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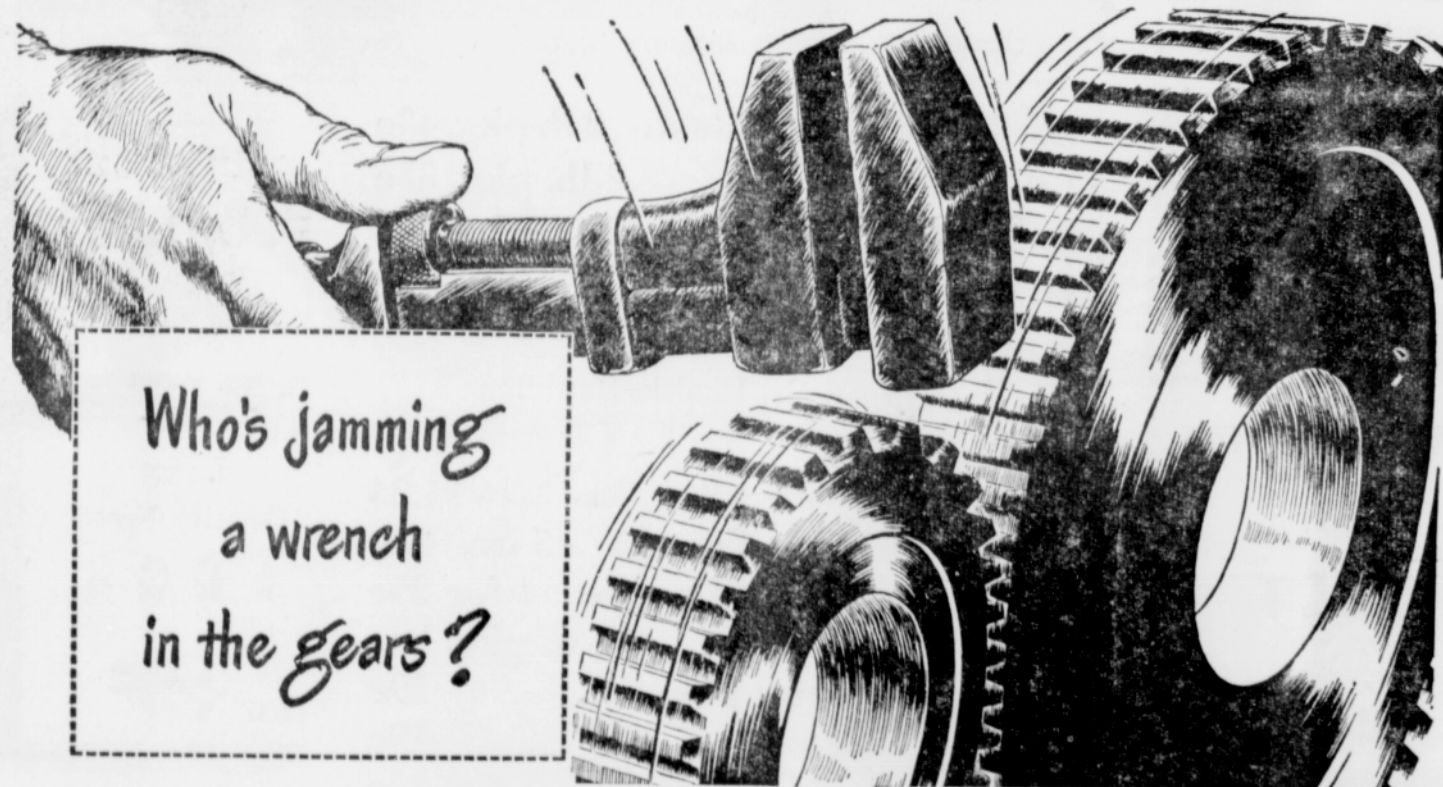
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**Who's jamming
a wrench
in the gears?**

3 Unions Block Labor Peace—Refuse Wage Boost Already Accepted by 19 Other Railroad Unions!

The Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen and the Switchmen's Union of North America, representing 125,000 railroad employees, have refused to accept the offer of the Railroads of a wage increase of 15½ cents an hour.

This is the same increase awarded 1,000,000 non-operating employees by an arbitration board in September, 1947.

This is the same increase accepted by 175,000 conductors, trainmen and switchmen by agreement on November 14, 1947.

Agreements have been made with 1,175,000 employees, represented by nineteen unions. But these three unions, representing only 125,000 men, are trying to get more. They are demanding also many new working rules not embraced in the settlement with the conductors and trainmen.

Incidentally, the Switchmen's Union of North America represents only about 7% of all railroad switchmen, the other 93% being represented by the Brotherhood of Railroad Trainmen and covered by the settlement with that union.

Strike Threat

The leaders of these three unions spread a strike ballot while negotiations were still in progress. This is not a secret vote but is taken by union leaders and votes are signed by the employees in the presence of union representatives.

When direct negotiations failed, the leaders of these three unions refused to join the railroads in asking the National Mediation Board to attempt to settle the dispute, but the Board took jurisdiction at the request of the carriers and has been earnestly attempting since November 24, 1947, to bring about a settlement. The Board on January 15, 1948, announced its inability to reach a mediation settlement. The leaders of the unions rejected the request of the Mediation Board to arbitrate. The railroads accepted.

What Now?

The Unions having refused to arbitrate, the Railway Labor Act provides for the appointment of a fact-finding board by the President.

The railroads feel it is due shippers, passengers, employees, stockholders, and the general public to know that throughout these negotiations and in mediation, they have not only exerted every effort to reach a fair and reasonable settlement, but they have also met every requirement of the Railway Labor Act respecting the negotiation, mediation, and arbitration of labor disputes.

It seems unthinkable that these three unions, representing less than 10 per cent of railroad

employees, and those among the highest paid, can successfully maintain the threat of a paralyzing strike against the interest of the entire country—and against 90 per cent of their fellow employees.

The threat of a strike cannot justify granting more favorable conditions to 125,000 employees than have already been put in effect for 1,175,000, nor will it alter the opposition of the railroads to unwarranted wage increases or to changes in working rules which are not justified.

A glance at the box shows what employees represented by the Engineers and Firemen make. They are among the highest paid in the ranks of labor in the United States, if not the highest.

Compare these wages with what you make!

Here is a comparison of average annual earnings of engineers and firemen for 1939 (pre-war) and 1947. Also shown is what 1947 earnings would have been if the 15½ cents per hour increase, offered by the railroads and rejected by the union leaders, had been in effect throughout the entire year 1947.	Type of Employee	1939 Average Annual Earnings	1947 Average Annual Earnings	1947 Average Annual Earnings with 15½ Cents per Hour Added
ENGINEERS	Road Freight (Local and Way)	\$3,966	\$6,126	\$6,787
	Road Passenger	3,632	5,399	6,025
	Road Freight (Through)	3,147	4,684	5,169
	Yard	2,749	4,081	4,539
FIREMEN	Road Freight (Local and Way)	2,738	4,683	5,268
	Road Passenger	2,732	4,544	5,165
	Road Freight (Through)	2,039	3,460	3,891
	Yard	1,962	3,136	3,533

Railroad wages computed from Interstate Commerce Commission Statement M-300. Full year 1947 estimated on basis of actual figures for first eight months.

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We are publishing this and other advertisements to talk with you at first hand about matters which are important to everybody.

Around The Campfire

With John E. Mills



Since last week's edition of The Sandy Post reached our readers we have been besieged with questions about that old problem of the Big Sandy dam at Marmot. I was surprised to learn that a lot of people didn't even know that the Sandy river has a dam across it; that Rosslyn lake is a man-made lake; that the water reaches Rosslyn lake after being diverted through a flume from the Big Sandy dam.

At any rate, the questions were all in good faith and so numerous that a more detailed description of the Big Sandy dam and its flume, etc., seems in order.

Background Given

About 1913 a high dam was built across the Sandy river just below Marmot, Oregon, six miles east of Sandy for the purpose of raising the level of the river at that point sufficiently to take water from the river and divert that water by flume to what is now known as Rosslyn lake. The water is then carried down the hill into the power plant at Bull Run on the Bull Run river for the purpose of turning the generators for the power company.

After the dam was built a fish ladder was added to its south side so that the runs of fish might pass over the dam on their way up stream to spawn.

Ladder Works

While there has been much discussion regarding the efficiency of the fish ladder at the dam, it all boils down to the fact that the ladder seems to work well enough when sufficient water is allowed to go through it.

The main trouble does not seem to be in the feasibility of the ladder. It's in what happens to the fish after they get over the dam and attempt to complete their spawning. It is generally agreed that most of the salmon species die after spawning any-

way so we need only concern ourselves with the new hatch, the basis for all future runs of fish.

When these young fish start downstream to the ocean to complete their growth they follow the main flow of water. At Marmot dam they are diverted into the flume and eventually end up at Rosslyn lake, which is the end of the line for them. Their only chance of survival is through the generators at the power house.

It is like crying over spilled milk to say that the state of Oregon should never have allowed the dam and its flume to be built without requiring that a proper screen be placed across the upper end or other suitable diversion made so that young fish might pass safely to the ocean.

But each year that we put off giving these fish some help in their trip to the ocean brings the runs of fish in the Sandy river another step closer to extinction.

Runs Diminishing

Many of our old timers can tell you about the thousands of salmon that "used to come up the Sandy." My time in this country does not take me back to the days before the dam, but I can recall 20 years ago when the salmon runs were much more numerous than they are at present.

I believe that had it not been for the state fish commission's hatchery at the Sandy dam hatching the salmon eggs and releasing the young fish below the dam several more of the runs would be extinct.

State laws now make it plain that it is the responsibility of the company maintaining or owning the flume (if of a certain size) to provide an adequate fish screen to keep fish from being diverted into irrigation ditches, etc.

The P. G. E. Co. has stated that it is willing to put in such a screen if an effective one can be devised.

What the people of this locality should demand of the game commission is a statement of what is being done at this time about getting our young and returning fish past the generators. We should not be satisfied with sidestepping answers about all the trout that were planted in the Sandy river above the dam, or about the number of eggs that were taken by the hatchery at Marmot, or the number of young fish that have been released from that hatchery by the fish commission.

We should ever bear this fact in mind—that all the expense that the state game commission goes to in attempting to keep the fishermen of the state satisfied with things as they are at the Marmot dam is throwing good money after bad, because much of this planting would be unnecessary if the P.G.E. Co.'s flume were adequately screened.

It is my opinion that the state game commission should immediately seek the best minds available in the engineering field and enjoin them to attempt to devise a reasonably economical but workable fish screen or fish diverter of some kind or another.

If the state game commission does not do this they are breaking faith with the people of Oregon.

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