

### Oregon Farm Bureau Aide Addresses Basin Meeting

R. E. Kerr, Eugene, National Resources chairman for the Oregon Farm Bureau Federation who has



R. E. KERR

made a study of zoning as it affects rural areas and who has had first-hand experience in his home county. Lane, was guest speaker

### Fund Group Sets Banquet

The Klamath County United Fund Nominating Committee has a slate of prospective officers for the coming year about ready to present to the membership during the seventh annual no-host U.F. banquet and awards meeting Wednesday, January 13, beginning at 6:45 p.m. in the Willard Hotel Pine Grove Room.

Twenty members must be named to the 60-man board of directors. That number is elected yearly for a three-year term.

The membership customarily elects a president, two vice presidents, a secretary and a treasurer during the meeting, also. The public is invited.

U.F.'s top honor, the Outstanding Citizenship award, will be presented to an estimated dozen firms for unusually high contributions. Employees will be on hand to accept the big bronze plaques, said Executive Secretary Rex Dye.

Sometime during the meeting a final audit report of the 1959 campaign will be read. The membership is waiting for a report from auditors, due sometime this week.

at the January 4 meeting of the Klamath County Farm Bureau. The luncheon meeting at the Willard Hotel was attended by about 20 Klamath County ranchers who heard Kerr explain some of the zoning problems being encountered in Oregon and California counties and in other states.

"The raw material of subdivisions comes from rural areas which makes zoning of utmost importance to farmers," Kerr stated. The subdivision is of importance to rural residents as it brings with it the many problems of services required for residential needs including sewers and fire protection and often imposes restrictions a farm would not otherwise be subject to.

"Higher taxes often are imposed because of increase in assessed valuation of land in subdivided areas. This is particularly true," the speaker said, "where subdivisions have grown up on two sides or all around an agricultural tract. It is most important," he continued, "that there be cooperation between urban and rural planning groups to avoid extreme situations arising out of subdivision development that may not be to the best interest of farmers."

In explaining some of the aspects of Oregon law on county planning, Kerr said that a county court-appointed planning commission is composed of a majority who are residents of the unincorporated county areas unless otherwise provided by ordinance.

The court may adopt regulations for subdivision, adopt a building code and issue permits, adopt interim zoning, adopt land zoning in any area upon petition of the voters in that area.

"Public hearings precede the adoption of a development pattern which may include land use regulations. Zoning itself may actually be voted before a plan is adopted but it is wiser to have a plan first," Kerr warned.

One of the mistakes often made, however, is that of following a plan developed by other counties not suitable to the particular locality. The plan should be done locally by local people with officials and committee supplying technical advice.

"Those interested in zoning need a complete acceptance of their responsibility over a continuing period of time for zoning to be successful," Kerr concluded.

The luncheon was preceded by a business meeting of the Klamath County Farm Bureau presided over by Wilber E. Harnsberger, Henley, vice president of the county group.

### "DENNIS THE MENACE"



"BOY DID WAS DOIN' EVERYTHING!" FIGGER FOURS, FIGGER EIGHTS, TREADIN' WATER....."

### BASIN BRIEFS

Mr. and Mrs. Louis Withers spent the New Year holidays in San Francisco where they attended the East-West game before returning to Summer Lake.

Mr. and Mrs. Linn Mills of Klamath Falls were recent visitors of Mrs. Claire Potter, Etna. Christmas Day Mrs. Potter served dinner to Mr. and Mrs. Mills and family and Bill Miles of Etna.

Miss Donna Riggs, Mrs. Sandra Hesse and George Hesse received the obligation into the Eastside Grange, New Pine Creek, at the regular meeting recently.

Mr. and Mrs. Clifford Stephens of Etna were visited recently by their daughters, Mary of Antelope, and Dorothy of Sacramento.

Mrs. Douglas Clark left last Wednesday for Bend to visit for a few days before going to Gilchrist to spend some time with her youngest son, Oliver Clark. She had spent the holidays with the Charlie Clark family at Summer Lake.

Wayne Elder has returned to Summer Lake following a week's vacation at Reno.

Airman Wayne Purcell of New Mexico is visiting his mother, Mrs. Julia Linderman of Etna.

Mr. and Mrs. John Githner and son, Dan, of Klamath Falls were Christmas guests of their daughter, Mrs. Bob Elder, and family at Summer Lake.

Mr. and Mrs. Kelton Vincent and family of New Pine Creek accompanied Vincent's sister, Beverly, to Richmond last Thursday to spend New Year's with a brother, Robert Vincent. Mrs. Sue Vincent and family also visited with her Aunt Bonnie Adams and family in Alameda while in the Bay Area.

Marion Briggs Young of Carlsbad, California, is visiting friends in Dunsmuir. A former resident of the community and a business woman for many years, she is a houseguest of Mrs. William Welsh and Mrs. F. T. King this week.

Mike Crawford of Ja-Mike's Store spent Christmas and the holidays visiting in Los Angeles with his mother and friends. Mike attends high school at Bly.

Mr. and Mrs. Merte Loosley spent the holidays with their daughter and family, Mr. and Mrs. Erwin Wissenbach in Walla Walla and have returned home.

Mike Nash, son of Mrs. Emory Cook, New Pine Creek, arrived home December 29 for his holiday leave from the naval base at San Diego. He returns January 7 to finish 136 days remaining in his enlistment time.

Mr. and Mrs. Tom Laird are at home in Malin after a trip to St. Helen's to visit their son, Don, and family.

Mr. and Mrs. W. A. Rainville of New Pine Creek, and their small son narrowly escaped serious injury when their jeep slipped from the icy highway while they were on a holiday visit to relatives at Clarkston, Washington. They completed their trip by bus. Rainville teaches at State Line School.

Lou Ann Kandra daughter of Mr. and Mrs. Lewis Kandra, and Lynette Lyon, daughter of Mr. and Mrs. Louie Lyon, all of Malin, have returned to their studies at Lewis and Clark College after being at home for the holidays.

Lia Vieira of Beatty seriously lacerated a finger recently while starting a pump to water cattle at the TH Ranch where the Vieiras live. A doctor was able to save the finger.

Eldon Johns, son of Mrs. Josephine Johns, is visiting at his home in Malin. He will return this week to Corvallis where he is a student at Oregon State College.

### 'Not-My-Job' Attitude Cripples U.S. Railroads

Editor's Note: How widespread is featherbedding on the U.S. work scene? This second of three articles develops the picture.

By ROGER GREENE  
Associated Press Staff Writer

In New York's Grand Central station, a New Haven-bound train sat on the track for 23 minutes while passengers fumed and the engineer waited for a yard man to clean the locomotive's dirty windshield.

Chided for delaying the train's departure, the engineer explained: "A couple of days ago I cleaned a dirty windshield myself, but I won't do it again. It's not my job. The maintenance foreman shouldn't have put the engine on the line in the first place with a dirt-logged shield like that."

The nation's railroads, pressed by stiff competition from autos, trucks and airlines, say this "not-my-job" attitude is a key factor in forces that are crippling railroad efficiency and saddling the industry with ruinous costs. They call it "featherbedding."

The unions reply, in effect: "Supposing you had just finished a hard day's work at a desk job and the boss told you to mop up the office because the charwoman hadn't showed up. Would you do it?"

The railroads and other industries have always trod gingerly around the explosive issue of jurisdictional work rules. As a result, a fantastic crazy-quilt of regulations has grown up across the years.

The Assn. of American Rail-

roads, leading the industry's anti-featherbedding campaign, cites these examples:

Engine crew members were registering off duty at Hastings, Neb., when they were instructed to move their engine to a nearby track. They claimed—and received—an extra day's pay for the few minutes of extra work, on the ground that it constituted a recall to work.

The crew on a West Coast passenger train collects a 50 per cent bonus for performing "freight service" on the run between Portland, Ore., and Spokane, Wash., because the train carries a sealed freight car between those two points five days a week—even though the freight car is not touched en route.

Industry spokesmen say many of the work rules are so old that nobody remembers how they originated. Down the years, the rules have been interpreted and reinterpreted countless times by arbitrators and umpires. Today they fill volumes.

But the unions say the rules developed as labor's answer to a long history of management abuses, such as the speedup.

"These featherbedding charges make me toll," says Guy L. Brown, grand chief of the Brotherhood of Locomotive Engineers. "Railway employees could point to case after case where workers have been abused beyond the limits of human endurance. That's why we have the rules."

Some economists, on the other hand, say the featherbedding dispute is merely the symptom of a far greater problem—automation.

Union leaders concede that in the current strike-threatening rail dispute, they are battling to save thousands of jobs from disappearing amid the tremendous mid-century upsurge of automation with its labor-saving devices.

The railroads are by no means alone in their charges of featherbedding practices, which they claim are bleeding off the savings expected from expensive new automatic equipment.

In a sense, it might even be said that the universal coffee break is featherbedding, because it involves getting paid for time not worked.

In the building industry, carpenters sometimes refuse to handle prefabricated panels, and still cling to the old hand saw when a power saw would do the work five times faster.

Painters demand double wages for using a spray gun; in some cities, house painters refuse to use a brush wider than four inches.

Similarly, plumbers often refuse to use prethreaded pipe. When it comes already threaded from the

factory, they cut off the threaded end and rethread the pipe by hand.

In the printing industry, union rules say all local advertising arriving at a newspaper plant in the form of plates or ready-to-use mats must be reset by hand, proofread and corrected. The "bogus" or "dead horse" type, unused, is then dumped into the helibox and melted down.

A steamship company says it needs only 10 men to operate a baggage conveyor, but the union requires it to hire twice that number. Some of the extra hands take turns pressing a button.

In the theater, four standby musicians get \$70 a performance for listening while two pianists play the accompaniment in a Broadway revue. A one-man show, like Victor Borge's solo performance, requires at least four stagehands, by union rules, although the theater says one stagehand could do all the work.

The union reply to management cries of featherbedding is generally this: The work rules grew from management abuses, and are calculated to insure decent working conditions, prevent speed-ups and management arbitrariness, and to promote job securities of workers. Any specific abuses, they contend, are subject to negotiation.

The steel industry, in the recent long-drawn strike, aired charges of "loafing, featherbedding and unjustifiable idle time," but centered its fire chiefly on a demand for greater flexibility in changing work practices.

Along the way, the steel companies raised the much-publicized case of the air-conditioned crane cab. This was the incident in which a steel company provided a relief operator for a two-man crane crew because of intense heat in the crane cab as it hovered over the soaking pit.

Then the company air-conditioned the cab and dropped the relief man, thereby drawing a protest from the United Steel Workers Union that the company was improperly changing work conditions.

As it turned out the umpire, in ruling on the dispute, rejected the union's complaint.

Company and union officials are both reluctant to comment on the mystery of how the auto industry has managed to escape featherbedding controversies which have plagued other fields.

Privately, an industry spokesman said the answer is that the auto companies have never allowed featherbedding practices to get started.



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