

Reflections

By Jack Greenwood

The war is getting pretty close. At least that is the opinion of little Lynn Hemphill, 3, daughter of Mr. and Mrs. A. J. Hemphill of Black Mountain. The tiny Miss Hemphill startled her mother recently by banging

her hand down on the table and suddenly exclaiming: "I just can't tolerate this old war any longer." Pressed for the reason she explained: "They've taken both my boy friends. First they take Borden (Borden Sabiston) and send him 'way out to San Francisco and now they've taken my Dr. Brake."

Thanks to the generosity of H. B. Craven and the thoughtfulness of W. Dean Willis the NEWS staff enjoyed oranges and tangerines last week fresh from the orange groves of Florida.

Leaving Black Mountain on Monday, Jan. 15, Mr. Willis, town clerk, and S. E. Brackett, town plumber, drove to Lakeland, Fla., to inspect a steam heating plant which they bought to be used for the fire department.

Consisting of boiler with radiators and overhead blower, the plant was purchased from Mr. Craven who was wrecking a surplus building at an air field. Mr. Willis and Mr. Brackett returned last Friday with the plant.

While in Lakeland W. Dean

picked the fruit from Mr. Craven's grove and has been busy this week passing out the fruit to the lucky ones around town. The Black Mountain men visited Silver Springs on the return trip home.

Mr. Willis reports that W. H. Holman, who has been ill at the Craven home in Lakeland, is improved. His one big complaint is that he doesn't get the Black Mountain News till Monday. He wants Doss Kerlee and Uncle Sam to do something about it.

—R—

Dynamite doesn't always come

in large packages. Bob Leonard, who doesn't look very big compared to some of the giants who cavort around the nation's grids today, was a star end at Weaver college back when the Talman-coached eleven won the state junior college title several years in a row.

Some day I want to get together with Bob and compare clippings. I remember one cold
—Turn to Page 6, this Sec.

the Railroads RESPECT...

the Labor Unions seek to REPUDIATE...

this agreement!

What is the TRUTH?

At various states in the present dispute with the brotherhoods of railroad operating employees

... the railroads agreed to arbitrate. The union leaders refused.

... the railroads accepted the recommendations of President Truman's Emergency Board. The union leaders refused.

... the railroads accepted the White House proposal of August 19, 1950. The union leaders refused.

Finally an Agreement was signed at the White House on December 21, 1950. Now the union leaders seek to repudiate the Agreement.

The railroads stand ready to put the terms of this Agreement into effect immediately, with back pay at the rates and date indicated.

The Agreement is given in full below.

(2)

8. Agreement embodying principles applicable to yardmasters to be entered into for benefit of yardmasters:

9. Effective October 1, 1950, the basic hours of dining car stewards shall be reduced from 225 to 205 hours per month; no penalty overtime to accrue until 240 hours have been worked, the hours between 205 and 240 to be paid for at the pro rata rate.

Effective February 1, 1951; overtime at time and one-half shall accrue after 220 hours have been worked. The basic monthly salary to be paid for the 205-hour month shall be the same as that now paid for the 225-hour month. Except that four dollars and ten cents (\$4.10) shall be added to the present monthly rate effective January 1, 1951.

10. In consideration of above, this agreement to be effective until October 1, 1953, and thereafter until changed or modified under provisions of Railway Labor Act; Moratorium on proposals for changes in wages or rules until October 1, 1953, as follows:

No proposals for changes in rates of pay; rules or working conditions will be initiated or progressed by the employees against any carrier or by any carrier against its employees, parties hereto; within a period of three years from October 1, 1950; except such proposals for changes in rules or working conditions which may have been initiated prior to June 1, 1950. Provided, however; that if as the result of government wage stabilization policy; workers generally have been permitted to receive so-called annual improvement increases; the parties may meet with Doctor Steelman on or after July 1, 1952, to discuss whether or not further wage adjustments for employees covered by this agreement are justified; in addition to increases received under the cost of living formula. At the request of either party for such a meeting Doctor Steelman shall fix the time and place for such meeting. Doctor Steelman and the parties may secure information from the wage stabilization authorities or other government agencies. If the parties are unable to agree at such conferences whether or not further wage adjustments are justified

MEMORANDUM OF AGREEMENT

Washington, D. C.
December 21, 1950

1. Establish 40 hour week for yardmen with increase of 23 cents effective October 1, 1950, and additional 2 cents effective January 1, 1951.
2. Set aside 40 hour week agreement until January 1, 1952, and establish 6 day work week for yardmen. Effective with the first pay roll period after 30 days from the date of execution of the formal agreement, yardmen required by the carrier to work on the 7th day to be paid overtime rates except engineers who shall receive straight time rates for the 7th day. This does not create guarantees where they do not now exist. On and after October 1, 1951, three months' notice to be given of desire to go on 40 hour week. Provide for consideration of availability of manpower and 4 cents per hour if and when the 40 hour week actually becomes effective.
3. Settle rules for 40 hour week and 6 day week.
4. Grant yard conductors and brakemen other rules such as daily earnings minimum, car retarder operators and footboard yardmasters as recommended by Emergency Board No. 81.
5. Settle following rules:
Initial Terminal Delay (Conductors and Trainmen)
Interdivisional Runs
Pooling Caboose (Conductors and Trainmen)
Reporting for Duty
More than One Class of Service
Switching Limits
Air Hose (Conductors and Trainmen)
Western Differential and Double Header and Tonnage Limitation (Conductors and Trainmen, all Territories)
6. Road men to receive 5 cents per hour increase effective October 1, 1950 and additional 5 cents per hour increase effective January 1, 1951.
7. Quarterly adjustment of wages on basis of cost of living index (1 point to equal 1¢ per hour. First adjustment April 1, 1951. Base to be 176).

(3)

they shall ask the President of the United States to appoint a referee who shall sit with them and consider all pertinent information, and decide promptly whether further wage increases are justified and, if so, what such increases should be, and the effective date thereof. The carrier representatives shall have one vote, the employee representatives shall have one vote and the referee shall have one vote. **

11. If the parties cannot agree on details of agreement or rules they shall be submitted to John R. Steelman for final decision.

The usual protections for arbitrators; miscellaneous rates; special allowances, and existing money differentials above existing standard daily rates will be included in the formal agreement.

** The foregoing will not debar management and committees on individual railroads from mutually agreeing upon changes in rates; rules and working conditions of employees covered by this agreement.

J. R. Shultz
Brotherhood of Locomotive Engineers
by Grand Chief Engineer

M. T. Young Chairman
Eastern Carriers' Conference Comm.

J. B. Burton
Brotherhood of Locomotive Firemen
and Enginemen by President

L. P. Doomis Chairman
Western Carriers' Conference Comm.

A. J. ...
Order of Railway Conductors by President

Callahan Chairman
Southeastern Carriers' Conference Committee

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