

Practice of 'Featherbedding' Said to Cost Nation's Railroads \$500 Million Each Year

10 MAIL TRIBUNE, Medford, Or.
A Thursday, June 18, 1959

Washington (UPI)—The locomotive engineer climbed down from his cab in Washington after a four-hour run from New York City. Six hours later he was at the throttle to start the return trip.

When his train pulled into Pennsylvania Station, 14 hours after he left it, he had earned 4½ days' pay under a system dating back to World War I by which miles, not hours, often fix the wages of train crews.

The Association of American Railroads cites the Washington-New York run as a typical example of alleged "featherbedding" which it says costs the railroads 500 million dollars a year.

AAR President Daniel P. Loomis raised the issue in a recent speech attacking this "obsolete" pay system, rigid jurisdictional walls erected by

unions and the presence of firemen and brakemen on modern diesel trains.

Officials To Blame
Railways labor unions are counter-attacking with charges that featherbedding among the railroad's own high-paid officials is equally to blame for the industry's current plight. They say that while the number of rail workers in the U.S. has dropped from 1,800,000 to 800,000, the number of management officials has remained at 16,000. They dismiss Loomis' criticism of present operating rules as "pure hokum."

Dictionary define featherbedding as "requiring an employer to pay unneeded workers, or to pay for unnecessary or duplicating jobs, or limiting the amount of work to be done in a day as a means of stretching work."

Some business groups are calling for a tougher Federal

law against featherbedding. The U.S. Chamber of Commerce, which estimated recently that "make-work" wastes billions of dollars each year, said such a ban would ease inflationary pressures.

The Taft-Hartley Act contains a provision aimed at this practice, but business spokesmen contend that it has not been effective.

Waste No Violation
The law bans payments for "services which are not performed or to be performed." The Supreme Court ruled in 1953, however, that "wasteful" practices did not violate the law if services were performed.

The railroads want a Presidential commission to investigate their charges. They hope to match the results in Canada, where a Royal Commission ruled recently that firemen were not needed on freight or yard diesel engines and recommended gradual elimination of their jobs.

Loomis said the carriers could save more than 200 million dollars a year by eliminating the firemen who "tend no fires" on diesels. Another 90 million dollars could be saved annually by removal of brakemen "who tend no brakes," he added.

Rail labor leaders immediately charged that the carriers were willing to sacrifice safety to save payroll costs. Unions insist that the fireman now acts as "co-pilot" on the trains while muckrakers are valuable troubleshooters who help prevent wrecks.

The method of calculating pay for engineers, firemen, conductors and brakemen began in 1919 and has been frozen into labor contracts ever since.

A passenger train engineer, for example, receives his basic day's pay for covering 100 miles or putting in five hours, whichever comes first. So the engineer on the 225-mile Washington-New York run receives 2¼ times his basic pay for the trip, or 4½ times his basic pay for a round-trip. Train speeds doubled. Some engine crews on highly prized "red apple" runs

make their basic pay—ranging from \$17 to \$24—in as little as two or three hours. This is possible because average train speeds have doubled in the past 40 years.

But H. E. Gilbert, president of the Locomotive Firemen and Engineers, says that in crews often work more than eight hours a day without getting overtime. They do not draw holiday pay, extra pay for night work or out-of-town expenses, he added.

That engineer going from New York to Washington collects no wages during his six-hour layover, Gilbert noted.

Railroad company spokesmen also are challenging the traditional jurisdictional barriers separating "road" and "yard" work. If a yard engineer crosses into road crew territory, or vice versa, he qualifies for an extra day's pay.

Forced To Change Crews
The rules also say that employees within each division have the right to run all trains in their bailiwick. This forces railroads to change crews eight times on a passenger train going from Den-

ver to Chicago, Loomis said. The Railway Labor Executive's Association, voice of the 23 rail unions, charged that the featherbedding fess is just the opening gun in the 1959 wage negotiations.

Loomis, blaming the old rules for wiping out thousands of rail jobs, said union cooperation in changing them would enable railroads to streamline service and create new employment.

Another kind of alleged featherbedding has been involved in a labor dispute concerning 11 newspaper publishers in New York. They have been fighting a battle that could lead to nationwide changes in International Typographical Union contracts with more than 1,000 daily papers.

Entitled To Set Type
Under ITU pacts, union members are entitled to set type for local advertisements even when they are received by the paper in plate or mat form that is all ready to publish.

This practice started right

after the Civil War to curb the exchange of ads between newspaper owners in the same town. ITU officials contend it is still necessary in order to protect the jobs of union members.

But the publishers denounce it as pure waste. The ads in question are thrown away after they are set in type; assembled, proofread and corrected by printers who often earn more than three dollars an hour.

Charles E. Clark, a consultant to the American Newspaper Publishers Association, estimated that such "bogus" ads cost the industry several million dollars a year.

Airline Accused
While most campaigns against featherbedding are aimed at unions, the Flight Engineers' International Association, itself a union, recently accused American Airlines of featherbedding by adding a fourth man to the flying crews of jet transports.

The Engineers and the Air Line Pilots Association had waged a bitter verbal battle

over whether the "third man" in jet cockpits should be qualified as an engineer or a pilot.

Rather than risk a strike by either group, American compromised by retaining the engineer and adding another

pilot-trained crewman.

The Engineers complained that there wasn't room in some cockpits for the fourth man to sit down, much less any work for him to do.

New technology makes strange featherbed-fellows.

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By CLAY R. POLLAN

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To develop message for Friday, read words corresponding to numbers of your Zodiac birth sign.

ARIES MAR. 21 APR. 20	Taurus APR. 21 MAY 21	GEMINI MAY 22 JUNE 21	CANCER JUNE 22 JULY 23	LEO JULY 24 AUG. 23	VIRGO AUG. 24 SEPT. 23
1 Be 2 Alert 3 Today's 4 Interesting 5 Try 6 The 7 News 8 Events 9 Good 10 Will 11 Don't 12 If 13 You 14 Wait 15 You've 16 You 17 More 18 Should 19 An 20 Should 21 Use 22 Neighbor 23 Risk 24 Policy 25 Work 26 Think 27 You'll 28 To 29 Caution 30 Hear	31 Carefully 32 In 33 Pleasant 34 You'll 35 Devote 36 Get 37 Can 38 Walking 39 Time 40 Remain 41 In 42 Colm 43 Consider 44 New 45 Your 46 The 47 Or 48 Before 49 News 50 Your 51 Praise 52 Changes 53 Financial 54 To 55 Advantage 56 Charm 57 And 58 Suspect 59 Health 60 Ability	61 Dark 62 Diet 63 Or 64 Come 65 At 66 This 67 And 68 Valuables 69 Improv 70 Means 71 Than 72 Benefit 73 And 74 Time 75 Of 76 Making 77 Cooperation 78 Today 79 Increasing 80 Big 81 Changes 82 You 83 Financial 84 Gain 85 Advantage 86 Income 87 Recognition 88 Suspect 89 Personal 90 Appearance	LIBRA SEPT. 23 OCT. 23	SCORPIO OCT. 24 NOV. 22	SAGITTARIUS NOV. 23 DEC. 22

DOLLAR A POUND
Berlin, Conn.—(UPI)—Mrs. De-
lores R. Harrison, whose ap-
pearance in court on a traffic
charge was delayed by the ar-

rival of her baby, was asked by the judge how much the child weighed. Seven pounds, said Mrs. Harrison proudly. "I fine you seven dollars," said the judge.

my word!
all those
oranges
in that
little
can?

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CHARCOAL LIGHTER **89¢** 16-oz.

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ALBER'S 12-OZ. CORN FLAKES **5 pkgs. \$1.00**

FRESH FANCY Fryers **39¢** lb

"MORRELL'S PRIDE" CANNED PICNIC HAMS **\$1.39** EACH (1½ lbs.)

Freezer Special!!

"SUNKIST" JUICE (Sweet Valencias) ORANGES **3 DOZEN 89¢**

FANCY LARGE LETTUCE **2 Heads 25¢**

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"SWIFT'S PREMIUM" Hind Quarter STEER BEEF AGED FOR PERFECT EATING (Cut and Wrapped) **69¢** lb

BONELESS STEER BEEF ROASTS For Oven Roasts or Bar-B-Que **98¢** lb

BONELESS PORK LOIN ROAST **89¢** lb

VINE RIPENED JUMBO CANTALOUPE **2 for 29¢**

GIANT SIZE JOY **59¢** 22-oz. can

APPLE SAUCE LARGE No. 2½ CAN **4 cans \$1.00**

PURE SAUSAGE Delicious Flavor Our Own **49¢** lb

FRESH GROUND STEER BEEF
1 Pound **49¢**
3 Pounds **\$1.39**
10 Pounds **\$4.49**

SOLID CABBAGE **5¢** Lb.

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