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EIGHT HOUR DAY BASIS FOR TRAINMEN

James Walker, Member of the Brotherhood of Railroad Trainmen, Explains What a Day is to a Train Crew

Highland Park, Ill., May 3, 1916.
Editor Highland Park Press:

In the present controversy between railroad corporations and their employees in train service, there is as usual very much of a tendency on the part of railroad corporations in their publicity campaign to throw the public off or mislead them on this question, for in work of this kind they are experts. They wish to make it appear that this is a very unreasonable and arbitrary demand of the trainmen to make, in that it would cause railroad terminals to be changed or moved and the shortening of divisions, that when the trainmen's eight hours were completed, they would be done for the day. This is the way a good many people understand and look at it. But such indeed is not the case, or any way near it. It will not be at all necessary to do either for even with an eight-hour day, a train crew may keep right on working until the federal sixteen-hour law gets them, when they must be relieved and cannot be again called for duty until they have had eight hours' rest. In this sixteen hours a train may run on a twelve and a half mile or more per hour basis, two hundred miles or more and not make any over time, so that it can be very easily seen that it will not be at all necessary to move terminals or to shorten divisions. A train crew can work continuously for sixteen hours. After eight hours on a hundred mile division all time over that must be considered over time. On a hundred and fifty mile division, twelve hours will be consumed, then over time, and so on until the federal sixteen-hour law gets them. If there is any over time made the men want time and a half for it. In this it will have to be admitted that the men are very fair and reasonable, for there are no trainmen who want any overtime if it can possibly be avoided.

A good portion of the public is also at a loss to know what a day is to a train crew or how to figure it. A day for trainmen on most railroads is considered one hundred miles or ten hours; the trainmen now want this reduced to eight hours. The way things are now on railroads a train crew may be given a long and heavy drag of a freight train and not be able to get over fifty miles in the sixteen hours. A crew on such a train on a twelve and a half miles per hour basis will make on that day just fifty miles, and twelve hours over time or a hundred and fifty more miles. A train of reasonable length and tonnage should be able to average at least fifteen miles per hour, and such a train could be run over a hundred and fifty mile division in less than twelve hours; there would not be any overtime made. The trainmen want straight mileage and get over the road and cut out the overtime; this is why time and a half is wanted for overtime. Work trains and trains doing local work will of course make some overtime; the men object to those long drags of freight trains. A train of this kind may have perhaps a hundred and twenty-five or more cars in it, and enough to make at least two more trains. A train of such length is a most dangerous one and railroad corporations are very well aware of the fact, but yet, to fool the people they have their unlimited gaul to preach this "safety first" dope of theirs. Such a train is not only a most dangerous one but it also blocks all traffic over crossings by its slow progress, keeping them blocked all the way from fifteen to thirty minutes or more in all kinds of weather. With the modern powerful locomotives of today hauling the long trains they are doing, it certainly looks as though things were going backwards instead of forward. With the men in train service for today one train crew is compelled to do the work that some years ago it took several engines and crews to do. As a rule men employed in train service are not paid by the hour, day, week or month, but by the mile. So that from this the public may perhaps see and understand why the trainmen are asking for an eight-hour-day basis and time and a half for overtime and cause railroad corporations to spring something else in the excuse line. This I do not think they can very well do, but should they, the trainmen stand ready at any and all times to debate and argue the question with them.

JAMES WALKER,
Member of the Brotherhood of Railroad Trainmen.

Parents and Teachers' Association

The high school division of the Parents and Teachers' Association will hold its annual reception and exhibition of school work tomorrow evening at the high school. There will be music by the glee clubs, orchestra and the school band. The exhibition of the school work will take place from 8:45 to 10:30, all teachers will be in charge of their rooms from 8:30 to 10:00. Informal dancing will take place from 9:20 to 10:30. Tickets for admission may be procured from Mr. Sandwick free of charge.

The annual meeting of the General Association of the Parents and Teachers' Association will meet at the high school Wednesday the thirty-first at 11:30 o'clock sharp. At 11:45 there will be a cafeteria luncheon served in the lunch room at regular students' prices. After luncheon the annual election of officers will take place. Those attending are asked to be on time for luncheon and to make reservations on or before tomorrow. Those from Lake Forest will send reservations to Mrs. Quayle, from Deerfield to Mrs. J. A. Reichelt, Jr., and from this city to Mrs. Gordon Buchanan.

Obituary

On Friday, May 19, occurred the death of John Ibach, the four-year-old son of Mr. and Mrs. George Ibach, who died in the Evanston Hospital after a short illness of diphtheria. Interment was at Mooney's Cemetery.

Real Estate Transfers

S. T. Cooper and wife to H. A. Hubbard, W. D. \$10. Part of E. half N.E. quarter N.W. quarter, sec. 28, Lake Forest.

Emma M. Montgomery and husband to B. L. Coolidge, W. D. \$10. S. 50 ft. (ex. W. 100 ft.) lot 1, blk. 14, Highland Park.

O. S. Gooch and wife to Olive M. Davidson, W. D. \$1000. N. 50 ft. S. 75 ft. E. 101 ft. lot 50, Highwood.

P. W. Jones to C. A. Stonehill, W. D. \$1. Lot 13, blk. 73, Highland Park.

C. A. Stonehill and wife to W. W. McNeil, W. D. \$10. Lot 13, blk. 73, Highland Park.

Alexander Robertson and wife to A. W. Fletcher and wife, Deeds \$20. Lots 23, 24 and 25, blk. 48, Highland Park.

M. T. Culver and wife to M. L. Freiberger, Q. C. \$100. Lots 4 and 5, sub. of blk. 46, Highwood.

Joseph Delhaye and wife to C. J. Shetzley and wife, Q. C. \$1. N. 74 ft. of S. 29.8 ft., lot 6, Hubbard's sub., Highwood.

C. J. Shetzley and wife to C. D. Long, Q. C. \$100. Lot 7 and S. 29.8 ft. lot 6, Hubbard's sub., Highwood.

Gustave Carlson and wife to David Carlson, W. D. \$1. Part lot 11 W. of High St. (ex. N. 450 ft.), Highwood.

A. W. Fletcher and wife to Alex. Robertson, W. D. \$10. S. 35 ft. lot 3, blk. 33, Highland Park.

A. L. Bournique and wife to Geo. Naas and wife, W. D. \$10. N. half lot 9, blk. 8, Wrenn's add. Highland Park.

C. J. Spencer and wife to Helen R. Spencer, W. D. \$10. Lot 1, blk. 60, Highland Park.

W. F. Hogan to Grace S. Warner, W. D. \$10. W. 100 ft. S. 150 ft. lot 32, Highwood.

Receiver Chicago & Milwaukee Electric R. R. to Theo Schuman, Q. C. \$1500. Lot 156 (ex. W. 70 ft.), Ravinia.

W. B. Smith and wife to Marguerite Krafthefer, Q. C. \$100. E. 30 ft. lot 1 blk. 16, Port Clinton, Highland Park.

Jane Grannis to Wm. E. and Kean W. Burtis, W. D. \$1. Lot 288, Lake Forest.

W. J. MacDonald and wife to W. W. Ross, Deeds \$20, etc. 10 acres in S.W. ¼, sec. 26, Deerfield twp in Highland Park.

J. E. Colburn, Jr., and wife to J. E. Colburn, W. D. \$1000. Lot 9 and S. ½ lot 8 blk. 58, Highland Park.

May N. Samuel and husband to Catherine and Jessie Gilpin, W. D. \$2500. W. 66 ft. lot 48, Lake Forest.

A. C. Thomson and wife to E. A. Turpin, W. D. \$10. North part lot 3 blk. 86, Highland Park.

Estate of Aurelia S. Greene, deceased, to D. C. and Julia R. Purdy, Deeds \$1. Lot 9 and W. 50 ft. lot 10 blk. 23, Highland Park.

Elsie M. Day and husband to H. J. Dickinson, W. D. \$1. South easterly 122 ft. lot 12 blk. 77, Highland Park.

Chicago Title & Trust Co. to Nellie M. Seyfarth, Deed \$10. Lot 4 (ex. E. 75 ft.) blk. 71, Highland Park.

Louise E. Koch and husband to Harry Koch, W. D. \$10. N. E. corner of lot 4 blk. "A," McDaniels add. Highland Park.

Louise E. Koch and husband to Paul and Ellen M. Ziegner, W. D. \$10. N. W. corner of lot 4 blk. "A," McDaniels add. Highland Park.

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