



WORLD SPEED RECORD - The Air Force F106 Delta Dart takes off to set a new world speed record of 1,520.9 miles an hour at Edwards Air Force Base, Calif. The record was nearly 38 miles an hour faster than the speed of 1,483 miles an hour claimed Oct. 1 by the Soviet Union for its new E66 Delta wing fighter. The Air Force record was set by Maj. Joseph W. Rogers over a straightaway, 18-kilometer (about 11 mile) course. (UPI Telephoto)

Controversy Over Union Rules Due To Mark Rail Negotiations

Washington - Bitter disagreement over union work rules has been the main obstacle to settlement of the steel strike. An equally acrimonious controversy over union rules is certain to mark negotiations for new contracts now getting under way between the railroads and rail unions. The same issue has come up this year in labor disputes on the nation's waterfronts and in the packing industry.

Industry's stated objective in each case has been to get rid of supposed bars to increased productivity. Labor's stand in each case has been based on fear that, without protective rules in contracts with employers, productivity will be increased by speed-ups, automation, or other action at the expense of jobs.

Railroad workers contend, in addition, that their rules are essential to safety of rail operations. At bottom, management wants the unilateral right to eliminate what it considers featherbedding or make-work practices. Organized labor is bent on preserving rules it considers necessary to protect the worker, his job, or the public.

The term "featherbedding" in general means use of more manpower than is needed to do a particular job. But such situations are seldom clear-cut. Except in extreme cases alleged featherbedding is rarely a matter of all black or all white.

No Rule Stands in Way

Company negotiators in the steel industry haven't even used the word. They have simply asked the right to change or eliminate any local working condition they think interferes with efficient operation. Steel labor spokesmen point out that no existing union rule stands in the way of technological changes or mechanical improvements. When a company makes such changes, it can alter prevailing practices affecting "over-time distribution systems, relief periods, spell arrangements, safety precautions, wash-up arrangements, lunch periods, crew size, and similar items."

With out technological or comparable changes, however, none of the work rules, which differ from plant to plant according to local practice or tradition, can be altered without consent of both management and labor. Steel labor's insistence on keeping it this way blocks progress, the company negotiators have said, "toward greater efficiency in situations where there has been no heavy investment for new facilities but where change could be made by the adoption of different methods, reassignment of duties, and elimination of unjustifiable idle time."

Rail Labor Accused

The railroads make no bones about accusing rail labor of featherbedding. In fact, they assert that make-work practices of the operating brotherhoods cost the industry more than \$500 million a

year and are in large part responsible for its present sad state. Rail labor comes right back with hard words of its own. When the railroads on Nov. 2 submitted formal proposals for changes in rules for engine and train crews, the chairman of the Railway Labor Executives Association declared that the proposals reflected "reckless disregard for the safety and welfare of both

Radio Conference Moves To Improve Short Wave Mess

Geneva - UPI - A new radio reform, adopted unanimously by the radio conference of the 10-member International Telecommunications unions, has been hailed as the biggest step forward in 12 years to short wave broadcasting.

The mess has reached such proportions that 1,200 short wave transmitters are blaring out an estimated 3,500 program hours daily - often drowning each other out.

The Soviet bloc at the ITU tried to make the reform experimental for two years but was outvoted.

Must Forward Schedules
The heart of the U.S.-proposed reform ordered national radio administrations to forward short wave program schedules to the ITU's International Regulation Frequency board here 90 days before a planned broadcast.

In an effort to reassure smaller nations which complained the big powers hogged broadcasting frequencies, the IFRB will now be able to suggest "holes" in the overcrowded short wave band spectrum for their use.

The IFRB will have enough time to plan broadcasts rather than continuing the present unorganized chaos which at peak hours has as many as six short wave broadcasts colliding with each other.

Attempts to limit use of short wave bands were defeated.

Concession to Big Users
This was considered as a concession to the big short wave users such as the United States, Russia, Britain and the United Arab Republic which are unwilling to give up any of their present frequencies.

However, the IFRB will advise in case of conflict and will have moral weight - if no real force - in enforcing its decisions since all cases of non-cooperation and intentional interference will be published.

Although conference sources admitted publishing schedules so far ahead might encourage jamming, they backed the reform as a necessary gamble to get off dead center and clean up the mess.

Previous ITU attempts in 1947 and 1949-50 to clean up the frequency allotment of short wave bands failed because of east-west quarreling.

the general public and railroad workers." The railroads want to revise a complicated pay system for operating crewmen that has been in effect without change for 40 years. Under the 1919 rules, operating employees earn a "basic day's pay" when they have worked a certain number of hours or traveled a certain distance. Among additional things the railroads seek is the independent right to decide when firemen and other workers should be used on diesel-drawn freight trains and on diesel yard engines.

Rail labor points out that railroads do not allow train service employees the differentials for night, Sunday or holiday work, or the away-from-home expenses, that are common today in every other industry. They contend that if the railroad pay system was made to conform in those respects, the carriers would have a bigger wage bill than they do now. As for firemen on diesel engines, it is true that they have no fires to stoke. But the brotherhoods say they have vital safety duties to perform, not only keeping a trained eye on operation of the power plant but also serving as a lookout for all kinds of train and track hazards.

Only a few clues have been given as to possible means of settling disputes over union work rules. The Kaiser Steel Corporation's separate settlement provided for creation of a management-labor committee to study the question. More important, it provided for a second committee, including public as well as labor and management members, to work out a profit-sharing plan which it is hoped will avert future wage controversies.

The longshoremen's union on the Pacific Coast signed an agreement last summer that give shippers the right to introduce any labor-saving devices they wish. The shippers, however, made liberal concessions. For one thing, they are to contribute large amounts to a fund created to give longshoremen a share in gains from increased efficiency in waterfront operations. A so-called "automation fund" was set up by Armour & Co., under a recent agreement with two packing unions, to finance studies of problems arising from mechanization in that industry and efforts to work out solution of the problems.

Injury Possibility From Radar Small

Coral Gables, Fla. (Science Service) - The possibility of injury from microwave (radar) radiation is not great. Low temperature, air motion, and intermittent exposure are all safety factors in the effects of radar on either man or animals. These conclusions are the result of studies made by Dr. William B. Deichmann at the University of Miami School of Medicine here.



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