

# Injunction Proceedings Speeded in Strike at Lockheed

## Railroads, Unions May Resume Legal Battle Over Featherbedding Rule Ban

Chicago—UPI—More legal battles between the nation's railroads and five big unions loomed today following a court ruling that the carriers may institute "anti-featherbedding" work rule changes.

The U.S. Circuit Court of Appeals said Wednesday the railroads have the right to impose the sweeping changes—eventually would eliminate up to 80,000 jobs—without the consent of the unions. The ruling upheld a decision by federal District Court Judge Sam Perry.

blocking the carriers from putting the rules into effect while the appeals court considered the case.

The appeals court probably will not dissolve the injunction until it rules on the union request for a rehearing, and even then the unions could ask the U.S. Supreme or Appellate court for an extension of the restraining order.

Wolfe, said, however, "the issue on which the appeals court ruled... was so clear cut I believe there is a serious question as to whether either court would continue the injunction."

"As soon as the lower court's injunction is dissolved, the carriers will move promptly to make effective these rules..." he said.

"The moment a threat of a strike occurs it will be in the President's hands," he added. President Kennedy could postpone a walkout for at least 60 days by appointing an emergency board to investigate the three-year dispute over work rules and make non-binding recommendations for settlement.

The 195 railroads involved have estimated the rule changes could save them nearly \$600 million a year.

## Fact-Finders To Study Issues At JFK's Request

Burbank, Calif.—UPI—Machinists union pickets continued to parade in front of the struck Lockheed Aircraft Corp. today as federal authorities speeded injunction proceedings following President Kennedy's activation of Taft-Hartley Law machinery.

Three fact-finders named by the President were expected to meet here Friday in an effort to determine what issues are involved in the dispute.

Union and company representatives were in disagreement over Kennedy's action in invoking the Taft-Hartley Law in the aerospace strike.

The machinists called the walkout after Lockheed refused to accept union demands for a vote on the union shop issue. The company said such a vote could force 14,000 workers into the union against their will.

"We don't fear an election on the union shop issue," Lockheed Vice President John Canaday said, "but if we sacrifice a principle we no longer have a basis on which to stand."

A spokesman for the International Association of Machinists (IAM) said Wednesday following the announcement that the President would invoke the Taft-Hartley law, "we would have much preferred to slug it out with the company without the government's interference."

Tom McNett, president of IAM District 727, said, "if there had to be government interference, we would have much preferred seizure."

However, Courtlandt S. Gross, chairman of the board of Lockheed, said, "we feel the President has acted in the best interests of all concerned. We hope this means we can arrive at an agreement."

President Kennedy acted to invoke the Taft-Hartley Act Wednesday the first day of the strike—saying continuance of the walkout "would imperil the national health and safety."

White House Press Secretary Pierre Salinger said the President acted under a finding that the strike "affects a substantial part of the ballistic missile, space vehicle and military aircraft industry."

## Names Special Board

The President named a special board to study the strike. Under Taft-Hartley law provisions, the President is empowered to halt the strike for an 80-day "cooling-off" period if the board of inquiry ruled that such action was warranted.

Labor Secretary W. Willard Wirtz expressed hope Wednesday the IAM would refrain from picketing at Cape Canaveral and Vandenberg Air Force base while the board studies the dispute.

Wirtz said he had "no present plans for taking part in the proceedings," but added, "I hope very much that union picketing at Vandenberg and Canaveral can be called off while the board of inquiry is holding its hearings."

**Some Workers Report**  
IAM officials estimated that the walkout had caused a "94 per cent shutdown of production." Company spokesmen said it was still too early to tell the full effects, but that 10 to 48 per cent of its 24,000 workers in its California division were showing up for work, and 77 per cent of the 24,000 employees in the missile and space division were reporting.

Lockheed public relations Director Jon Riffel said, "production has been curtailed, but not to a significant degree. We're going to meet our production schedules."

Lockheed is one of the country's biggest defense contractors. Among other things, it builds the Polaris missile and several types of military aircraft. It also handled several projects crucial to the nation's space program, including the Agena upper stage for the Ranger moon probe.

The company has refused to accept the union's demand for compulsory union membership and has declined to grant an employee vote on the issue. Company spokesmen said the union ship could force 14,000 workers to either join the IAM or lose their jobs.

## Stock Prices Narrowly Mixed; Chrysler, U.S. Steel Decline

New York—UPI—Stocks were narrowly mixed today. Losses of about 1 each appeared in Chrysler and Procter & Gamble, U.S. Steel, Youngtown Sheet and Arco dropped fractions to nearly a point in the steels.

Drugs were irregularly higher with Carter Products and Richardson-Merrell up around 2 each and Cunningham down roughly 3. Electronics moved lower with Beckman, Litton and IBM down fractions to a point.

**DOW JONES AVERAGES**  
New York—UPI—Dow Jones final stock averages: 30 in-

dustrials 651.85, up 3.80; 20 railroads 136.58, up 0.44; 15 utilities 125.59, up 0.56; and 65 stocks 226.37, up 1.12. Sales Wednesday were about 5.98 million shares compared with 5.5 million shares Tuesday.

Wednesday's prices on selected stocks:  
Allied Chemical 43 1/2  
Alum. Co. Am. 38 1/2  
American Air Lines 18 1/2  
American Can 44 1/2  
American Motors 16 1/2  
AT & T 114 1/2  
American Tobacco 43 1/2  
Anaconda Copper (exd) 43 1/2  
Arco 54 1/2  
Bendis Corp 32 1/2  
Bethlehem Steel 32 1/2  
Boeing Air 38 1/2  
Caterpillar Corp 38 1/2  
Chrysler Corp 70 1/2  
Coca Cola 82 1/2  
Flintstone 33 1/2  
Ford 45 1/2  
General Electric 74 1/2  
General Foods 73 1/2  
General Motors 55 1/2  
Georgia Pacific 43 1/2  
Greenbound 39 1/2  
Gulf Oil 38 1/2  
Homesite 46 1/2  
Idaho Power 24 1/2  
I.B.M. 397 1/2  
Int. Paper 28 1/2  
Johns-Manville (exd) 48 1/2  
Kennecott Copper 68 1/2  
Lockheed Aircraft 51 1/2  
Martin (exd) 23 1/2  
Merck 78 1/2  
Montana Power 33 1/2  
Montgomery Ward 34 1/2  
National Biscuit 39 1/2  
New York Central 19 1/2  
Northern Pacific 37 1/2  
Pac. Gas Elec. 39 1/2  
Penn RR 13 1/2  
Perma Cement 48 1/2  
Phillips 48 1/2  
Procter & Gamble 32 1/2  
Radio Corporation 40 1/2  
Richfield Oil 40 1/2  
Safeway 42 1/2  
Santa Fe 25 1/2  
Sears 32 1/2  
Shell Oil 34 1/2  
Socony Mobil Oil 34 1/2  
Southern Co. 28 1/2  
Southern Pacific 14 1/2  
Sperry Rand 60 1/2  
Standard California 48 1/2  
Standard Indiana 34 1/2  
Standard N.J. 34 1/2  
Stouckley Van Camp 19 1/2

## Losses Faced In Hanna Deal

Washington—UPI—The General Services Administration reported today that the government faces a loss of at least \$6,317,000 on its nickel stockpiling contracts with the Hanna Mining Co., once headed by former Treasury Secretary George M. Humphrey.

GSA Administrator Bernard L. Boutin said the government presently had \$62,244,000 invested in the Hanna nickel deal.

He said in a letter to the Senate stockpiling subcommittee that at present market prices the nickel sold to the government by Hanna would bring only \$55,927,000.

Boutin said he doubted the government could even get this much money back because if it started to dump the nickel the market would drop.

The Boutin letter represented the latest round in an accountants' argument between the government and Hanna over the controversial nickel deal.

But union attorneys said they would file for a rehearing in the appeals court, which would keep the injunction in force until a second ruling. Thus an immediate showdown on the issue would be forestalled.

The three judges Wednesday upheld the injunction

## Foreign Briefs

**CHURCHILL CABLES CONDOLENCES**  
The Hague—UPI—Sir Winston Churchill, who will be 88 Friday, cabled condolences Wednesday to Queen Juliana on the death of ex-Queen Wilhelmina, a court spokesman announced today.

**GREEK EMBASSY OFFICIAL TO LEAVE MOSCOW**  
Moscow—UPI—A Greek embassy official ordered expelled on charges of espionage will leave Moscow Friday, according to an announcement here.

The Greek embassy denied the allegations against Second Secretary Petros Molyviatis.

**ANGELS, SHEPHERDS ON CARDS FOUND LACKING**  
Blackburn, England—UPI—Dr. C. Claxton, Anglican Bishop of Blackburn, said today he had to hunt all over town to find Christmas cards with angels and shepherds on them.

"Robins and stags on cards are pretty," the bishop said. "But we celebrate Christ's birth, not that of the robin."

**TOY BALLOON TRAVELS 89 MILES**  
Valence, France—UPI—A gas-filled toy balloon launched by a 7-year-old Marie-France Grimaud has reached Nacragol, Sweden, after a flight of 89 miles, it was announced today.

The flight won a \$200 prize for Marie-France in a nationwide balloon contest.



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## American Vessels Expected To Meet Foreign Ship Rates

Washington—UPI—A spokesman for the U.S. Tramp Shipowners association expressed belief Tuesday that American-flag vessels would meet rates offered by foreign shipowners for carrying lumber from the Pacific Northwest to Puerto Rico.

Richard W. Kurrus, association attorney, appeared before a Federal Maritime Hearing concerning an application by the Georgia-Pacific Corp.

to use foreign vessels. But Kurrus, who joined spokesmen for other U.S. shipowners in opposing the Georgia-Pacific application, declined to state any specific cargo rate.

William S. Schlauch, manager of the Georgia-Pacific export department in Portland, Ore., said he was confident that foreign ships would carry the lumber at \$40, or less, per 1,000 board feet—compared with U.S. rates estimated to range from about \$51 to \$57.

The company seeks to use the low-cost foreign cargo vessels to ship lumber from ports on the Columbia river, Puget Sound, Coos Bay, Ore., and Grays Harbor, Wash.

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		2 lbs. 1 <sup>05</sup>
RIVIERA	<b>MINISTRONE SOUP</b>	4 for 1 <sup>00</sup>
C.H.B.	<b>WAFFLE SYRUP</b> 28 oz.	3 for 1 <sup>00</sup>
PLANTER'S	<b>COCKTAIL PEANUTS</b> 7-Oz. Cans	3 for 1 <sup>00</sup>
	<b>PORK CHOPS</b> SMOKED	10 for 1 <sup>00</sup>
	<b>SAUSAGE ROLLS</b>	
	NEBERGALLS HAM AND BEEF OR PURE PORK	3 lbs. 1 <sup>00</sup>
	<b>Ground Beef</b> ECONOMY PACK	3 lbs. 1 <sup>00</sup>
	<b>Round Steak</b> CHOICE & GOOD	lb. 79¢
	<b>VEAL CUTLETS</b>	10 for 1 <sup>00</sup>
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