A.M.; Ottumwa Council No. 31, R.S.M.; Malta Commandery No. 31, Knights Templar; and the High Twelve Club of which he was past president. He was also a 32nd degree Mason and a Shriner. Bro. Walter had served as Worshipful Master of Ottumwa Lodge No. 16, and as Grand Marshall of the Grand Lodge of Iowa. He was a District Lecturer and Secretary of the Hiram School of Instruction at the time of his death.

Bro. Walter had an interesting hobby. For over 36 years he had carefully collected and preserved in scrap books news stories, photo-

graphs—all manner of items—marking the development of the Burlington in his area. Along with these interesting items, he had built up a museum of very old train orders, passes, forms, and reports.

Survivors include: his widow, Mrs. Edna Walter; a daughter, Mrs. Ruth Diehn; a son, John Walter; five grandchildren—all of Ottumwa; and one sister, Mrs. Ethel Miles of Atlanta, Ga. Bro. Walter was a member of the Widows and Orphans Benefit Fund, and promptly upon receipt of the death notice, a check for \$500 was sent to his widow, the designated beneficiary.

Fred J. Farmer

Bro. Fred J. Farmer, 81, retired, from the Grand Rapids, Mich., office of the Pere Marquette District, Chesapeake & Ohio, passed away in Grand Rapids on January 28. Cause of death is attributed to a heart condition.

Born at Kilgore, Ky., June 29, 1875. Bro. Farmer lived on a farm near Meads, Ky., until 1887. Learning telegraphy at White House, Ky., he entered the employ of the Chattary Railroad (now C. & O.) as an operator at Richardson, Ky., in August 1893. Later Bro. Farmer worked at various stations on the Lexington and Big Sandy Divisions of the C. & O. until August 1896, when he was appointed joint agent for the C. & O. and the Lexington & Eastern (L. & N.) at L. & E. Junction, Ky., remaining at that point until August 1905. Promoted to train dispatcher on the L. & E. at Lexington, Ky., he served there in that position and at Jackson, Ky., until December 1915, when he transferred to the Frisco in a similar capacity at Memphis, Tenn. In February 1918, Bro. Farmer moved to the Pere Marquette and served as a dispatcher for that line at St. Thomas, Ont., and Grand Rapids, Mich., until his retirement, May 1, 1941. He had put in 35 years as a train dispatcher.

Bro. Farmer first joined the A.T.D.A., February 23, 1918, was a continuous member from 1926 on, and was awarded the 25-year honor emblem in 1951. He was also a member of York Lodge 410, F. & A.M. at Grand Rapids.

Survivors are: his widow, Mrs. Emma L. Farmer, a son, George Farmer, who is Com-

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mercial Agent for the C. & O. at Grand Rapids, and a sister, Mrs. Maude Marrs of Covington, Ky. Bro. Farmer was not a member of the Widows and Orphans Benefit Fund.

Leonidas Dwight Barr

Bro. Leonidas Dwight Barr, retired, from the Tucson, Ariz., office, Southern Pacific Company, passed away in Tucson, January 16. Cause of death was coronary occlusion.

Born on December 4, 1881, Bro. Barr entered the service of the Southern Railway as an agent-operator on the St. Louis Division in 1907. In the fall of that year he drifted West and joined the Arizona Eastern at Phoenix, Ariz. In 1910, Bro. Barr was promoted to train dispatcher. When the Arizona Eastern was absorbed by the Southern Pacific in 1924, he was advanced to Assistant Chief Dispatcher at Tucson, which position he held until his retirement, June 1, 1947.

Bro. Barr first joined the A.T.D.A., July 29, 1918, was a continuous member from 1925 on, and was awarded the 25-year honor emblem in February 1950.

He is survived by his widow, Mrs. Hettie M. Barr, and a daughter, Miriam F. Barr. Bro. Barr was a member of the Widows and Orphans Benefit Fund, and promptly after receipt of the death notice, a check for \$500 was sent to Mrs. Barr, his beneficiary.

Ralph D. Morgan

Bro. Ralph D. Morgan, retired, from the Springfield, Ohio, office, Cleveland, Cincinnati, Chicago & St. Louis Railway (N.Y.C.), passed away on November 18, 1956. He had been suffering from heart trouble for some months, and while not specifically reported, it is assumed that his death resulted from that affliction.

Bro. Morgan, born on September 4, 1896, began working for the New York Central as a telegrapher, April 25, 1915. He continued in that capacity until June 18, 1923, when he was promoted to train dispatcher. Last April

Bro. Morgan suffered a heart attack and failing to recover sufficiently to resume work, retired on disability in August 1956, after 41 years in rail employment, serving 33 of them as a train dispatcher. At the time of his retirement, Bro. Morgan was holding the position of Night Chief Dispatcher. He was well liked over the entire Big Four by officials and his fellow workers.

Bro. Morgan joined the A.T.D.A., July 24, 1946, and remained fully affiliated thereafter.

He is survived by his widow and a daughter. He was not a member of the Widows and Orphans Benefit Fund.

George F. Coburn

Bro. George F. Coburn of the Princeton, W. Va., office, Virginian Railway, passed away in a local hospital on January 10. Death was attributed to coronary thrombosis.

Bro. Coburn, born at Oakvale, W. Va., December 8, 1914, became a telegraph operator for the Virginian Railway on September 18, 1939. He remained in that position until February 11, 1946, when he was promoted to train dispatcher. He continued in that capacity until his untimely death, after 18 years of railroad employment. 11 of them spent in train dispatching service.

While hunting on December 3, 1956, Bro. Coburn suffered a heart attack and died in a hospital on January 10.

Bro. Coburn was considered by his friends and associates as an outstanding mandolin player, and for the past several years had entertained at social gatherings and on radio programs.

Surviving him are: his widow, Mrs. Ruby Coburn; three children, Georgia Ann, age 15, David Earl, age 12, and Deborah Kay, age eight months. Bro. Coburn was not a member of the Widows and Orphans Benefit Fund.

Harry Emmett Wakeman

Bro. Harry Emmet Wakeman, 88, retired, from the Willmar, Minn., office, Great Northern Railway, passed away in Minneapolis, Minn., on January 10.

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Cause of death is not given.

So little biographical material has been furnished that it is impossible to present an adequate obituary sketch at this time. Bro. Wakeman was born on October 29, 1868. Record of his early railroading experience is not available. He had a seniority date as dispatcher on the Great Northern of November 17, 1894. He retired at Willmar, Minn., October 18, 1941, after 47 years of train dispatching.

We have no information on his survivors. Bro. Wakeman was not a member of the Widows and Orphans Benefit Fund.

Bro. O'Mara Loses Mother

On January 9, the mother of Bro. Joseph O'Mara of the Delaware & Hudson's Oneonta, N. Y., office passed away after a short illness. Death was caused by a severe coronary attack. Mrs. O'Mara was 85 and the widow of Section Foreman James B. O'Mara, who died in 1951. Bro. O'Mara and the surviving relatives have our sincere sympathy in their grievous loss.

Dispatchers Retired from the N.Y.C.'s Springfield, Ohio, Office

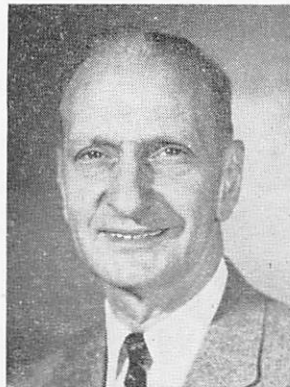
Our January issue carried an item to the effect that five train dispatchers retired from the Nickel Plate's Conneaut, Ohio, office are living. This announcement has prompted Office Chairman Horace L. Hansell to report that N.Y.C.'s Springfield, Ohio, office can boast of nine dispatchers retired from that office and two former dispatchers retired as officials, and all living. The retired dispatchers are: W. Corwin (retired, June 18, 1945); F. W. Lamson (retired, May 1, 1955); J. L. Bazzle (retired, August 31, 1956); Z. R. Reams (retired, November 30, 1955); R. A. Haley (retired, December 31, 1951); G. Whitlock (retired, April 1, 1947); R. L. Atkinson (retired, October 31, 1954); J. H. Yost (retired, September 1, 1954); and E. A. Teach (retired on disability—date not given). The following

are former dispatchers: C. H. McElroy (retired as Assistant Superintendent), and G. E. Connelly (retired as Trainmaster). Dates of retirement of these two are not furnished.

Bro. J. E. Conover Promoted

Bro. J. E. Conover of the Jersey Central Lines was promoted to Chief Train Dispatcher with headquarters at Jersey City, N. J., effective February 1.

Bro. Conover entered the service of the Jersey Central Lines, July 1, 1911, as a telegraph operator at Lake Hopatcong, N.J. Promoted to extra train dispatcher, June 3, 1927, he worked as dispatcher and Assistant Chief until his recent advancement to Chief Dispatcher. We join Bro. Conover's friends and associates in congratulating him on the new appointment and wish him every success in the new position.



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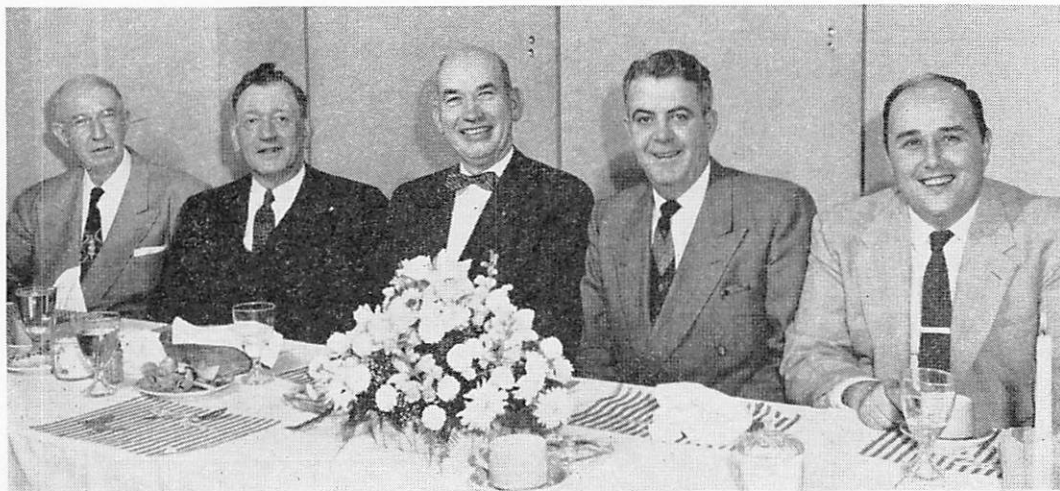
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DINNER HONORING BROTHER B. E. BOWDEN

One of the most interesting and enjoyable events in A.T.D.A. history was the dinner, held in honor of Brother B. E. Bowden at Newark, Ohio, on the evening of February 6th, when a group of Baltimore & Ohio train dispatchers gathered at the Carousel Restaurant for a steak dinner. Ben Bowden was the guest of honor. Every train dispatcher on the Baltimore & Ohio system holds Ben Bowden in high esteem, and they know that he has done an outstanding

the highest praise for his work and expressed their sincere appreciation for his good services in representing them for the past twelve years. He was presented with a fine fishing rod and reel, fishing tackle, and a nice gift of money to be spent at his own pleasure. Brother Bowden made a very fitting talk in response to the many words of praise and the eulogies that had literally been heaped upon him, and expressed his thanks for the gifts. The party contin-



At the dinner in honor of Brother B. E. Bowden, retiring General Chairman, Baltimore & Ohio, held on February 6 at the beautiful Carousal Restaurant, Newark, Ohio. From left to right: Brother J. M. Kidd, former Assistant Chief, now retired; President J. B. Springer; Brother C. R. Whitis, Third Trick Assistant Chief; the guest of honor, Brother B. E. Bowden, former General Chairman and Legislative Representative of the A.T.D.A. in Washington for many years; and the newly-elected General Chairman, Brother Leo J. Mueller of the Pittsburgh office.

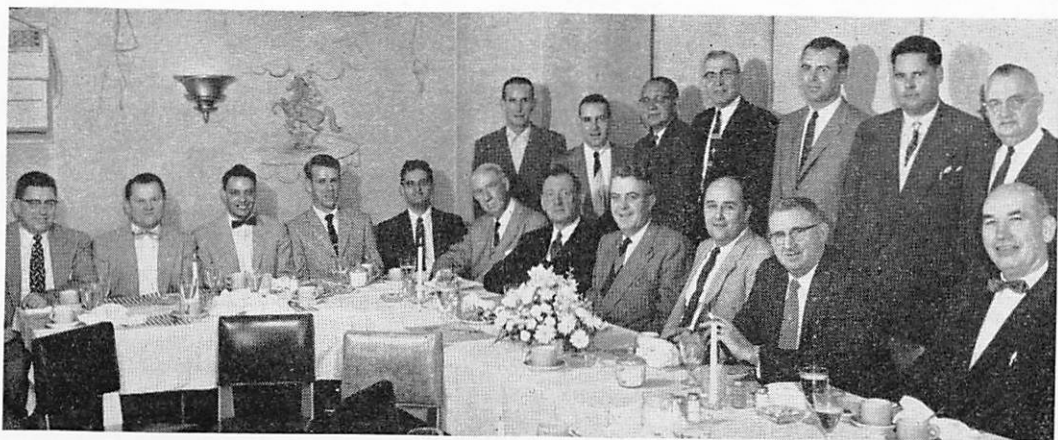
job as General Chairman in representing them. When Ben resigned recently, the boys wanted to show their appreciation. Leo Mueller, newly-elected General Chairman succeeding Brother Bowden, Charlie Balser, Office Chairman at Newark, with the able assistance of Assistant Chief Dispatcher C. R. Whitis, and others arranged a dinner. Everyone came who could get there, and those who could not attend sent a contribution toward a gift for Ben. Members from Pittsburgh, Washington, Pa., Wheeling, and Chillicothe were present, in addition to those who are located at Newark. President Springer came down from Chicago for the event.

Ben listened to talks from many of his good friends present, who gave him

ued far into the night, with visiting and reminiscing that went back to the early days of the A.T.D.A.

History of the A.T.D.A. on the B. & O. was represented in person from the unusual fact that General Chairmen from beginning until now were present.

James M. Kidd, now retired, was the first General Chairman on the B. & O., Lines West. He served a number of years and at the same time J. B. Springer, now President, was General Chairman, B. & O., Lines East. These two served together for many years. Later, the organizational set up was changed, so there was only one General Chairman for the entire System, and Brother Springer continued to serve, with only a short break of about one year,



This is another picture of the group attending the dinner, honoring Brother B. E. Bowden.

until 1944, when he was elected National Secretary-Treasurer. C. R. Whitis was Vice General Chairman for a number of years, resigning in 1942 when he was promoted to a position of Chief Dispatcher. Brother Ben Bowden was then elected Vice General Chairman and when Springer resigned as General Chairman, Brother Bowden succeeded him, serving with distinction until his resignation, effective January 1, 1957. Brother Leo J. Mueller, Pittsburgh, who had been serving as Vice General Chairman, was elected General Chairman to succeed Brother Bowden. In the picture in this issue, from left to right, is Brother J. M. Kidd, retired; President J. B. Springer; Brother C. R. Whitis, now Third Trick Chief, Newark; Broth-

er Ben Bowden, the honored guest, and Leo J. Mueller, now General Chairman.

Space does not permit identifying all of those in the group picture, but standing, extreme right, is Brother Homer H. McArtor, Chief Dispatcher, Newark, and one of the charter members of the A.T.D.A.

Newark, Ohio, enjoys a distinction which it is doubted if any other office can match. At one time, when there were a large number of dispatchers employed there, all of the regular men, all of the retired men, all of the officials who had been promoted from dispatchers, and all of the extra men on the seniority list were members of the A.T.D.A. They stayed that way for years and there has hardly been a break since.

Bro. Mearl Bees Promoted

Bro. Mearl Bees, former Office Chairman in the Cleveland, Ohio, office, Lake Region, Pennsylvania Railroad, was promoted to Rules Examiner with headquarters in New Castle, Pa., effective February 1. Our congratulations and best wishes go with Bro. Bees, who served the A.T.D.A. so well and faithfully as Office Chairman from 1953 until his recent promotion. We feel certain he will meet the challenge of his new position with the same vigor and tenacity which he displayed in the behalf of the membership and that his success will be equally rewarding.

AN ITEM REGARDING BRO. GARRETT

The following is taken from the January issue of *TRACKS*, the C. & O. Magazine:

New vice president of the American Train Dispatchers Association is Thomas C. Garrett. He has previously served as general chairman and trustee.

He was born in Frederick Hall, Va., where his father was C. & O. agent-operator for twenty-five years. The younger Garrett joined C. & O. in 1920 as agent-operator at Wingina, Va. Currently he is assistant chief train dispatcher at Richmond's Main Street Station.

His activities have included general chair-

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man of the Richmond Better Service Conference, local chairmanship of the Order of Railroad Telegraphers and presidency of the Williamsburg Lion's Club.

A Promotion for Bro. F. J. Du Sell

Bro. Forester J. Du Sell of the Burlington's Aurora, Ill., office was appointed Assistant Trainmaster at Aurora, effective February 1. Our congratulations are tendered Bro. Du Sell on this significant promotion, as well as our best wishes for success in his new position. His promotion causes him to relinquish his post as Office Chairman at Aurora.

Atlanta Morse Club Chapter Off to a Good Start

The *Atlanta Journal* carried a lengthy account of the initial meeting of the Atlanta Chapter, Morse Telegraph Club of America, held on January 26. The purpose of the meeting was to effect permanent organization, elect officers, and make plans for the annual celebration of the birthday of Samuel F. B. Morse, inventor of the telegraph, to be observed on April 27. The following officers were elected: V. F. Williams, president; Fred L. Hester, first vice president; Charles Cureton, second vice president; E. S. Fain, third vice president; E. F. Vandivere, secretary-treasurer. Honorary vice presidents are: J. Clyde Mixon and H. A. Stockdale of Atlanta; R. A. Walker of Macon; and C. H. Crumpler of Norfolk. Already 130 members have been enrolled, and Secretary Vandivere hopes to reach their goal of 300 by the time of the April meeting.

First Piggy-Back

Where did piggy-back originate on American Railroads?

Some say it originated in the Civil War when army wagons were loaded on flat cars and moved to and from battle areas.

The Long Island was probably the first railroad to offer piggy-back commercially. In December, 1884, the Long Island announced it would carry loaded farm wagons to the East River "for a moderate tariff." The charge was

about \$4 for a wagon, two horses and a driver. The following month farmers gathered at Albertson's Station, on the Locust Valley branch, to see the first piggy-back train on its way—flat cars for the wagons, box cars for the horses, and a passenger coach for the teamsters.

Long Island's piggy-back business was good for some time, reaching a peak of 75 wagons per trip. But in the early 1890's business fell off and the service was dropped entirely around 1893.

The piggy-backing of truck trailers on flat cars was started by the Chicago, North Shore & Milwaukee Railroad in 1926. The present boom in piggy-back service throughout the country was triggered shortly after the Chicago and North Western inaugurated the service in August, 1953, between Chicago and Green Bay, Wis.

—Exchange.

Heaviest and Longest Freight Shipments

The heaviest single unit of freight on record was a 7½ mile high-voltage submarine power cable, weighing approximately 745,000 pounds (803,000 pounds including blocking, bracing, etc.) shipped from Paterson, N. J., to Renton, Wash., in the spring of 1951, for use in Puget Sound. The cable was shipped on nine specially prepared gondola cars.

* * *

The heaviest single unit shipment resting on two cars was a refinery cylinder weighing 611,780 pounds, shipped from Houston to Baytown, Tex., in April 1955. The burden cars were spaced by two idler cars.

* * *

The heaviest known shipment resting on a single freight car was a steel casting weighing 487,000 pounds, shipped from New Castle, Pa., to Cleveland, O., in December 1946.

* * *

The longest single unit shipment in the form of a cylinder was a refining tower 203 feet in length, shipped from Houston to Chaison, Tex., in November 1955. This shipment, resting on two cars, required two idler cars between the burden and one idler car at each end—six cars in all.—*The Santa Fe Magazine*.

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DINERS, PAST AND PRESENT

*By Jack Maguire in
Railway Progress*

Ninety-five years ago, the dining car was born. In 1862, the old P.W. & B. Railroad, now a part of the Pennsylvania, fitted a baggage car with high stools and a counter and began offering hungry travelers oyster stew, crullers, and coffee. Five years later, George M. Pullman equipped a sleeping car with a kitchen to provide berth passengers with snacks. A year later, in 1868, Pullman built the "Delmonico," the nation's first real dining car, and placed it in service between Chicago and St. Louis on the old Chicago & Alton.

* * *

A traveling freight agent's queasy stomach deserves credit for today's high standard of dining along the high iron. Fred Harvey, western freight agent for the Burlington, developed an ulcer from eating in flyblown depot beaneries. Disgusted with such fare, he asked the Santa Fe division superintendent at Topeka, Kans., for permission to open a restaurant of his own in the local station. This was the first of the famous Harvey Houses and was the forerunner of the Harvey hotels, restaurants, and diners still operated on the Santa Fe.

* * *

Before the turn of the century, when Americans still considered eating an adventure, railroads often used the specialty of their dining cars as the basis for advertising slogans. Thus, the Northern Pacific proclaimed that it was the "Road of the Great Big Baked Potato." The Boston & Maine bragged of its Boston baked beans and the Denver & Rio Grande Western urged travelers to sample its Colorado rainbow trout. The Missouri-Kansas-Texas still frequently advertises its "Katy Korn-

ettes," a southern corn bread that long has been a favorite on its dining cars.

* * *

In no other eatery in the world can so many be fed so well by so few. The crew may consist of a steward, an assistant, a chef, as many as three assistant cooks and up to ten waiters. In the diminutive pantry may be stored 240 table cloths, 200 towels, 540 pieces of china, 703 pieces of silverware, 218 items of glassware, 240 kitchen utensils, 20 aprons and 50 waiters' coats. In an area seating a maximum of sixty people, the crew and cook can serve enough food for as many as 400 passengers at a single meal.

* * *

Keeping fresh flowers on dining car tables used to be a problem, but no longer. Today's railroad rose can make a round trip from Chicago to Los Angeles and still look freshly plucked at the end of its five-day journey. The secret is a concoction first developed by two Chicago brothers that provides cut flowers with the same food properties they receive in greenhouse soil.

* * *

Hot cakes on dining car breakfast menus have been known to create problems in railroad public relations. Chefs usually are individualists when it comes to deciding the size of flapjacks they serve, which means that the pancakes on one line may be the size of a saucer while those on another railroad may approximate the circumference of a silver dollar. On one occasion, a group of travelers asked the Interstate Commerce Commission to standardize the size of dining car flapjacks, demanding that they conform to the exact measurements of those served by the White House.

* * *

One little-known dining car service concerns the preparation of special

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menus for passengers who are on a diet. On most of the larger railroads, the dining car steward and his crew are always ready to help the traveler carry out the doctor's orders. Usually an individual with special food requirements notifies the railroad when he makes his reservations or purchases his ticket. The commissary then sees to it that the special items are stocked and the crew alerted on how to prepare them.

* * *

Contrary to accepted etiquette, it is not only proper but also good sense to leave the spoon in your coffee cup—if you're aboard a moving train. Even aboard today's diesel-powered streamliners, coffee is inclined to slosh a bit. Dining car experts swear that it won't, however, if the spoon is left in the cup. What's more, they say that it works even better if the spoon is turned backwards.

* * *

In a more leisurely era, a meal on the diner included at least six courses and often nine. Today's traveler, accustomed to drug store lunches in the workaday world, often demands the same informal service aboard a train. To accommodate him, the Santa Fe operates cafeteria cars, the Southern Pacific has a "Hamburger Grill" car and the Pennsylvania has a "slot machine diner" where automatic vendors deliver sandwiches, coffee, ice cream, and other self-service items.

* * *

Diners are big money-losers for the railroads. The biggest loser in 1955 was the Union Pacific, which had to spend \$1.83 for every diner dollar it took in. Far from grumpy about it, the UP, rec-

ognizing the public relations value of the dining car, is now experimenting with free meals on its "City of Las Vegas," which runs between Los Angeles and Nevada's gambling capital.

THE PASSING OF THE "BRASSPOUNDER"

The "brasspounder" has been swallowed up.

That's right. The man who once sat at a telegraph key and wrote his profession with an incessant dit-da-dit has all but disappeared from the communications scene. He has been swallowed—but not yet digested—into the newer systems of contact. Several railroads have given official recognition to that fact in the last few years by issuing a "change of title" memorandum renaming their Telegraph Departments the "Communications Department." And why not?

Where once stood lines of keyboard tables staffed by dozens of Morse code experts, there is now a battery of teleprinters watched over by a mere handful of employees. The same room contains equipment for operating the railroad's telephone system and the two-way radio that provides contact between the office and men out on the line. All this in an office that until recently was known as the "Telegraph" Department—an office that now often boasts only one telegraph key table with a few keys. And that near-obsolete equipment is very seldom used even though hundreds of messages pour in and out of the office daily.

It is the same old story of machine over manpower. Machines simply do the work much more efficiently. Even if that

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were not the case, say communications superintendents of several railroads, it is not easy to find a good telegrapher these days. Recognizing that their profession is "on its way out," many telegraphers have turned their talents to the newer fields of communications.

But the clacking of telegraph keys has not been entirely obliterated from the picture. Their rattle is still heard at some points on the railroads where the volume of communication traffic does not warrant the installation of expensive replacement equipment. There, operators still sit by their keys and thumb out messages in a distinctive manner that makes immediate identification of the sender possible for other operators.

To insure that men will always be available to fill such posts, schools for the training of telegraphers are still being conducted in several areas of the country.

The students are reminded that not too many years ago it was the telegrapher who hurried the news of great events to the Nation's citizens. For it was his key, and the miles of line strung in the face of countless dangers, that supplied the only fast link between an event in one part of the country and the information-hungry people throughout the rest of the Nation.

These men will never be forgotten. Their contribution to the expansion of civilization to the Old West will be forever enshrined through the media of motion pictures, television programs, and historical novels.

Rails On Concrete Seen Replacing Wooden Rail Ties

Railroads might well junk their century-old method of laying rail on wooden ties and, instead, lay the rails on concrete in lanes similar to highways, John W. Barriger, president of the Pittsburgh & Lake Erie Railroad, recently told a meeting of the Railway Systems and Procedures Association in Chicago.

Traditionally, railroad tracks have been laid on wooden ties which, in turn, rest on

gravel or other ballast, a form of roadbed designed to cushion fast, heavy trains moving over the rails.

However, Mr. Barriger suggests, "The long-held belief that railway track must combine resilience with rigidity may be wrong." Heavily-traveled lines "probably should be converted from the present type of track structure into one which carries the rail on continuous concrete beams that are imbedded in wide lanes of concrete."

Mr. Barriger conceded that the new method would be expensive, but asserted it would provide "spectacular reductions in maintenance as well as great improvement in riding quality."

He noted that at the beginning of 1954, the latest year for which figures were obtainable, there were no fewer than 991 million ties in use on major U.S. railroads, and that the annual railroad tie replacement is about 30 million ties.—*Exchange*.

ORIGIN OF "STATION"

Romans of the second century modified their term for "to stand" and coined the expression *stationem*, indicating "the condition of standing." It was applied to persons, animals and even buildings.

So strongly was the word rooted in popular speech that it survived the collapse of the empire. Frankish warriors learned it from their conquered foes and took it north. Later, it jumped the English Channel when Normans attacked the Anglo-Saxons.

Virtually unchanged in spelling, by 1500 A.D. the ancient word was being used to indicate any place in which a person—a guard, for example—was required to stand. By extension it was applied to a guardhouse, and then to a little shelter where travellers could get food and coach driver could get fresh horses.

Crossing the Atlantic with early colonists, this type of station gained new prominence under frontier conditions. Hence the name of the coach house attached to early American railroad terminals. Adopted on both sides of the ocean to designate a "standing house" for passengers or freight, the much-traveled *station* soon came to stand for intermediate stopping points as well as rail terminals—*Webb Garrison*.

It Takes a Heap of Parts

The number of parts varies with the type of locomotive and with construction details, but in a 2000 horse-power diesel-electric locomotive, it is estimated that there are 70,000 parts. A modern Pacific type steam locomotive had about 25,000 parts, excluding the tender.

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*Because we cannot forever smile,
Because we must trudge in the dust a while,
Because we think that the way is long,
Some complain that life is all wrong;
But somehow we live and skies grow bright,
And most things seem to work out all right.*

Author Unknown.

* * *

He took her out to the golf course, thinking she knew all about the game. As usual, he sliced the first ball into the rough. Finally, after he had searched for the ball half an hour, she said: "Would it be cheating if I told you where it is?"

* * *

No one can steal what is in your head, or your heart. If you know tolerance, humility, and compassion, it will shine like a beacon, through your conversation.

* * *

It had rained hard. The windshield was covered with mud, and the car had narrowly escaped several collisions.

"Wouldn't it be a good thing to wipe off the windshield?" asked the anxious passenger.

"Not worth the bother," cheerfully returned the driver. "I left my glasses at home."

* * *

Life is fairly simple—all you need is a comfortable bed and comfortable shoes, because you are in one or the other most of the time.

* * *

The millionaire, examining a prospective son-in-law, demanded: "And would you love my daughter just as much if she were poor?"

"Absolutely."

"That settles it, you're out! We don't want any fools in the family."

* * *

"Mama, why doesn't daddy have any hair on his head?"

"Your daddy thinks a great deal, dear."

"Mama, why do you have so much hair on your head?"

"Shut up and eat your crackers, dear."

* * *

The civil service applicant applied for a position in the diplomatic corps. "What makes you think you are qualified?" he was asked.

"I've been married 20 years," he answered modestly, "and my wife still thinks I have a sick friend."

* * *

There are people still living who can remember when it cost more to run a car than to park it.



"Would you mind bringing canned apple sauce until I get my new false teeth?"

The husband's the head of the house—and the pedestrian has the right of way. And everything's fine until either one of them starts to prove it.

* * *

Officer: "Say, bud, what's the idea of coming down the street in a barrel? Are you a poker player?"

Offender: "Nope. But I spent the evening with a couple of guys who were."

* * *

Professor: "What's the most common impediment in the speech of Americans?"

Student: "Chewing gum."

* * *

Definition of a rare thing: A guest that says he's got to go and promptly goes.

* * *

An old country doctor parked his ancient Model-T on the courthouse square to visit his banker. Returning, he found a group of teenagers standing around the old vehicle, guffawing as they looked it over. The old doc climbed into the front seat, settled himself behind the steering wheel, then remarked thoughtfully: "The car's paid for, boys." Then, looking squarely from one young lad to the other, he added: "you're not—and you're not!"

* * *

"What was your business before you were captured by my men?" asked the chief of the cannibals.

"I was the assistant editor of a newspaper," answered the captive.

"In that case, cheer up, young man" said the chief, "promotion awaits you. After dinner you will be editor-in-chief."

* * *



She Helped a Burglar make his Getaway



WAKING ONE MID-NIGHT, she surprised a burglar in her room. As he leapt for the window, she stopped him. "You'll be hurt. Go down by the stairs and let yourself out."

Calm, kind, and acutely intelligent, she had long ago learned to stay human in emergencies—by living where emergencies were routine, in the heart of one of Chicago's poorest immigrant neighborhoods.

Here she had settled down to her life work—helping people. No sociologist or social worker, she left it for others to make this a science. To her, it was an art. An art she practiced so beautifully that, eventually, while she was loved around Halsted Street, she was admired around the world.

When, in 1935, Jane Addams of Hull

House died, her little grandniece, seeing hundreds of children among the mourners, asked, "Are we all Aunt Jane's children?"

In a sense, we all are. For the work Jane Addams did and the lessons she taught still help us all. And they prove magnificently the fact that America's greatest wealth lies in Americans.

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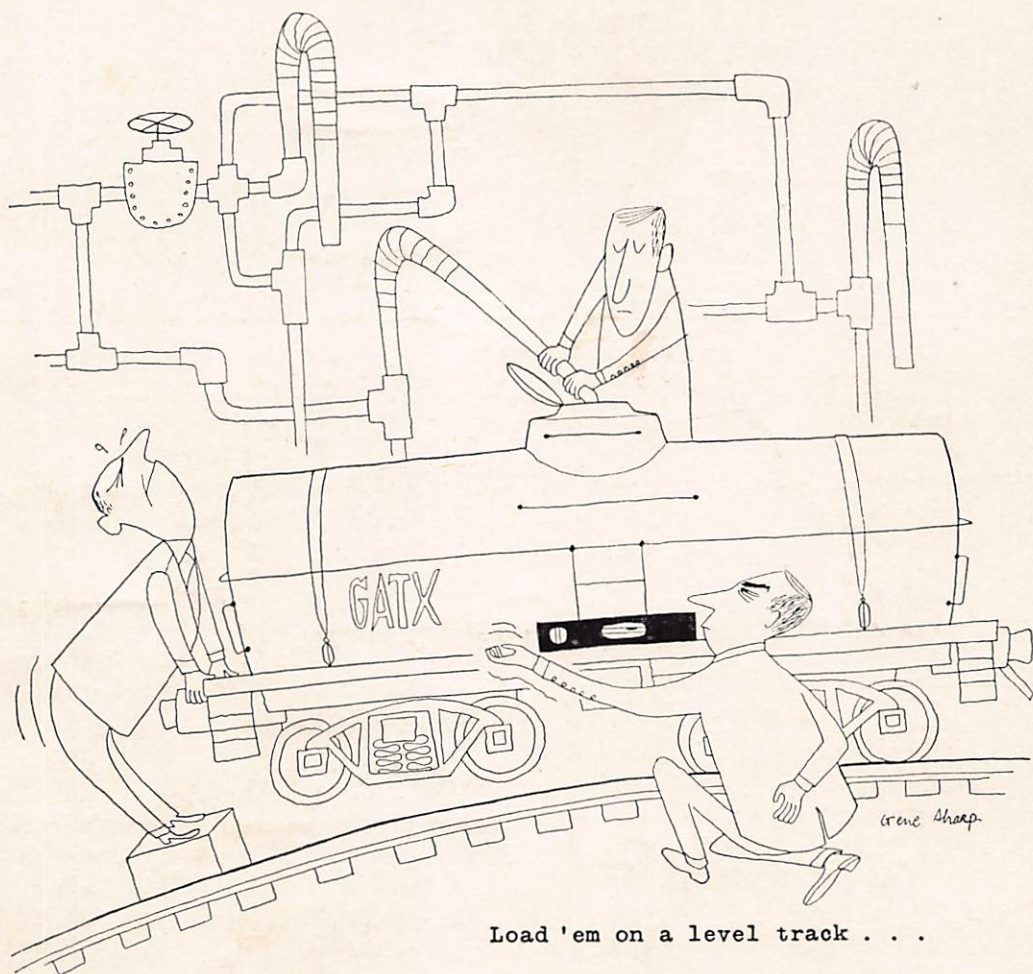
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