



1949, was responsible for Harvard's 22-21 victory over Army. Playing linebacker for Harvard, he crashed through to block an Army punt which resulted in the deciding safety.

THE MAPLE LEAF GAME at Waterford Friday afternoon will be recorded on color film. It will be played in Waterford's new field and in the daytime because no lights have been installed.

Port Huron's 13-0 victory over the Maple dropped the locals to second place in the Eastern Michigan league at the end of their league season. Port Huron still has one more league game with Hazel Park but should get by with a win and the crown since the Parkers are one of the league's weaker teams this year.

ONE SECTION of the stands at the Port Huron game was filled with Cranbrook students, who came in buses to cheer for Birmingham. This is a fine example of the type of relations existing between good neighbors—Cranbrook and Birmingham.

Both varsity and reserve teams were guests of the Sideline Lions football game at Briggs Stadium Oct. 21. Bob Hardy, Maple Captain

Western Reserve Gridders Down Cranbrook 27-6

Before a large Homecoming day crowd Saturday afternoon, the Cranbrook Varsity football team lost to a more powerful Western Reserve squad 27-6.

Cranbrook took the lead early in the game when John Edison completed a 48 yard pass to end Bill Truetzner, who drove the remaining five yards for the Crane's only tally. Boater, Ken Mills, failed to convert, and the score stood 6-0. Late in the second period Jim Bonebrake scored for the visitors and a good extra point left Reserve in the lead at half-time.

AFTER AN INTERLUDE by Cranbrook's second marching band, Western Reserve, inspired by the running and passing of Captain Bonebrake, scored two touchdowns in rapid succession, making the margin 20-6 to begin the fourth quarter.

In the fourth period, Cranbrook threatened to tally only once and then proceeded to play a defensive game until the final whistle.

Cranbrook will meet Nichols School in Buffalo this Saturday to conclude inter-state league competition. Last Wednesday, the Cranbrook freshmen gridders lost to undefeated and undefeated Ferrdale high school 7-0. The game was played in a fierce rainstorm with the field covered with three inches of mud, outlying their opponents, the frosh missed many opportunities to score while in Ferrdale territory, due to fumbles. The Ferrdale squad generated only one long drive down the field, which accounted for its only score.

Sparking the Cranbrook team was John Prendergast.

Birmingham Hi-Society

The football game was the reason for many of the parties over the weekend.

About 130 students flooded Sue Wilson's Friday night dance. The game, eat, charleston, and play records.

Sapphire club installed three new officers at the meeting. Sidney McNary is parliamentarian; Norma Hudson, historical; and Nancy Kogepeter, historical, council representative.

Janet Weber, Bob Appleford, Tony Johnson, Tom Oberger, Tom Tracy, Gordon Mutch, Jim Hagee, Beverly Nordstrom, Dave Johnson, Polly Villet, Chuck Weis, Linda Ball, and Jane Hoyt saw a thrilling game last Saturday when Michigan trounced Minnesota 64-27 at Ann Arbor.

THE SAME EVENING DJER had a stag party. A business meeting preceded the party and Tom Tracy became an honorary member.

Tom Oberger, Tom Tracy, Bill Wentz, Lloyd Sutfin, Bob Gasser, Jim Newman, Fred Hevin, John Clarke, Henry Moore, and Bob Johns were guests at the home of Bruce Renfrew. Cards were the feature of the evening.

A TRIO of these popularity is on the rise in the school is composed of Parker Wolff, drums; Bill Minor, piano; and Dave Campbell, singing bass. After being organized a little over two weeks, the boys were featured at the dance Friday night.

Sandra Pul's recognition for her prize-winning edito rial "The Flame of Hope" was highlighted by an interview on the J. L. Hudson company's "Minute Parade" Saturday afternoon. She also appeared on television Friday night and her editorial was used as an advertisement on the editorial page of the "Free Press."

Finally, in the weeks' social activities, the Gail Greig's party. In a thrilling football game Sunday, Tri-A defeated CTA 12-0 to face Sapphires. Remember the Torch Drive and the letters PRI.

Hazel Park Cross League Title in Cross Country

Slipping and cloaking through the mud at Hazel Park last Thursday the Birmingham cross country squad lost the Eastern Michigan league meet and championship to Hazel Park.

The league was won by Birmingham in a dual meet, Hazel Park, 33-23. The Maple were second with 33 and Port Huron, league champion, wound up with 65 points for third place.

DON WEBER, HAZEL PARK, was first in 10:20. He was followed by Elgie (HP), Bennett (HP), Gordon Yates (B), Ted Lewis (B), Sanders (HP), Ted Campbell (Riggs Thomson), and Alred (HP). Port Huron's best effort was eleventh by Jack Hiehl.

The meet was run under very poor conditions. The entire course was mud and water due to heavy rains and the fact that sewers and roadways were being dug across the course. Sure footing was impossible, the local runners having to choose each step to avoid falling.

The year was the first time in the league's history that the local harriers have failed to cop the championship.

Football Players Guests at Lions-Yanks Game

Members of the Birmingham football team were guests of the Sideline Quarterbacks Oct. 21 at the Detroit Lions-New York Yankees game at the Ford Stadium.

Sixty boys went to the game, including a few reserve players and some Harnum varsity players.

The Sideline Quarterbacks annually take the team to see a football game. In the past years they selected either a University of Michigan or Michigan State tilt. This year they wanted to give the squad a chance to see a professional game.

Alan Joslyn headed the football committee and drove a carload of boys. Other men helping with transportation were Coaches Vincent Sebring, John Petrakis, and Hugh Loveland, and Vernon Bryant, Russell Sanders, Melvin McCracken, Otto Newman, and Calvin Dennison.

TROY CONSOLIDATED SCHOOL NEWS

Troy high school students put on the first Junior Town Meeting of the Air Saturday, Oct. 27 over WEXL. The topic was "After Graduation: What?"

Those participating were Mary Haney, Phyllis Schanberg, Eliza Beth Hervey, Duane Robertson, Robert Short, and Jerry Wyatt. Moderators were Earl Gorman of radio station WJW, Berkeley, Royal Oak, and Clawson high schools will put on succeeding programs.

Senior class for Troy high school are president, Duane Robertson; vice-president David Rickabaugh; secretary, Richard Donna; and treasurer, Doris Hildner.

Junior class officers are president Robert Short; vice-president, Paula Bauer; secretary, Phyllis Schumburg; and treasurer, June Akers.

Miss Earla Smith, senior counselor, and R. C. Smith, guidance director, attended the guidance conference at Michigan State College Oct. 31.

EML Conference Attended by Local Students

Delegates from six Eastern Michigan league schools met at Hazel Park Saturday at the annual EML conference to get better acquainted and discuss the topic, "Life is What You Make It."

Class chairmen representatives were Gail Burlingame, Peggy Anne McDonald, Bud Deloria, Joanne Greiner, and Newman, Marthe Brown, Woody Dare, Janice Cooper, and Sally Wootton.

Class chairmen delivered the main topic. After the address, the entire group had lunch at Hazel Park Market. Then representatives returned to host high school, discussion groups were formed to talk over various subjects in the main topic. Another assembly for a complete discussion preceded a class session to close the conference.

Why keep accumulating unwanted household items? Convert them to cash by selling them thru an Eccentric Classified Ad.

Washington Group To Present Mystery For Annual Play

"Ranacke Inn," a three act mystery farce, sponsored by the 1952 Washington group, will be presented in the high school auditorium the nights of Nov. 15, 16, and 17.

The play will be given to raise money for the annual Washington group and will include several variety interludes. "Ranacke Inn" is directed by Miss Ruth Hill with student director Elizabeth Kurtz.

Members of the cast are Don Jones, Dudley Chapman, Nancy Johnson, Jan McLeese, Bill Anderson, Rita Skareen, Eric Davison, Joanne Greiner, Gail Burlingame, Judy Peterson, Don Emery, Narman Hudson, Sterling Withington, Harry Fletcher, and Ned Sharples.

Be Wise—Use Classified!

EML Conference Attended by Local Students

Delegates from six Eastern Michigan league schools met at Hazel Park Saturday at the annual EML conference to get better acquainted and discuss the topic, "Life is What You Make It."

Class chairmen representatives were Gail Burlingame, Peggy Anne McDonald, Bud Deloria, Joanne Greiner, and Newman, Marthe Brown, Woody Dare, Janice Cooper, and Sally Wootton.

Class chairmen delivered the main topic. After the address, the entire group had lunch at Hazel Park Market. Then representatives returned to host high school, discussion groups were formed to talk over various subjects in the main topic. Another assembly for a complete discussion preceded a class session to close the conference.

Why keep accumulating unwanted household items? Convert them to cash by selling them thru an Eccentric Classified Ad.

FIRE EXTINGUISHER RECHARGING

FREE PICKUP AND DELIVERY Phone MI 4-3225 CRAIG APPLIANCES, INC. 112 S. WOODWARD

PICTURE FRAMING

MI 4-9034 Greens 240 S. Woodward

Star Performers



"Longer Wear with Star Rug Care"

By carefully removing all the dirt and grit that were ground into your rugs' fibers this Winter, Star will keep your floor covering looking beautiful years longer. Star's 58 years' experience in rug cleaning assures you of superior workmanship—yet Star prices are economically low. Phone LOrain 7-5400 today!

STAR CARPET CLEANING CO.

Dial O and ask for Enterprise 6172 (No Toll Charge) Our 58th Year RUGS CLEANED BY STAR ARE BETTER BY FAR

90% For! 10% Against

Railroad workers are represented by 23 standard unions. By mutual agreement, 20 of these unions—comprising about 1,200,000 men, or more than 90%—are working under wages and rules agreed to by them and the railroads. But leaders of three unions—with only about 130,000 men, or less than 10%—still refuse, after more than a year of negotiations, to accept similar wage and rules agreements. These are even more favorable than the terms recommended by the Emergency Board appointed by the President.

Yes, it certainly seems to be finally about time that the leaders of the three unions stop their delaying tactics—their quibbling. But the leaders of the Brotherhood of Locomotive Firemen and Enginemen, and the Order of Railway Conductors continue to refuse. They continue a course of dillying and dallying. It is definitely time to

Time to settle...

agrees to by the Brotherhood of Railroad Trainmen. Of these, the principal one seems to be that having to do with so-called "interdivisional services"—runs which take in two or more seniority districts.

The union leaders would bar progress and efficiency in the industry, and better service to the public; by maintaining a situation where they can arbitrarily stop a railroad from establishing such interdivisional runs. The carriers propose that if a railroad wishes to set up an interdivisional run, the railroad and the unions should try to agree on such run and the conditions which should surround its establishment, and if the railroad and the unions can't agree, the matter will be submitted to arbitration.

But the three union leaders still refuse. Rules Can Be Arbitrated

The railroads have not only offered these three unions the same rules agreed to by the BRT and covered by the White House Agreement, but have even agreed to submit such rules to arbitration.

The Industry Pattern Is Fixed

With the pattern so firmly established in the railroad industry, it seems fair to suggest that the leaders of BLE, BLF&E, and ORC stop their quibbling and take action to make the railroad labor picture 100% complete. Certainly today's economic and international situation calls for a united front. And certainly no good reason has been advanced why these three unions should be preferred over all other railroad employees.

What About Wages?

Under the terms of the agreement, yard engineers, firemen and conductors would now be receiving a wage increase of \$34 an hour (\$272 a day) and road engineers, firemen and conductors would now be receiving an increase of 19% cents an hour (\$1.56 per day). Large sums of retroactive pay have already accrued and if the agreement is carried out, will be paid promptly.

What About "Cost of Living" Increases?

The White House Agreement includes an "escalator" clause under which wages will be geared to changes in the Government's cost-of-living index. Two such increases—April and July, 1951—have already been paid to the 90% of railroad employees covered by signed agreements.

What About the 40-Hour Week?

The White House Agreement calls for the establishment of the 40-hour week in principle, for employees in yard service. The employees can have it any time after January 1, 1952, provided the manpower situation is such that the railroads can get enough men to perform the work with reasonable regularity at straight time rates. If the parties do not agree on the question of availability of manpower, the White House Agreement provides arbitration by a referee appointed by the President.

What Else Do the Union Leaders Demand?

The continued quibbling of the leaders of the three unions has to do principally with

WINTER IN YOUR FEAR

Get This "WINTERIZE SPECIAL"

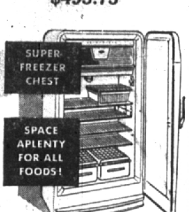
- Lubricate car
- Inspect and repack front wheel bearings
- Inspect brake linings
- Tighten all hose connections
- Inspect spindle bolts and bushings
- Inspect steering linkage and steering gear
- Change transmission lubricants (Standard and Overdrive only)
- Change rear axle lubricants
- Readjust carburetor for winter driving
- Clean, space and test spark plugs
- Inspect fan belt—adjust if necessary
- Clean and tighten battery cables and connections
- Check hydraulic brake master cylinder fluid
- Safety check—lights, horn, windshield wipers and brakes

\$5.95 PRICE INCLUDES LABOR AND ALL LUBRICANTS (Anti-freeze extra)

HAROLD TURNER, Inc. Turn To Turner — Your Friendly Ford Dealer 464 S. WOODWARD AVE. Phone MI 4-7500 or JO 4-6266

New Frigidaire Refrigerators

Made for once-a-week shopping!



10 cu. ft. Imperial \$495.75



10.7 cu. ft. De Luxe \$382.75



8.1 cu. ft. Master \$287.75

Other Frigidaire From \$199.75

BLOOMFIELD VILLAGE SCHOOL NEWS

Kindergarten News—The class has been busy making Halloween decorations. It contributed \$6.32 to the U.F. Drive.

First and Second grade news—The students plan to visit the Gaidwin public library this week. They are painting orange crates to make a library for the room.

Jennifer Willey, Robbie Couch, Linda Stevenson, Mate Davies and Lynne Beers dressed up in their mother's and father's old clothes and read a story about "Dress Up" to the children in kindergarten and the second, third, fourth and fifth grades. Students tested Halloween costumes and made up Halloween poems to put on them for their parents.

SECOND AND THIRD GRADE NEWS—Kent Rakas is class reporter this week. We had a cookie sale to make money for the Torch Drive. Thursday, children made cookies in the room and Friday afternoon, the children made up Halloween poems to put on them for their parents.

Fourth and Fifth grade news—Sharon Kelly is reporter this week. Gail Greig is president, Dixie Humphrey, secretary and Ann Bauer, vice president, we collected \$35.58 for the Torch Drive. Children made up Halloween poems to put on them for their parents.

Among those present were Ann Bauer, Sue Gantley, Bonnie Cartwright, Sharon Kelly and Jackie Paulus.

FIFTH AND SIXTH GRADE NEWS—Peter Palmer is reporter. This week the class came in second in the Torch Drive for the school. The room raised \$32.70 and Mrs. Weinstein's room raised \$35.

Helen Holcomb's room had a cookie sale and charged three cents a cookie. The whole school together raised \$138.04. Children have started a hobby shop in the room. We bring our hobbies and set them on exhibit. Once Andrea had a party Oct. 28 at his home and the girl scouts held a Halloween party at their regular meeting.

Harry O. Smart Life Insurance Annuities Estate Planning 164 W. Maple MI 4-9440

CRAIG Appliances, Inc. 112 S. Woodward MI 4-2525 Phone MI 4-2525

90% For! 10% Against

Railroad workers are represented by 23 standard unions. By mutual agreement, 20 of these unions—comprising about 1,200,000 men, or more than 90%—are working under wages and rules agreed to by them and the railroads. But leaders of three unions—with only about 130,000 men, or less than 10%—still refuse, after more than a year of negotiations, to accept similar wage and rules agreements. These are even more favorable than the terms recommended by the Emergency Board appointed by the President.

Yes, it certainly seems to be finally about time that the leaders of the three unions stop their delaying tactics—their quibbling. But the leaders of the Brotherhood of Locomotive Firemen and Enginemen, and the Order of Railway Conductors continue to refuse. They continue a course of dillying and dallying. It is definitely time to

agrees to by the Brotherhood of Railroad Trainmen. Of these, the principal one seems to be that having to do with so-called "interdivisional services"—runs which take in two or more seniority districts.

The union leaders would bar progress and efficiency in the industry, and better service to the public; by maintaining a situation where they can arbitrarily stop a railroad from establishing such interdivisional runs. The carriers propose that if a railroad wishes to set up an interdivisional run, the railroad and the unions should try to agree on such run and the conditions which should surround its establishment, and if the railroad and the unions can't agree, the matter will be submitted to arbitration.

But the three union leaders still refuse. Rules Can Be Arbitrated

The railroads have not only offered these three unions the same rules agreed to by the BRT and covered by the White House Agreement, but have even agreed to submit such rules to arbitration.

The Industry Pattern Is Fixed

With the pattern so firmly established in the railroad industry, it seems fair to suggest that the leaders of BLE, BLF&E, and ORC stop their quibbling and take action to make the railroad labor picture 100% complete. Certainly today's economic and international situation calls for a united front. And certainly no good reason has been advanced why these three unions should be preferred over all other railroad employees.

What About Wages?

Under the terms of the agreement, yard engineers, firemen and conductors would now be receiving a wage increase of \$34 an hour (\$272 a day) and road engineers, firemen and conductors would now be receiving an increase of 19% cents an hour (\$1.56 per day). Large sums of retroactive pay have already accrued and if the agreement is carried out, will be paid promptly.

What About "Cost of Living" Increases?

The White House Agreement includes an "escalator" clause under which wages will be geared to changes in the Government's cost-of-living index. Two such increases—April and July, 1951—have already been paid to the 90% of railroad employees covered by signed agreements.

What About the 40-Hour Week?

The White House Agreement calls for the establishment of the 40-hour week in principle, for employees in yard service. The employees can have it any time after January 1, 1952, provided the manpower situation is such that the railroads can get enough men to perform the work with reasonable regularity at straight time rates. If the parties do not agree on the question of availability of manpower, the White House Agreement provides arbitration by a referee appointed by the President.

What Else Do the Union Leaders Demand?

The continued quibbling of the leaders of the three unions has to do principally with

90% For! 10% Against

Railroad workers are represented by 23 standard unions. By mutual agreement, 20 of these unions—comprising about 1,200,000 men, or more than 90%—are working under wages and rules agreed to by them and the railroads. But leaders of three unions—with only about 130,000 men, or less than 10%—still refuse, after more than a year of negotiations, to accept similar wage and rules agreements. These are even more favorable than the terms recommended by the Emergency Board appointed by the President.

Yes, it certainly seems to be finally about time that the leaders of the three unions stop their delaying tactics—their quibbling. But the leaders of the Brotherhood of Locomotive Firemen and Enginemen, and the Order of Railway Conductors continue to refuse. They continue a course of dillying and dallying. It is definitely time to

agrees to by the Brotherhood of Railroad Trainmen. Of these, the principal one seems to be that having to do with so-called "interdivisional services"—runs which take in two or more seniority districts.

The union leaders would bar progress and efficiency in the industry, and better service to the public; by maintaining a situation where they can arbitrarily stop a railroad from establishing such interdivisional runs. The carriers propose that if a railroad wishes to set up an interdivisional run, the railroad and the unions should try to agree on such run and the conditions which should surround its establishment, and if the railroad and the unions can't agree, the matter will be submitted to arbitration.

But the three union leaders still refuse. Rules Can Be Arbitrated

The railroads have not only offered these three unions the same rules agreed to by the BRT and covered by the White House Agreement, but have even agreed to submit such rules to arbitration.

The Industry Pattern Is Fixed

With the pattern so firmly established in the railroad industry, it seems fair to suggest that the leaders of BLE, BLF&E, and ORC stop their quibbling and take action to make the railroad labor picture 100% complete. Certainly today's economic and international situation calls for a united front. And certainly no good reason has been advanced why these three unions should be preferred over all other railroad employees.

What About Wages?

Under the terms of the agreement, yard engineers, firemen and conductors would now be receiving a wage increase of \$34 an hour (\$272 a day) and road engineers, firemen and conductors would now be receiving an increase of 19% cents an hour (\$1.56 per day). Large sums of retroactive pay have already accrued and if the agreement is carried out, will be paid promptly.

What About "Cost of Living" Increases?

The White House Agreement includes an "escalator" clause under which wages will be geared to changes in the Government's cost-of-living index. Two such increases—April and July, 1951—have already been paid to the 90% of railroad employees covered by signed agreements.

What About the 40-Hour Week?

The White House Agreement calls for the establishment of the 40-hour week in principle, for employees in yard service. The employees can have it any time after January 1, 1952, provided the manpower situation is such that the railroads can get enough men to perform the work with reasonable regularity at straight time rates. If the parties do not agree on the question of availability of manpower, the White House Agreement provides arbitration by a referee appointed by the President.

What Else Do the Union Leaders Demand?

The continued quibbling of the leaders of the three unions has to do principally with

90% For! 10% Against

Railroad workers are represented by 23 standard unions. By mutual agreement, 20 of these unions—comprising about 1,200,000 men, or more than 90%—are working under wages and rules agreed to by them and the railroads. But leaders of three unions—with only about 130,000 men, or less than 10%—still refuse, after more than a year of negotiations, to accept similar wage and rules agreements. These are even more favorable than the terms recommended by the Emergency Board appointed by the President.

Yes, it certainly seems to be finally about time that the leaders of the three unions stop their delaying tactics—their quibbling. But the leaders of the Brotherhood of Locomotive Firemen and Enginemen, and the Order of Railway Conductors continue to refuse. They continue a course of dillying and dallying. It is definitely time to

agrees to by the Brotherhood of Railroad Trainmen. Of these, the principal one seems to be that having to do with so-called "interdivisional services"—runs which take in two or more seniority districts.

The union leaders would bar progress and efficiency in the industry, and better service to the public; by maintaining a situation where they can arbitrarily stop a railroad from establishing such interdivisional runs. The carriers propose that if a railroad wishes to set up an interdivisional run, the railroad and the unions should try to agree on such run and the conditions which should surround its establishment, and if the railroad and the unions can't agree, the matter will be submitted to arbitration.

But the three union leaders still refuse. Rules Can Be Arbitrated

The railroads have not only offered these three unions the same rules agreed to by the BRT and covered by the White House Agreement, but have even agreed to submit such rules to arbitration.

The Industry Pattern Is Fixed

With the pattern so firmly established in the railroad industry, it seems fair to suggest that the leaders of BLE, BLF&E, and ORC stop their quibbling and take action to make the railroad labor picture 100% complete. Certainly today's economic and international situation calls for a united front. And certainly no good reason has been advanced why these three unions should be preferred over all other railroad employees.

What About Wages?

Under the terms of the agreement, yard engineers, firemen and conductors would now be receiving a wage increase of \$34 an hour (\$272 a day) and road engineers, firemen and conductors would now be receiving an increase of 19% cents an hour (\$1.56 per day). Large sums of retroactive pay have already accrued and if the agreement is carried out, will be paid promptly.

What About "Cost of Living" Increases?

The White House Agreement includes an "escalator" clause under which wages will be geared to changes in the Government's cost-of-living index. Two such increases—April and July, 1951—have already been paid to the 90% of railroad employees covered by signed agreements.

What About the 40-Hour Week?

The White House Agreement calls for the establishment of the 40-hour week in principle, for employees in yard service. The employees can have it any time after January 1, 1952, provided the manpower situation is such that the railroads can get enough men to perform the work with reasonable regularity at straight time rates. If the parties do not agree on the question of availability of manpower, the White House Agreement provides arbitration by a referee appointed by the President.

What Else Do the Union Leaders Demand?

The continued quibbling of the leaders of the three unions has to do principally with

90% For! 10% Against

Railroad workers are represented by 23 standard unions. By mutual agreement, 20 of these unions—comprising about 1,200,000 men, or more than 90%—are working under wages and rules agreed to by them and the railroads. But leaders of three unions—with only about 130,000 men, or less than 10%—still refuse, after more than a year of negotiations, to accept similar wage and rules agreements. These are even more favorable than the terms recommended by the Emergency Board appointed by the President.

Yes, it certainly seems to be finally about time that the leaders of the three unions stop their delaying tactics—their quibbling. But the leaders of the Brotherhood of Locomotive Firemen and Enginemen, and the Order of Railway Conductors continue to refuse. They continue a course of dillying and dallying. It is definitely time to

agrees to by the Brotherhood of Railroad Trainmen. Of these, the principal one seems to be that having to do with so-called "interdivisional services"—runs which take in two or more seniority districts.

The union leaders would bar progress and efficiency in the industry, and better service to the public; by maintaining a situation where they can arbitrarily stop a railroad from establishing such interdivisional runs. The carriers propose that if a railroad wishes to set up an interdivisional run, the railroad and the unions should try to agree on such run and the conditions which should surround its establishment, and if the railroad and the unions can't agree, the matter will be submitted to arbitration.

But the three union leaders still refuse. Rules Can Be Arbitrated

The railroads have not only offered these three unions the same rules agreed to by the BRT and covered by the White House Agreement, but have even agreed to submit such rules to arbitration.

The Industry Pattern Is Fixed

With the pattern so firmly established in the railroad industry, it seems fair to suggest that the leaders of BLE, BLF&E, and ORC stop their quibbling and take action to make the railroad labor picture 100% complete. Certainly today's economic and international situation calls for a united front. And certainly no good reason has been advanced why these three unions should