

CAB SENDS REVIEW . . .

(Continued from Page One)
service carrier in replacement of two or more trunkline authorizations.

Also included in the report is the list of individual trunkline points suspended, deleted or not renewed in favor of local service carriers.

In another action April 8, the CAB denied petitions for reconsideration of an earlier decision declining to authorize helicopter service in the Washington-Baltimore area.

Piedmont had entered the case when it was first opened, but the Board decided in August, 1963, that the public convenience and necessity did not require the helicopter-type transportation between Washington National Airport, Dulles International Airport, and Baltimore's Friendship International Airport, on the one hand, and the downtown areas of Washington and Baltimore, on the other hand.

D. C. Helicopter, New York Airways, Washington-Baltimore Helicopter and the Metropolitan Washington Board of Trade requested reconsideration of the Board order. In their petitions New York Airways and Washington-Baltimore Helicopter, in addition to prosecuting their original proposals rejected by the Board, alternatively submitted new service proposals.

Around The System

- Audrey Black, F.A., to Supvr. Stewardess Training, INT
- A. L. Huddleston, Div. Chf. F.A. to Asst. to Dir. Flt. Serv., INT
- J. D. Whidden to Radio Tech., ORF
- O. L. Brandon, Stock to Agent, INT-S
- J. B. Moorefield to Sr. Mech., INT-M
- T. W. Roberts to Radio Tech., INT
- T. E. Snow to Non-Destructive Spec., INT-M
- J. L. Martin to Non-Destructive Test. Tech., INT-M
- J. J. Archer to Sta. Chf. Mech., CVG
- M. R. Sink to Sta. Chf. Mech., ORF

TRANSFERS

C. R. Elliott from Radio to INT-M, Jr. Mech.

NEW EMPLOYEES

- F. C. Handy, Jr. Key Punch Oper., INT-A
- R. L. Smith, Jr. Stk. Clrk., INT
- L. L. Burnett, Oper. Agt., ATL
- L. R. Merryman, Jr. Stk. Clrk., INT
- H. R. Buffin, Oper. Agt., LEX
- B. C. Burger, Oper. Agt., DCA
- D. T. Cooper, Oper. Agt., PHF
- A. C. Johnson, Oper. Agt., INT
- H. S. Saunders, Lineman, ORF-FB
- T. A. Duggins, Oper. Agt., SDF
- Henry Winfred, Cleaner, DCA
- W. R. Hicks, Jr. Mech., ATL
- L. R. Dodd, Cleaner, ROA
- J. A. Weichelt, Comm. Agt., DCA

THE PIEDMONT POSTMAN

Dear Sir:

Every so often an occasion arises where an individual performs a service above and beyond the call of normal duty. As is also the pattern, they are never properly thanked for their efforts. We'd like to take the exception to the normal pattern.

On January 5th of this year . . . (my companions and I) were delayed at Bristol, Tenn., for several hours. They decided to spend the time viewing a particular football game on television. None being available they asked your Station Manager (Ed. — **Bill Cash**) where they might see the game. He indicated there was a place several miles down the road.

Having no car, obviously, they gave up the idea, however your Station Manager solved their problem. He offered them, total strangers, the keys to his own car.

Needless to say . . . (both my companions) were impressed. So much that they related this story during a subsequent sales meeting.

They unfortunately did not get the name of your Station Manager. Thus, I'm asking your help. Would you thank your man for his exceptional act of service.

Sincerely,
J. J. S.
Ravenswood, W. Va.

Dear Sir:

Recently my family used your airline. My wife had an excursion ticket and my two sons (age eight and ten) each had half fares. Their trip was pleasant enough except that when they arrived on next to the last stop the Stewardess said my wife would have to hold my youngest son the rest of the way, because two half fares only entitled them to one seat. My wife had to hold him some three-fourths of an hour. Now this may seem to you to be right but when I buy something like that I sure would like to know in advance.

I use your airline at least once a month . . . and my experience with it has been pleasant. This is the only time I have been disgruntled and to be honest with you I plain caught hell from my wife about the incident. She par-

tially blames me because I recommended she fly instead of drive like she wanted to.

I would appreciate a reply as to whether or not this is the practice on your airline.

Sincerely,
L. V. H.

Dear Sir:

On Friday, 28 February, I was to have the pleasure of riding Piedmont to Roanoke, Va. Things went great until we ran into heavy snow. We diverted to Winston-Salem where the plane stayed until the next day.

Ordinarily the diversion would not have been of any consequence. However, plans had been made for me to be in Roanoke by 7 p.m. to give a talk . . . I want you to know that it was through the timely and courteous assistance of your Steward on Flight 477, Mr. **T. A. Kirk**, that I was able to obtain a rental-car and meet my appointment. He also made it possible for three ladies and an infant to make the trip with me and keep appointments in Blacksburg.

So you can see he saved many a broken appointment even though late, taking almost five hours to make the 118-mile trip. The key chain broke and we dropped the key in the snow, not to be found. The gas gauge did not work, so we feared we would be stuck in the snow without a heater. And lastly, we drove the distance without license plates. Apparently they were lost en route.

This note is written to let you know I do appreciate Mr. Kirk's efforts in our behalf. He is a distinct credit to your fine fleet.

Sincerely,
A. F. R.
Washington, D. C.

Dear Sir:

This is to express thanks for the enjoyable trip from Raleigh-Durham to Lexington, Ky.

The head Steward and the young lady trainees on board (Ed.—**Ronnie Vogler**, **Wanda Terry** and **Carolyn Ward**) did a wonderful job of making the trip pleasurable.

Sincerely,
L. E. F.
Bethesda, Md.

Beware The Deadly Mixture!

Editor's Note: In response to requests, we reprint the following safety bulletin recently issued by R. S. Macklin of INT-M. It contains information and advice which should be heeded by everyone who comes in contact with household cleansing agents.

Recently a peculiar type of accident struck two housewives undertaking a household chore in separate locations but under similar circumstances. Both were using an ordinary toilet-bowl cleaner. Dissatisfied with the way stains were being removed, each decided to add a household bleach and stirred the mixture with a brush. As a result, one died quickly—the other spent a long, long time in a hospital.

Another example — according to a government medical newsletter, twenty people were overcome a short time ago by toxic gases released from a do-it-yourself cleaner, a witches' brew of a

cleanser, chlorine bleach and ammonia.

What occurred in each of these cases was the generation of a poisonous gas when the users decided to combine two or more cleaning agents commonly found in almost every household. The addition of the old familiar chlorine bleach (a sodium hypochlorite solution) to an acid-producing substance, such as a toilet bowl cleanser or just plain vinegar, will suddenly release a quantity of toxic chlorine gas. Similarly, when it is mixed with other alkaline matter — ammonia or lye — the chemical action liberates a highly irritating gas. If inhaled, these fumes can cause serious injury and possibly death.

Don't make the mistake of thinking because certain household products are good and useful, a combination will do the job better. On the contrary this may

be not only a waste of time and effort by producing poorer results through neutralizing or diluting one another, but may prove disastrous. Stick to the safe rule: read the label carefully and follow the manufacturer's directions exactly. Keep in mind that modern scouring powders often contain chlorine bleach.

Economically, it's unsound to use hypochlorite (chlorine) bleach in toilet bowls, sinks and bathtubs or on electrical appliances. This will, in time, dull and roughen the fine smooth porcelain surface which is attractive as well as utilitarian.

To sum up —

Don't ever mix bleaching agents with toilet bowl cleaners, or with ammonia, lye, rust removers, vinegar, or oven cleaners. In short—never mix bleaching agents with any other cleaning components.

Congrats

15 YEARS SERVICE

- Bill Crowe, Dist. Sales Mgr., CLT January 4
- Kenneth H. Shelton, Sr. Spec., INT, January 4
- Charles F. Meacham, Capt., ILM, January 14
- Raymond N. Fletcher, Jr., Mech., INT-FB, January 24
- Robert B. Carter, Res. Capt., AT L, February 7
- Henry Wood, Gen. Acctnt., INT, February 7
- James H. Sandifer, Agt., ILM, February 15
- William C. Cash, Sta. Mgr., TRI, February 20
- Erwin Kirk, Chf. Mech., SDF, February 21
- Alvin J. Page, Capt., ILM, February 21
- Hobert L. Vogler, Mgr. Stores, INT, February 25

10 YEARS SERVICE

- Winfred A. Fishel, Acctnt., INT, January 11
- Gene H. Riggs, F.A., ORF, January 25
- James R. Southern, Sr. Mech., INT, January 25
- John A. Simmons, Radio Tech., ROA, February 1
- Edward E. Jones, Sta. Mgr., BLF, February 15

Raymond H. Hampton, Cleaner, INT, February 18

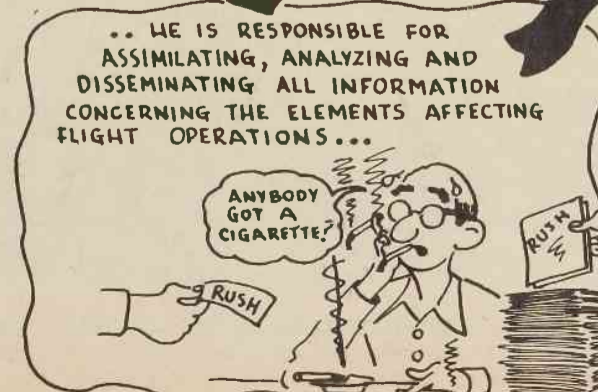
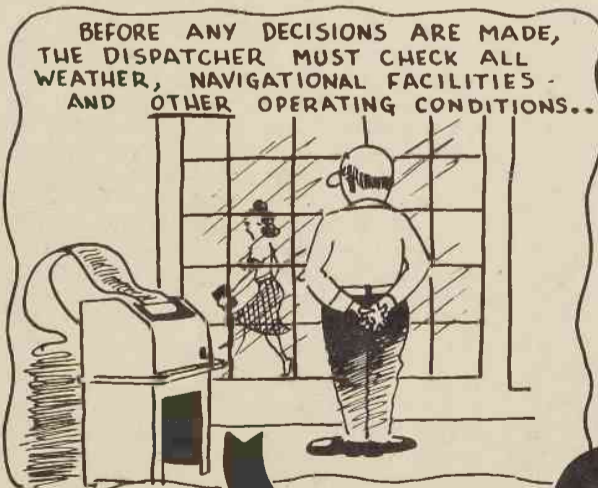
5 YEARS SERVICE

- Andrew J. Carnera, Mech., ROA, January 1
- Kenneth Snow, Jr. Mech., INT, January 20
- James R. Wright, Mech. Spec., INT, January 21
- Jay D. Groce, Jr. Spec., INT January 22
- Leonard Lumley, Jr. Mech., INT, January 22
- Robert A. Sandberg, Jr. Mech., ROA, January 22
- Charles N. King, Inspec., INT, January 26
- R. M. Stuphin, Bldg. Maint. Mech., INT, January 26
- Lawrence A. Beggs, Ld. Mech., ROA, February 1
- Katherine H. Cox, Jr. Clrk., INT, February 1
- Richard T. Hunter, Jr. Mech., ROA, February 2
- David D. Shean, Work Contrl., INT, February 4
- Ronald C. McLean, Jr. Mech., INT, February 9
- Chester L. Wooten, Jr. Mech., INT, February 15
- Douglas E. Dietrich, Inspec., ROA, February 16
- Joanne M. Marginot, Agt., DCA, February 16
- Bobbie T. French, Agt., SDF, February 23
- Lynda J. Smith, Comm., INT, February 23

HAPPY BIRTHDAY . . .

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Frank Roscana, Capt., INT	25
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Brandon