

August 24, 1970

Mr. Edwin K. Beaty, Division Chairman
Brotherhood of Railway and Airline Clerks
4416 East 15th Street
Tucson, Arizona 85711

Dear Sir and Brother:

Replying to yours of August 14th, requesting the name and address of the local chairman of our organization for the Tucson and Phoenix area. We have no local chairman or other officers in the state of Arizona at all.

Sincerely and Fraternaly,

C. L. Dellums

CLD:cr

BROTHERHOOD OF RAILWAY AND AIRLINE CLERKS



August 14, 1970

4416 East 15th Street
Tucson, Arizona 85711

1970-95

AIR MAIL

Mr. C. L. Dellums, International President
Brotherhood of Sleeping Car Porters
1716 - 7th Street
Oakland, California 94607

Dear Sir and Brother:

Kindly furnish the name and address of the
Local Chairman for the Tucson area and the Phoenix area.

Sincerely and fraternally,

Edwin K. Beaty

Edwin K. Beaty
Division Chairman

cc: Mr. C. S. Coleman, General Chairman, BRAC, San Francisco, Calif.



Grand Lodge Headquarters
Brotherhood of Railroad Signalmen



C. J. CHAMBERLAIN,
President
R. T. BATES
Secretary-Treasurer
M. B. FRYE
Vice-President

2247 W. LAWRENCE AVE.
CHICAGO, ILL. 60625

TELEPHONE
312-561-7355

September 1, 1970

Mr. J. Taylor Soop, Executive Secretary
All Chief Executives
Railway Labor Executives' Association
400 1st Street, N. W.
Washington, D. C. 20001

Dear Sirs and Brothers:

This has reference to your letter of August 25 and attached correspondence from President G. L. O'Brien of the Brotherhood Railway Carmen, regarding the application for approval of the Certificate of Inc. of the Long Island Railroad, Case No. CI-27-70.

In my opinion, the RLEA should intervene in support of the Railway Employes' Department in opposition of this matter.

You may consider this as authority from the Brotherhood of Railroad Signalmen to take such action.

Fraternally yours,

C. J. Chamberlain
President

CJC:jg

August 25, 1970

Mr. Geoffrey H. Moore, Commissioner
U. S. Department of Labor
Bureau of Labor Statistics
Washington, D. C. 20212

Dear Mr. Moore:

Enclosed you will copy of the last printed proceedings of our last Convention, and Constitutional amendments to our Constitution since the last printing. Unfortunately, the proceedings of the 1968 Convention were never prepared by the steno typist that took the records. However, the essential part of the 1968 Convention will be put together and I shall furnish you a copy when they are ready.

Very truly yours,

C. L. Dellums

CLD:cr
Enc. Proceedings

P. S. We are enclosing our Constitution in a separate envelope from the one with the proceedings.

U.S. DEPARTMENT OF LABOR
BUREAU OF LABOR STATISTICS
WASHINGTON, D.C. 20212

10 AUG 1970

Mr. C. L. Dellums, President
Brotherhood of Sleeping Car
Porters (AFL-CIO)
103 East 125th Street
New York, New York 10035

In reply please
refer to No. 340

Dear Mr. Dellums:

The Bureau of Labor Statistics maintains an up-to-date file of union convention proceedings and constitutions for research and information purposes.

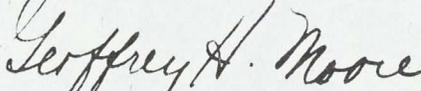
The dates of the most recent documents we have from your organization are:

Convention proceedings 1959

Constitution 1956

If you have issued proceedings of a later convention or amended the constitution since the date shown, will you please send us a copy of the current document. The enclosed mailing label is for your reply and requires no postage.

Very truly yours,



GEOFFREY H. MOORE
Commissioner

Enclosure

AMERICAN FEDERATION OF LABOR AND CONGRESS OF INDUSTRIAL ORGANIZATIONS

EXECUTIVE COUNCIL

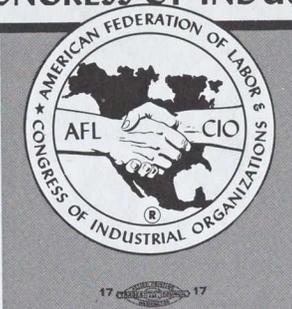
GEORGE MEANY
PRESIDENT

LANE KIRKLAND
SECRETARY-TREASURER

JOSEPH CURRAN
JACOB S. POTOFSKY
LEE W. MINTON
KARL F. FELLER
I. W. ABEL
PAUL JENNINGS
JOHN H. LYONS
C. L. DENNIS
THOMAS W. GLEASON
FREDERICK O'NEAL
JERRY WURF

M. A. HUTCHESON
A. PHILIP RANDOLPH
JOSEPH A. BEIRNE
PETER T. SCHOEMANN
DAVID SULLIVAN
WILLIAM POLLOCK
A. F. GROSPIRON
PETER BOMMARITO
JOHN F. GRINER
FLOYD E. SMITH
S. FRANK RAFTERY

JOSEPH D. KEENAN
RICHARD F. WALSH
JAMES A. SUFFRIDGE
PAUL HALL
HUNTER P. WHARTON
MAX GREENBERG
MATTHEW GUINAN
PETER FOSCO
CHARLES LUNA
LOUIS STULBERG
ALEXANDER J. ROHAN



815 SIXTEENTH STREET, N.W.
WASHINGTON, D.C. 20006

(202) 293-5000

September 3, 1970

TO PRESIDENTS OF ALL INTERNATIONAL UNIONS,
STATE AND CITY CENTRAL LABOR BODIES

Dear Sir and Brother:

It gives me great pleasure to inform you that the members of the United Farm Workers Organizing Committee, AFL-CIO, have successfully concluded their historic struggle for union recognition in the California grape industry.

Therefore the grape boycott is officially ended.

It is quite clear that the consumer boycott of grapes in which millions of American trade unionists joined together, played a major role in winning that victory.

Director Cesar Chavez and the UFWOC Executive Board have asked me to convey the deep gratitude of their members for the financial contributions and the physical support they have received from individual volunteers, AFL-CIO affiliates and their locals and state and central labor bodies -- from all who picketed supermarkets, hand-billed shopping centers and personally urged store managers to stop selling table grapes.

The five-year struggle of the farm workers, against powerful opposition unrestrained by federal or state labor laws, has been an historic demonstration of faith, courage and determination.

Even so, that struggle could not have succeeded without the steadfast support of a united labor movement. We have demonstrated, once again, the value of the boycott weapon in strike situations. It is not a weapon we will ever use lightly but this experience and the experience earlier this year in the GE boycott prove that American consumers will refuse to purchase articles made under substandard or strike-breaking conditions. So we will use the boycott weapon when it becomes necessary in order to win justice for workers.

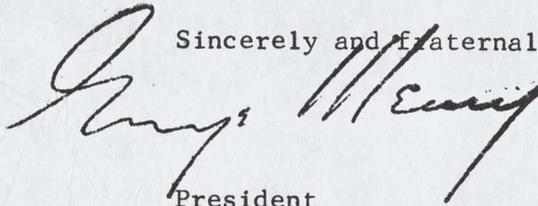
Page 2

All of those who shared in the farm workers' struggle have full share in the victory, as well. Because of their efforts, the trade union movement is stronger than before.

Now that the grape boycott is over, all remaining stocks of leaflets, pamphlets, placards, bumper stickers or other materials relating to that boycott should be immediately destroyed.

With personal thanks to all who contributed to this victory, I am

Sincerely and fraternally,

A handwritten signature in cursive script, appearing to read "Arny Henry". The signature is written in dark ink and is positioned above the printed name "President".

President

PLEASE MAKE FOLLOWING CORRECTIONS TO BOOKLET ENTITLED "ORGANIZATIONS
AFFILIATED WITH AFL-CIO" DATED JULY 13, 1970.

AMERICAN FEDERATION OF TELEVISION & RADIO ARTISTS:

Change of Pres:
Bill Baldwin

BILL POSTERS, BILLERS & DISTRIBUTORS:

Change of Secy-Treas:
John J. Grady

GOVERNMENT EMPLOYEES, AMERICAN FEDERATION OF:

Change of Secy-Treas:
Douglas H. Kershaw

LATHERS, INTERNATIONAL UNION OF WOOD, WIRE & METAL:

Change of Pres:
Robert A. Georgine

MUSICIANS, AMERICAN FEDERATION OF:

Change of Pres:
Hal C. Davis

RAILWAY SUPERVISORS ASSOCIATION, AMERICAN:

Deceased - remove from list:
J. P. Tahney, Pres.

TECHNICAL ENGINEERS, AMERICAN FEDERATION OF:

Change of Pres:
William T. Cleary

YARDMASTERS OF AMERICA, RAILROAD:

Change of Pres:
A. T. Otto, Jr.

ARIZONA STATE AFL-CIO:

Correct address of Pres:
From: 705 S. Tucson Blvd.
To: 750 S. Tucson Blvd.

TEXAS STATE AFL-CIO:

Change of address:
308 W. 11th Street,
P. O. Box 12727
Austin, Texas 78711



Telegram

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BOOK ZDZ2 EE RX PDB 3 EXTRA *CO*

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S	By <i>sc</i>	A <i>955A</i>	To Be <i>mail</i>
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C L DELLUMS, INT PRES, BRO OF SLEEPING CAR PORTERS
1716-~~18~~ 7 ST OAKLAND CALIF

IT IS WITH DEEP SORROW THAT WE MUST INFORM YOU THAT OUR PRESIDENT
J. P. TAHNEY PASSED AWAY SUDDENLY 4:30 PM WEDNESDAY, AUGUST
26, 1970. VISITATION AFTER 2:00 P.M. THURSDAY, AUGUST 27, 1970
AT W C SMITH FUNERAL HOME 2500 NORTH CICERO AVENUE, CHICAGO,
ILLINOIS FUNERAL MASS 11:00 A.M. SATURDAY AUGUST 29 AT ST.
VIATORS CHURCH 4170 WEST ADDISON, CHICAGO, ILLINOIS, INTERNMENT

see 926ea

ALL SAINTS, DES PLAINES, ILLINOIS
AMERICAN RAILWAY SUPERVISORS ASSN FRED RIEHL FIRST VICE PRESIDENT

4:30 PM 26 1970 2:00 PM 27 1970 2500 11:00 AM 29 4170.L

August 30, 1970

Mr. J. R. Tipton, Corr. Secretary
The American Railway Supervisors Association
4250 Montrose Avenue
Chicago, Illinois 60641

Dear Brother Tipton:

On behalf of the members of our Organization and myself personally, we wish to hereby express our deep sorrow over the untimely death of your union's President, Brother J. P. Tahney. Please convey our regrets to the Tahney family on behalf of our Organization.

Fraternally and Sincerely yours,

C. L. Dellums

May 18, 1970

Mr. Douglas Fraser, Vice President
The United Auto Workers International Union
8000 East Jefferson Avenue
Detroit, Michigan 48214

Dear Brother Fraser:

On behalf of the members of our Organization and myself personally, we wish to hereby express our deep sorrow over the untimely death of your union's President and Mrs. Reuther. Please convey our regrets to the Reuther family on behalf of our organization.

Fraternally yours,

C. L. Dellums

CLD:er

May 6, 1970

Mr. H. C. Crotty, President
Brotherhood of Maintenance of Way Employes
12050 Woodward Avenue
Detroit, Michigan 48203

Dear Brother Crotty:

On behalf of the members of our organization and myself personally, we wish to hereby express our deep sorrow over the untimely death of your union's General Secretary-Treasurer, Brother Frank L. Noakes. Please convey our regrets to Brother Noakes' family on behalf of our organization.

Faternally yours,

C. L. Dellums

H. C. CROTTY
PRESIDENT

FRANK L. NOAKES
SECRETARY-TREASURER

BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYEES

AFFILIATED WITH THE A.F.L.-C.I.O. AND C.I.C.

GRAND LODGE

12050 WOODWARD AVE., DETROIT, MICHIGAN 48203

OFFICE OF
PRESIDENT

29

February 4, 1970

3323
FILE Obtaining
Awards

Mr. Robert G. Moorhead, President
Central Publishing Company, Inc.
P. O. Box 1652
Indianapolis, Indiana 46206

Dear Mr. Moorhead:

I have given due consideration to your letter of November 22, 1969, and the prices you quoted for furnishing our requirements of printed copies of awards handed down by the National Railroad Adjustment Board.

I also have your letter of December 18, 1969, quoting an estimated price range from \$4.75 to \$5.75, per copy for bound volumes of awards, depending on the thickness of the individual books.

These quotations are acceptable, and you may continue to furnish us copies of awards as outlined in my letter to you of August 22, 1969, until further notice.

With best wishes, I am

Sincerely yours,

H. C. Crotty
President

cc: Mr. C. L. Dennis
Mr. A. R. Lowry
Mr. Chas. Luna
Mr. C. R. Pfenning
Mr. Ed S. Miller
Mr. C. L. Dellums ✓
Mr. C. J. Chamberlain
Mr. John J. Berta
Mr. H. G. Harper





Grand Lodge Headquarters

Brotherhood of Railroad Signalmen



C. J. CHAMBERLAIN,
President

P. T. DRUMMOND
Secretary-Treasurer

M. B. FRYE
Vice-President

2247 W. LAWRENCE AVE.
CHICAGO, ILL. 60625

February 24, 1970

TELEPHONE
312-561-7355

Mr. C. R. Pfenning, President
American Train Dispatchers Association

Mr. H. C. Crotty, President
Brotherhood of Maintenance of Way Employes

Mr. C. J. Chamberlain, President
Brotherhood of Railroad Signalmen

Mr. C. L. Dennis, Grand President
Brotherhood of Railway Clerks

Mr. C. L. Dellums, International President
Brotherhood of Sleeping Car Porters

Mr. E. S. Miller, General President
Hotel & Restaurant Emp. & Bart. Int'l Union

Subject: NRAB Joint Fund

Dear Sirs and Brothers:

This will acknowledge receipt of checks for apportionment in accordance with my letter of November 11, 1969, assessing participating organizations for salaries of officers on the Third Division, National Railroad Adjustment Board, from September 1, 1969 to September 1, 1970.

The fund is hereby placed in operation in accordance with the understanding among the organizations involved for operation of the Board for the next fiscal year ending September 1, 1970.

Fraternally yours,

Paul T. Drummond
Paul T. Drummond
Secretary-Treasurer

PTD:hk

BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYEES

AFFILIATED WITH THE A.F.L.-C.I.O. AND C.L.C.

GRAND LODGE

12050 WOODWARD AVE., DETROIT, MICHIGAN 48203

OFFICE OF
PRESIDENT



September 15, 1969

Circular No. 522

ALL GRAND LODGE, SYSTEM DIVISION AND FEDERATION OFFICERS, SUBORDINATE LODGE PRESIDENTS, SECRETARY-TREASURERS, DISTRICT, DIVISION AND LOCAL CHAIRMEN, JOINT PROTECTIVE BOARD MEMBERS, AND STATE LEGISLATIVE REPRESENTATIVES IN UNITED STATES

Dear Sirs and Brothers:

After many months of negotiation with the railroad managements the Railway Labor Executives' Association, acting through its Railroad Retirement Committee, in August of 1966, succeeded in getting the railroads to agree to a pension program for career railroad workers supplemental to the Railroad Retirement system to be paid for entirely by the railroad companies. In October of that year, Congress enacted the program in the form of amendments to the Railroad Retirement Act and the Railroad Retirement Tax Act at the joint request of managements and unions as agreed upon. Supplemental pension payments began as of November 1, 1966.

The program provided supplemental pensions of \$70 per month for those employes who retired on or after July 1, 1966, with 30 years of service and who were at least 65 years of age. Those with lesser years of service, but at least 25 years, received from \$45 to \$65 per month according to their years of service, with each year adding \$5 per month to the pensions. The railroads agreed to, and Congress imposed on the railroads only, a special tax of 2 cents per man-hour of employment for the next five years to support the program for that period.

Five years was the extent to which the railroads would commit themselves in 1966, and the 2 cents per man-hour was thought by everyone--including the actuaries of the Railroad Retirement Board--to be ample for the support of the program for five years. At that time a written agreement was entered into, which provided that the representatives of the parties could meet at the request of either party on or after November 1, 1970, but not before, for the purpose of again discussing the subject of supplemental annuities.

About a year ago, however, we learned that the expectations of the actuaries were not being borne out by experience. For whatever reason, employes were retiring in greater numbers than had been expected, putting a heavier drain on the fund, and man-hours of employment were less than had been expected, providing less tax revenue for

the support of the program. This situation is so serious that unless remedial action is taken the fund will be exhausted next month, after only three years of operation.

The Railway Labor Executives' Association began, when we first learned of the situation, to try to get the railroads to agree to put up enough additional money to carry out the five-year program as planned. But after some months of negotiations, it developed that the railroads insisted on our agreeing to amendments that would seriously weaken both the Railroad Retirement and Unemployment Insurance systems as a price for keeping up the Supplemental Pension program for the balance of the five-year period.

The railroads said they would be agreeable to making the 1966 seven per cent increase in the regular annuity applicable to retirees who get a supplemental pension, but, in return, they wanted a reduction in the supplemental pension of ten per cent of the regular annuity. In other words, there would have been a net loss of three per cent of the regular annuity and seven per cent would have been shifted from the supplemental account paid for by the carriers alone to the regular account one-half of which is paid for by the employes. After these adjustments, they wanted a moratorium on any improvements until October 1, 1981. They also wanted to amend the Railroad Unemployment Insurance Act to withhold benefits from any employe on strike or who refused to cross a picket line. On top of all this, they proposed mandatory retirement at age 70 on July 1, 1969, and reducing to age 65 over a period of two and one-half years.

Our Committee believed that the railroads' proposals were unreasonable. So in May of this year, we asked Chairman Staggers of the House Interstate and Foreign Commerce Committee to introduce a bill, H.R. 11607, simply providing for an additional tax on the railroads, in whatever amount it might take, to carry out the program as originally planned.

Hearings were held on this bill and all railroad unions jointly supported it. The railroads opposed it but, for the first time, said they were willing to finance the program on a pay-as-you-go basis in perpetuity, and sought, in return, mandatory retirement of all employes at age 70, scaled down to age 65 over a five-year period instead of two and one-half years, and a moratorium on changes for another five-year period through October 1976. Their former demand for crippling amendments to the Railroad Retirement and Unemployment Insurance systems had been dropped.

With this development, the Chief Executives of the Brotherhood of Maintenance of Way Employes, the United Transportation Union, and the Brotherhood of Railway, Airline, and Steamship Clerks, representing collectively over seventy per cent of the organized employes in the industry and a similar percentage of the supplemental pension beneficiaries, held further conferences with the representatives of

the railroads to see whether agreement could not be reached on terms that we could jointly recommend to Congress.

As a result of these conferences, we were successful in getting the railroads to modify their position further. They agreed to postpone mandatory retirement of employes 70 years of age or over until July 1970; that reduction in the retirement age would be spread over a longer period, so that retirement at age 65 would not be reached until January 1976; that the period of the moratorium would be shortened by over a year so as to expire July 1, 1975; that the pension benefits are to be separable from mandatory retirement, so that if mandatory retirement should be found unconstitutional the pension benefits would nevertheless remain effective; and that agreements between employers and individual employes permitting continuance in service beyond the mandatory retirement age are allowed, so that unions (who are also "employers" under the Railroad Retirement Act) who do not have mandatory retirement in their constitution or by-laws for their officers and employes may continue them in service.

These three unions agreed to join with railroad managements in recommending to the House Interstate and Foreign Commerce Committee that the Committee report favorably on a Committee bill embodying these features. This the Committee did and the bill is identified as H.R. 13300.

Although there may be differences of opinion as to the merits of mandatory retirement, it is coming to be generally regarded as advantageous to the employes as well as to the employers. Not only are the older workers entitled to enjoy some leisure but also the younger workers gain through speeding the opening up of job opportunities. Many unions have it for their own officers and employes. In the railroad industry nearly every union has, to a greater or lesser degree, provided for mandatory retirement by agreement on individual railroads. There are currently 506 such mandatory retirement agreements in the railroad industry in the United States. As early as 1934, all the organizations in the Railway Labor Executives' Association joined in securing the enactment of the first Railroad Retirement Act which provided mandatory retirement at age 65, and were bitterly disappointed when the Supreme Court declared it unconstitutional.

The bill, H.R. 13300, by postponing even age 70 mandatory retirement until next July and then spreading the reduction to age 65 over a five and one-half year period, provides ample time for the older workers to prepare for retirement and, at the same time, will serve the interest of the younger employes in opening up job opportunities. The latter is an important consideration in times like these when increasing mechanization is cutting off more and more jobs.

But more important, it seems to us that H.R. 13300 will put the supplemental pension program on a permanent basis. A firm foundation will have been laid upon which we can build when the moratorium

expires. In the meantime, it is common knowledge in Congress that social security benefits will be improved next year and, at the same time, the Railway Labor Executives' Association will be requesting Congress to make substantial improvements in the Railroad Retirement Act. There is not - and there will not be a moratorium with respect to benefits provided under the basic Railroad Retirement Act.

With respect to the Supplemental Pension program provided for under H.R. 13300, it is estimated that the program will cost the railroad companies in excess of three quarters of a billion dollars by the end of 1975 in addition to what they have spent so far.

Contrast the alternative. There are approximately 55,000 supplemental pensioners now on the rolls and the number is increasing each month. Most of them are drawing the maximum of \$70.00 per month. The continuation of the Supplemental Pension program will help assure that career railroad employes will have sufficient income to provide in retirement a healthful, self-respecting manner of living which allows normal participation in community life. If the program is not continued, the result will be substantially reduced living standards for 55,000 career railroad employes who have already retired and who are now receiving the supplemental pension. In addition, tens of thousands of our members who have spent their working lives in the railroad industry, and who will retire in the months immediately ahead and in the years to come, will be denied the advantages and security that the supplemental pension represents.

Unfortunately, however, the October 1, 1969 supplemental retirement check may be the last one that the present beneficiaries will receive unless Congress takes prompt action.

Also, and unfortunately, some unions representing a minority of the employes in the railroad industry would apparently rather see this happen than see H.R. 13300 enacted. For example, one organization has recommended that its members advise their Congressmen they don't want a supplemental annuity if it means the enactment of H.R. 13300.

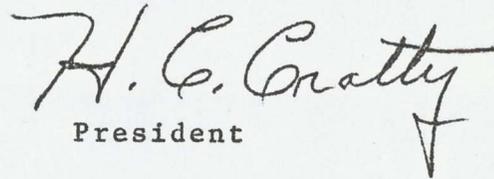
The fact that such sentiments are being expressed by some people makes it imperative for us to leave no doubt about the position of our Organization.

We urge all of our officers and members to give their active and immediate support to H.R. 13300. Write or wire your Senators and Congressmen and let them know that you want H.R. 13300 enacted and the Supplemental Pension program continued. It is particularly important

that you contact the members of the House and Senate Committees that are handling this legislation. For your convenience, we list them on the attached page.

With best wishes, I am

Sincerely and fraternally,


President

Atch.
Cy: Chief Executives, RLEA
Mr. G. E. Leighty
Mr. A. R. Lowry
Mr. D. S. Beattie
Mr. Michael Fox

OEIU 10

Address individual members of the Committees as follows:

U. S. Capitol
Washington, D. C.

House Committee on
Interstate and Foreign Commerce

Harley O. Staggers of West Virginia	William L. Springer of Illinois
Samuel N. Friedel of Maryland	Samuel L. Devine of Ohio
Torbert H. Macdonald of Massachusetts	Ancher Nelsen of Minnesota
John Jarman of Oklahoma	Hastings Keith of Massachusetts
John E. Moss of California	Glenn Cunningham of Nebraska
John D. Dingell of Michigan	James T. Broyhill of North Carolina
Paul G. Rogers of Florida	James Harvey of Michigan
Lionel Van Deerlin of California	Albert W. Watson of South Carolina
J. J. (Jake) Pickle of Texas	Tim Lee Carter of Kentucky
Fred B. Rooney of Pennsylvania	G. Robert Watkins of Pennsylvania
John M. Murphy of New York	Donald G. Brotzman of Colorado
David E. Satterfield 3d of Virginia	Clarence J. Brown, Jr. of Ohio
Daniel J. Ronan of Illinois	Dan H. Kuykendall of Tennessee
Brock Adams of Washington	Joe Skubitz of Kansas
Richard L. Ottinger of New York	Fletcher Thompson of Georgia
Ray Blanton of Tennessee	James F. Hastings of New York
W. S. (Bill) Stuckey of Georgia	
Peter N. Kyros of Maine	
Bob Eckhardt of Texas	
Robert O. Tiernan of Rhode Island	
Richardson Preyer of North Carolina	

Senate Committee on
Labor and Public Welfare

Ralph W. Yarborough of Texas	Jacob K. Javits of New York
Jennings Randolph of West Virginia	Peter H. Dominick of Colorado
Harrison A. Williams, Jr. of New Jersey	Winston L. Prouty of Vermont
Claiborne Pell of Rhode Island	George Murphy of California
Edward M. Kennedy of Massachusetts	Richard S. Schweiker of Pennsylvania
Gaylord Nelson of Wisconsin	Henry Bellmon of Oklahoma
Walter F. Mondale of Minnesota	William B. Saxbe of Ohio
Thomas F. Eagleton of Missouri	
Alan Cranston of California	
Harold E. Hughes of Iowa	



Grand Lodge Headquarters

Brotherhood of Railroad Signalmen



2247 W. LAWRENCE AVE.
CHICAGO, ILL. 60625

August 15, 1969

TELEPHONE
312-561-7355

C. J. CHAMBERLAIN,
President

P. T. DRUMMOND
Secretary-Treasurer

M. B. FRYE
Vice-President

The Honorable Harley O. Staggers
The House of Representatives
Washington, D. C.

RE: H. R. 13300
Supplemental Pensions

Dear Sir:

This has reference to Bill H. R. 13300 providing for Supplemental Pensions under the Railroad Retirement Act.

The Brotherhood of Railroad Signalmen strongly opposes the compulsory retirement feature of this Bill and solicits your support to see that it is removed.

Compulsory retirement for railroad employes by legislation is an infringement on the collective bargaining right of the railroad labor organizations and we resent the inclusion of such a provision in the pending legislation.

We are a member of the Railway Labor Executives' Association and are on record, along with a majority of the Chief Executives of the RLEA, in opposing the compulsory retirement feature of this Bill. We strongly urge your support to eliminate this feature from the Bill which in our opinion is not only oppressive to railroad employes, but also is questionable from a legal standpoint.

Very truly yours,

President

CJC:lc

cc: Congressmen:

Samuel N. Friedel (Md.)
Torbert H. Macdonald (Mass.)
John Jarman (Okla.)
John D. Dingell (Mich.)
Paul G. Rogers (Fla.)
Lionel Van Deerlin (Calif.)
J. J. Pickle (Texas)
Fred D. Rooney (Pa.)
John M. Murphy (N.Y.)

David E. Satterfield (Va.)
Daniel J. Ronan (Ill.)
Brock Adams (Wash.)
Richard L. Ottinger (N.Y.)
Ray Blanton (Tenn.)
W. S. Stuckey (Ga.)
Peter N. Kyros (Maine)
Bob Eckhardt (Texas)
Robert O. Tiernan (R.I.)

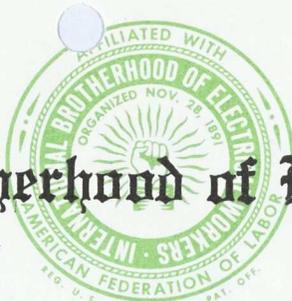
August 15, 1969

cc: Congressmen:

Richardson Preyer (N.C.)
John E. Moss (Calif.)
William L. Springer (Ill.)
Samuel L. Devine (Ohio)
Ancher Nelsen (Minn.)
Hastings Keith (Mass.)
Glenn Cunningham (Neb.)
James T. Broyhill (N.C.)
James Harvey (Mich.)

Albert W. Watson (S.C.)
Tim Lee Carter (Ky.)
G. Robert Watkins (Pa.)
Donald G. Brotzman (Colo.)
Clarence J. Brown, Jr. (Ohio)
Dan Kuykendall (Tenn.)
Joe Skubitz (Kan.)
S. Fletcher Thompson (Ga.)
James F. Hastings (N.Y.)

Chief Executives, RLEA
Grand Executive Council, BRS
General Chairmen, BRS
G. E. Leighty, Chairman, RLEA
D. S. Beattie, Exec.Sec., RLEA
C. J. Coughlin, Chief Engr., BLE
A. E. Lyon, RRB



International Brotherhood of Electrical Workers

FRANK T. GLADNEY, *International Vice President*
Tenth District

Phone: 312 922-5920
330 So. Wells Street, Rm. 1106
CHICAGO, ILLINOIS 60606

AFL-CIO-CLC

September 22, 1969

TO ALL CHIEF EXECUTIVES
Railway Labor Executives' Association

Gentlemen and Brothers:

Please be referred to Brother Beattie's letter of September 15, 1969, relative to the retirement party honoring Brother Michael Fox, which is scheduled to be held in Washington, D. C.

I have been appointed to solicit all of the Organizations affiliated with the RLEA for their customary contribution of \$100 to be used toward a gift for Brother Fox. As you know, Brother Fox is a long-time member of the IBEW and held many offices in Local Union 817, New York. In 1943 he was appointed to serve with the Federal Government and in 1946 upon returning to Union activities, was named Assistant to the President of the RED where he was elected President in 1951 and has served in that capacity since. He has been Vice Chairman of the RLEA and served on numerous committees.

I would appreciate your making your contribution toward a gift for Bro. Fox, making your check payable to Donald S. Beattie, Executive Secretary, and forwarding same directly to his office located in the Railway Labor Building, 400 - 1st Street, N.W., Washington, D.C. 20001.

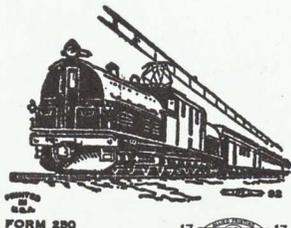
Best wishes and kind personal regards.

Fraternally yours,

Frank T. Gladney
International Vice President

FTG:m

- cc: Richard Howard
- Al H. Chesser
- Mulholland, Hickey & Lyman Firm
- Lester Schoene
- G. E. Leighty
- D. S. Beattie
- William Winpisinger
- John W. O'Brien
- Edward H. Wolfe
- A. R. Lowry
- RRB Labor Member



H. C. CROTTY
PRESIDENT

FRANK L. NOAKES
SECRETARY-TREASURER

BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYEES

AFFILIATED WITH THE A.F.L.-C.I.O. AND C.L.C.

GRAND LODGE

12050 WOODWARD AVE., DETROIT, MICHIGAN 48203

OFFICE OF
PRESIDENT



October 8, 1968

3323
FILE Part. Orgs.

Mr. Paul T Drummond, Secretary-Treasurer
Brotherhood of Railroad Signalmen
2247 W. Lawrence Avenue
Chicago, Illinois 60625

Dear Brother Drummond:

This has reference to your letter of October 4, addressed to the Chief Executives of the Standard Railway Labor Organizations represented on the Third Division of the National Railroad Adjustment Board.

To this letter you attached our Brotherhood Check No. 180912 in the amount of \$10,994.60 and Cashier's Check No. 324729 in the amount of \$2,198.92, which totals the salary of one labor member on the Board.

With best wishes, I am

Sincerely and fraternally,

H. C. Crotty
President

cc: Mr. C. L. Dennis
Mr. A. R. Lowry
Mr. C. F. Lane
Mr. R. C. Coutts
Mr. E. S. Miller
Mr. C. L. Dellums ✓
Mr. C. J. Chamberlain
Mr. Frank L. Noakes
Mr. D. S. Beattie





Grand Lodge Headquarters

Brotherhood of Railroad Signalmen



2247 W. LAWRENCE AVE.
CHICAGO, ILL. 60625

October 4, 1968

TELEPHONE
312-561-7355

C. J. CHAMBERLAIN,
President
P. T. DRUMMOND
Secretary-Treasurer
M. B. FRYE
Vice-President

Mr. C. L. Dennis, Grand President
Brotherhood of Railway Clerks
1015 Vine Street
Cincinnati, Ohio 45202

Mr. A. R. Lowry, President
Trans-Communication Employees Union
3860 Lindell Blvd.
St. Louis, Missouri 63108

Mr. C. F. Lane, President
Order of Railway Conductors & Brakemen
O.R.C. Building
Cedar Rapids, Iowa 52401

Mr. R. C. Coutts, President
American Train Dispatchers' Association
10 E. Huron Street
Chicago, Illinois 60611

Mr. Harold C. Crotty, President
Brotherhood of Maintenance of Way Employes
12050 Woodward Avenue
Detroit, Michigan 48203

Mr. E. S. Miller, General President
Hotel & Restaurant Employes' International Union
6 East Fourth Street
Cincinnati, Ohio 45202

Mr. C. L. Dellums, Int'l. President
Brotherhood of Sleeping Car Porters,
217 W. 125th St. - Room 301
New York, New York 10027

Mr. C. J. Chamberlain, President
Brotherhood of Railroad Signalmen
2247 West Lawrence Avenue
Chicago, Illinois 60625

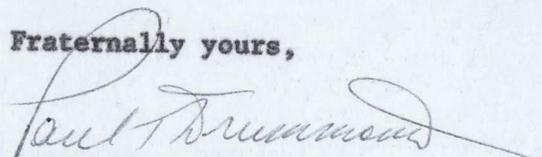
Dear Sirs and Brothers:

This will acknowledge receipt of checks for apportionment in accordance with my letter of August 19, 1968, assessing participating organizations for salaries of officers on the Third Division, National Railroad Adjustment Board from September 1, 1968 to September 1, 1969.

October 4, 1968

The fund is hereby placed in operation in accordance with the understanding among the organizations involved for operation of the Board for the next fiscal year ending September 1, 1969.

Fraternally yours,


Secretary-Treasurer

PTD:jg

cc: D. S. Beattie

**BROTHERHOOD OF RAILWAY, AIRLINE AND STEAMSHIP CLERKS,
FREIGHT HANDLERS, EXPRESS AND STATION EMPLOYES**

AFL-CIO-CLC

C. L. DENNIS International President

September 9, 1968

The Modern Union... On The Move

Mr. C. L. Dellums, President
Brotherhood of Sleeping Car Porters
217 W. 125th Street, Room 301
New York, New York 10027

Dear Sir and Brother:

In accordance with instructions agreed upon at the initial meeting of the Conference of Transportation Trades I would like to report the progress which has been achieved to date on these items.

Quarters have been secured at 2000 L Street, N. W. - Suite 403 - Washington, D. C. 20036, Phone 659-1439. A letterhead is now being designed and will be sent to the printers early next week. We are in the process of drafting a suggested constitution and by-laws which will be forwarded to you in the near future for your study and consideration. Our constitution meeting is now being planned for early October in Washington, D. C. You will receive notice of the meeting time, date and place in the near future.

Also in accordance with your directions a full-time Director of the Conference has been appointed effective September 1, 1968. We have selected Mr. Bruce Pike who has been serving as Assistant Executive Secretary to the Railway Labor Executives' Association. Mr. Pike is an effective voice of organized labor in Washington and we are confident will be of immeasurable assistance to us. He will be available to conduct the business of the Conference at all times. His office will be at 2000 L Street as noted in detail above. Of course my own office will remain open as it always has been to discuss any business of the Conference with any of you who might wish to speak to me directly.

Looking forward to seeing you all at our next meeting.

I remain,

Sincerely and fraternally,

C. L. Dennis

C. L. Dennis
Chairman
Conference of Transportation Trades

**THE INTERNATIONAL EXECUTIVE COUNCIL
OF THE
INTERNATIONAL BROTHERHOOD OF BOILERMAKERS,
IRON SHIPBUILDERS, BLACKSMITHS, FORGERS
AND HELPERS, AFL-CIO**

**ANNOUNCES THE ELECTION OF
HAROLD J. BUOY
AS INTERNATIONAL PRESIDENT**

**EFFECTIVE SEPTEMBER 1, 1970, TO FILL THE VACANCY
CREATED BY THE RETIREMENT OF
INTERNATIONAL PRESIDENT RUSSELL K. BERG**



SCOREBOARD

H. C. CROTTY
President

B. L. SORAH, JR.
Secretary-Treasurer

Published by BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYES



12050 WOODWARD AVENUE, DETROIT, MICHIGAN 48203

September 1970

UNITED STATES

THE OVERALL UNEMPLOYMENT RATE was 5.1 percent in August, compared with 5.0 in July. Jobless rates for most major groups in the labor force showed little or no change in August, although the rate for teenagers moved up sharply over the month. Over the year, total unemployment has increased by 1.4 million.

THE CONSUMER PRICE INDEX in July rose by four-tenths of 1 percent to 135.7 (1957-59=100). But after adjustment for normal seasonal variations, the rise was three-tenths of 1 percent, the same as in June. Over the year, the cost-of-living increase (unadjusted) totaled 5.9 percent.

FOR THE 16TH CONSECUTIVE MONTH, the average worker, during July, could buy less with his paycheck despite wage increases than he could a year ago, as gross weekly earnings were up one-half of 1 percent but still 1.3 percent below last year after price-increase adjustment.

STRIKE IDLENESS declined to 0.28 percent of estimated total working time in July from 0.31 percent in June, but was slightly above the 0.27 percent in July 1969, according to the Department of Labor. The number of workers involved in July stoppages was about 9 percent under the June level and 25 percent below July 1969.

U.S. BUSINESSMEN EXPECT TO SPEND \$80.5 billion for new plant and equipment in 1970, 6.5 percent more than they spent in 1969, but lower than previously expected for this year, according to a survey by the Commerce Department. Actual capital outlays in second quarter 1970 were 0.5 percent lower than expected in May and scheduled outlays for second half 1970 have been revised downward about 2 percent. Transportation firms report sizable downward revisions.

THE AMERICAN SOUTHEAST experienced the fastest growth in total personal income in the 1960s--114 percent--faster than the Far West, the region that led the nation in economic growth in the 1950s, according to the Department of Commerce.

SEVEN MAJOR CITIES, including Detroit, were added last month to the Labor Department's list of areas with "substantial" unemployment. It brought to 31 the number of large cities in the "substantial" category--with 6 to 8.9 percent of the labor force out of work--the highest total in nearly six years.

FEWER PEOPLE IN THE 16-21 AGE BRACKET were employed this summer than last summer and the number and percentage of unemployed youth rose sharply over the year. The ranks of young job hunters were swelled by returning veterans of military service and included both youths seeking permanent jobs and those seeking summer employment between school terms.

"POOR SERVICE AND THE BANKRUPTCY PROCEEDINGS have driven customers away," said Penn Central President William H. Moore in a press conference in which he reported the road's freight handling is "way down."

A BRANCH LINE eight miles long will be constructed by the Atlanta & St. Andrews Bay Railway in Florida, connecting with the Louisville & Nashville and providing direct service for pulpwood.

THE RECENT TREND TOWARD GREATER USE OF RAILROADS to move new automobiles was reversed in 1969, with railroads experiencing a 1.4-percent decline in tonnage at the expense of other transport modes.

NATIONAL SAFETY COUNCIL FIGURES on railroad accident deaths in 1969 show a total of 2,406, including nine as passengers on trains, 199 employees on duty, 1,546 other non-trespassers and 652 trespassers.

THE COST OF HIGHWAY CONSTRUCTION in second quarter 1970 rose 3.8 percent above the previous quarter to 142.4 percent of the 1957-59 average, the Federal Highway Administration says.

MOST AMERICANS--by 49 to 32 percent--would like to see a system of wage and price controls imposed by the federal government as a solution to inflation, the nationally syndicated Louis Harris Survey reported last month.

THERE IS "AN IMPERATIVE NEED" for an expanded public program to bring some form of protection to rail-highway grade crossings, said President R. C. Grayson of the Frisco in an August 25 speech. He urged "a national approach to the rail-highway grade crossing problem."

A HIGH-SPEED RAPID TRANSIT VEHICLE operating on magnetic track is under study by the Stanford Research Institute in California. The 300-miles-per-hour train would use superconducting magnets to be lifted off the track and travel silently.

THE 35TH ANNIVERSARY of the passage of the Railroad Retirement Act was marked August 29. During those 35 years, more than \$20 billion has been paid under the law to more than 3 million railroad employes and members of their families. Unemployment benefits, paid since 1939, and sickness benefits, paid since 1947, total over \$3 billion.

SOUTHERN RAILWAY last month filed application with the ICC for authority to set up a subsidiary to engage in river operations, the fourth attempt in eight years by a railroad to enter into barge operations. The proposed subsidiary would haul coal by contract on the Ohio and Tennessee rivers.

AN \$11.4-BILLION, 10-YEAR RESEARCH EFFORT by some 20,000 professionals will be needed adequately to advance the civil engineering aspects of transportation technology, according to a report made to the National Science Foundation and the DOT.

THE CHESAPEAKE & OHIO/BALTIMORE & OHIO say they loaded for movement September 8 record tonnages of bituminous coal, totaling 10,215 50-ton car units. The loadings were the greatest since the C&O/B&O system was formed in 1963.

THE MARYLAND PUBLIC SERVICE COMMISSION has given Penn Central 30 days to clean from yard margins in five locations "debris and vegetation which unreasonably affects the safety of its employes." Noncompliance could bring fines of between \$100 and \$500 per day under Maryland law.

A NORWEGIAN MEDICAL STUDY says the five-day workweek fails to provide a relaxing weekend, and people need longer annual vacations. The study says the scramble to get out of town on weekend jaunts and back again tends to make a weekend as strenuous as work.

COMPENSATION PAID TO EMPLOYEES OF CLASS I RAILROADS, exclusive of switching and terminal companies, totaled \$456,494,437 in January 1970, as against \$441,027,533 in the corresponding month of 1969, according to ICC.

NET INCOME OF CLASS I INTERCITY MOTOR CARRIERS OF PROPERTY dropped sharply last year--from \$242 million in 1968 to \$206 million in 1969--ICC reports.

NORFOLK & WESTERN has moved into the final phase of a \$5-million improvement program at yards in St. Louis, a plan calling for 25 miles of new track.

ICC HAS DENIED a proposal made last March by Penn Central to discontinue 24 of 34 long-distance passenger trains.

CANADA

CONSUMER PRICE INDEXES for July declined from June levels in five regional cities and city-combinations, rose slightly in four and remained unchanged in one other.

TOTAL ROUTE MILES OF FIRST MAIN TRACK increased during 1969 by 445 miles to 43,613 miles, the Dominion Bureau of Statistics reports; most of the increase occurred in Alberta. The number of freight cars in service and fuel consumption was virtually unchanged.

THE DBS'S SEASONALLY ADJUSTED ADVANCE ESTIMATE OF LABOR INCOME for June was \$3.88 billion, \$34.6 million more than the preliminary estimate of \$3.84 billion for May. The revised estimate for April was \$3.87 billion.

CANADIAN NATIONAL WILL BUILD a new express terminal in Winnipeg, a two-story steel frame building on a 100-acre site, with 99 docks for loading trucks and containers, 42 of them enclosed.

CANADIAN PACIFIC INVESTMENTS LIMITED, a subsidiary of Canadian Pacific of Montreal, has received Montreal City Council approval for construction of a midtown office complex estimated to cost about \$250 million, which will occupy three city blocks and include a 60-story office tower, a high-rise apartment building, a hotel and a new railway station to replace CP's Windsor Station.

AT A CANADIAN TRANSPORT COMMISSION HEARING last month, the Alberta Federation of Labour called for the nationalization of CPR and its affiliated companies, citing public ownership of the railway system as the only answer to a company plan to reduce the frequency of the transcontinental train, *The Canadian*.

ONTARIO'S MINIMUM WAGE goes to \$1.50 an hour October 1 and to \$1.65 next April. The present \$1.30 minimum has been in effect for most industries covered by the law since January 1, 1969. The new October rate will match the \$1.50 base already in effect in British Columbia, Manitoba and Quebec.

CAPITAL SPENDING in all sectors of the Canadian economy is expected to be about \$17,965,000,000 during 1970, \$100 million more than forecast in January, a mid-year survey by the DBS indicates.

UNEMPLOYMENT continued at an unusually high level in July, reaching a rate of 6.7 percent on a seasonally adjusted basis, the highest since 1961. The number of those unemployed and seeking work in that month was 518,000, or 169,000 higher than a year ago.

H. C. CROTTY
President

FRANK L. NOAKES
Secretary-Treasurer

SCOREBOARD

Published by
Brotherhood of Maintenance of Way Employees
12050 Woodward Ave., Detroit, Mich. 48203



October 1968

UNITED STATES

The nation's economy continued to expand during August, the Commerce Department says. Personal income and nonfarm employment rose to new highs and the unemployment rate declined to the 15-year low reached earlier this year. Retail sales stayed close to the sharply advanced level attained in July.

The rise in consumer prices slackened in August, while wholesale prices dropped for the first time since October 1967, the Department of Labor reports. The 0.3-percent August rise for consumer prices was well below the 0.5 recorded in June and July and brought the index to 121.9 (1957-59=100). Preliminary data for September show a reversal of the August downturn in the wholesale price index; farm products and foods rebounded, and there were increases for many industrial commodities.

The purchasing power of the nation's rank-and-file workers remained virtually unchanged in August despite modest gains in take-home pay, the Department of Labor announces. Compared to year-ago levels, weekly spendable earnings were up by \$2.90 for the single worker and \$4.26 for the worker with three dependents. The increase in consumer prices in August, however, more than offset the overall gain in spendable earnings. Compared with August 1967, real earnings were off by 0.8 percent for the single worker but were up 0.3 percent for the worker with three dependents.

In the view of the New York investment firm of Hayden, Stone, which issued its highly regarded annual report on railroads last month, U.S. roads will net about \$685 million this year, compared with 1967's \$555 million.

U.S. railroads now estimate they will spend \$1.52 billion on capital improvements in 1968--just below 1967's actual expenditures of \$1.53 billion, according to a Department of Commerce survey. If the \$1.52-billion forecast is borne out, 1968 will be one of the best spending years in U.S. railroad history.

Members of the Roadmasters' and Bridge & Building Associations last month heard Mac E. Rogers, Director of the Federal Railroad Administration's Bureau of Safety, outline the shortcomings he sees in the present condition of railroad track. Among common "inadequate maintenance conditions" he cites: short spirals with improper superelevation runoffs, insufficient ballast and poor grade ballast, poor drainage, insufficient rail anchoring, deteriorated ties and broken rails.

The ICC concluded in figures it released last month that passenger trains make, and do not lose, money. The figures indicate that railroad operating expenses "related solely to passenger and allied services" were exceeded by net revenues for eight consecutive years starting in 1959. During the past 14 years, taking into account losses from 1954 to 1958 and in 1967, passenger revenues exceeded operating expenses by \$35 million, the figures show.

Representative Ken Hechler of West Virginia revealed in the House of Representatives last month a Penn Central memorandum which he said "unmasks the deliberate efforts of many railroads to abandon passenger train service." The memo, which was printed in a Washington newspaper, expressed concern over the rising protests of passengers about train service. It warned railroad officials that existing trains should be maintained in a "satisfactory condition." "Otherwise," it said, "we will continue to bring forth numerous complaints to the state commissions as well as the ICC and this, of course, will have an adverse effect on our efforts to discontinue trains."

For relocation of its track across the Arkansas River at Redland, Oklahoma the Kansas City Southern has ordered what is believed to be the longest box-girder bridge in the world, a 2,110-foot structure.

Saskatchewan potash will soon be moving by unit train, at 10,000 tons per train, between North Dakota and three points in Minnesota and Illinois. Great Northern and Burlington lines are involved in the new movement.

About 63 percent of the nation's families have increased their income over the past four years and 49 percent are making more than a year ago, according to a University of Michigan study. About 49 percent of all families expect to have more income next year and 50 percent anticipate greater income in four years.

Plastic crossties are reported being tested in the shops of the Burlington Railroad. The plastic ties are produced in steel molds that produce corrugations on the bottom to prevent slipping. Each weighs about 100 pounds and is expected to last about five times as long as wood. With mass production, Burlington hopes to meet or better the cost of wood ties.

Speaking at a meeting of the American Association of Passenger Traffic Officers last month, Robert A. Nelson, Director of the federal Office of High Speed Ground Transportation, said, "Despite a widespread record of patronage decline (in rail passenger service) there is, however, reason to believe that if the railroads were to improve their service in terms of speed, in terms of flexibility and in terms of convenience, they might be able to increase their share in the market."

Fifteen officers and salesmen of the "National Railroad Institute," of Atlanta, Georgia have been named in a 28-count federal indictment charging the NRI with making fraudulent claims in the training of students who, in response to NRI advertisements offering training for jobs with "high pay and rapid advancement" in the railroad industry, enrolled in correspondence courses costing up to \$995.

Despite a stepped-up program of inspection and education, the Department of Labor finds that for the year ended last June 20, more than 17 percent of the 2.4 million employed by the 75,022 business establishments it inspected had been underpaid in violation of wage-hour laws. Underpayments totaling \$80,009,717 were uncovered.

Expenditures by Class I roads for maintenance of way and structures in second quarter 1968 were up about \$25.7 million, 7.7 percent, compared with second quarter 1967, according to an Association of American Railroads report.

The Illinois Commerce Commission was scheduled to begin a broad rail safety probe late last month in Chicago. Its order calls for a staff investigation of railroad "operating practices and condition of equipment, track, right of way and other facilities . . . which may contribute to or adversely affect safety of their passengers, employes and the public." It will take testimony on weight, age and wear of rail; condition of ties, fastenings and ballast; drainage; inspection procedures; rail fissure detection and programs for track renewal and weed and brush removal.

Train derailments during first seven months 1968 have cost the Rock Island Railway \$5.2 million, double the 1967 figure, President Jervis Langdon told stockholders recently. "We are in a situation where we must increase expenditures for maintenance to keep the track in safe condition," he says.

About 74 million Americans will cast votes for the next President of the United States on November 5 if the same percentage of the voting-age population goes to the polls as did so in November 1964. About 121.5 million persons will be old enough to vote this year, by far the largest number of potential voters for any election in U.S. history. The number is up 7.1 million from the 114.4 million of voting age in 1964 when 70.7 million, or 62 percent, voted for President. The figures are from a report by the federal Bureau of the Census.

Louisville & Nashville directors have approved a collateral trust bond issue worth \$40 million; sale proceeds will go for new property, branchline construction and replenishment of working capital.

Straight-time pay accounted for 81 percent of a worker's total compensation in 1966, the Labor Department reports in its first study of what goes into the overall pay check. Pay for leave, overtime and other premiums, bonuses and terminal pay make up 9 percent and employer contributions to legally required or private insurance and welfare programs make up the remaining 10 percent.

The federal Equal Employment Opportunity Commission recently ruled that it will be illegal after December 1 to place "help wanted--male" and "help wanted--female" ads in newspapers unless sex is a "bona fide occupational qualification." This being the case, says Railway Track & Structures magazine, "nothing will be standing in the way of women if they want to demand jobs on the track and in B&B work." Argument that such work is essentially "man's work" would fail, RT&S says, because women did it in wartime and regularly perform it in Europe.

CANADA

Unemployment at mid-August dropped to 319,000 from 371,000 in July, representing 3.9 percent of available workers, compared with 4.5 percent in July and 3 percent in August last year. After adjustment to discount seasonal factors, the rate was 5.1 percent, compared with 5.3 percent in July and 4 percent a year ago.

Canadian National Railways last month demonstrated an automatic train operation on the Great Slave Lake Railway near Peace River, Alberta. The experimental system regulates power and braking by means of a computing device mounted on the locomotive and coils positioned at strategic points between the rails.

Marking the first time in six years that CNR financial results did not show improvement, the railway's annual report, tabled in the Commons last month, shows a deficit of \$35,869,197 in 1967, compared with a \$24,593,217 loss the previous year, despite gross revenue exceeding \$1 billion for the first time. The railway attributed the increased deficit to rising costs and a slowed economy.

The Ontario Department of Labour is working on new minimum wage legislation which will raise the legal pay floor from the present \$1.25 an hour for construction workers and \$1 an hour for others. There is speculation that the government may set the levels at \$1.50 and \$1.25.

In 1966, Canada had the second highest strike record among industrial nations, according to figures published in the London Economist. The standing, in terms of days lost through industrial disputes per 1,000 employed: Italy, 1,700; Canada, 1,550; United States, 890; and, following in order, Belgium, France, New Zealand, Britain, Japan, Sweden and the Netherlands.

The latest edition of Taxation Statistics published by the National Revenue Department shows that Sarnia led the nation in per capita income in 1966, the last year for which complete figures are available. Sarnia overtook Oshawa, which led the nation in 1965, and was the only city to have a per capita average income over \$6,000.

A private group seeking to build a rapid transit system in the Montreal suburb of Laval entered the high bid, \$1.88 million, for the Expo 67 Express train and its 3.47 miles of track. The City of Edmonton had hoped to buy the train to start a municipal rapid transit system. The system, which includes eight trains of six cars each, originally cost \$17 million.

A member of Prime Minister Pierre Trudeau's labor relations study group, Dean H. D. Woods of McGill University, early this month advised businessmen not to tamper with the rights of trade unions. He told a Canadian Chamber of Commerce seminar on manpower, "Whatever you may feel about unions, collective bargaining and, therefore, unionism, it is a natural feature of the enterprise system and perhaps an essential feature. . . . I doubt if public policymakers would be wise if they attempted to replace the present system."
