

EXCERPTS FROM REMARKS OF THE  
HONORABLE HUBERT H. HUMPHREY

ANNUAL CONVENTION,  
BROTHERHOOD OF RAILWAY, AIRLINE AND  
STEAMSHIP CLERKS,  
FREIGHT HANDLERS AND STATION EMPLOYEES,  
AFL-CIO-CLC  
MIAMI, FLORIDA  
MAY 28, 1971

001829

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May 27, 1971

TO: Senator Humphrey

FROM: Ursula

FYI: Senator Bayh spoke to BRAC on Monday

Senator Tunney on Thursday

Senator Hughes at 10 am Friday, May 28, 1971

Senator Humphrey at 2:00 pm Friday, May 28th, 1971

L IN THE NEXT 10-12 YEARS, WE WILL NEED AN INVESTMENT OF  
 AT LEAST 30 BILLION DOLLARS IN MASS TRANSIT. L THIS IS THE  
 MEASURE OF HOW WE HAVE NEGLECTED THIS MOST VITAL PART OF WHAT  
 SHOULD BE A BALANCED TRANSPORTATION SYSTEM. L THE SERVICE TO  
 THOSE MOST IN NEED HAS BEEN SHOCKING AND IT'S GETTING WORSE.

L FARES CONTINUE TO RISE. L CUSTOMERS ARE BEING DRIVEN AWAY,

L PRIVATE ENTERPRISE IS GETTING OUT OF THE BUSINESS AS FAST AS

~~it can~~ ~~AND I DON'T BLAME THEM~~ L IN THE LAST 20 YEARS OVER

300 TRANSIT COMPANIES HAVE GONE OUT OF BUSINESS. L THREE-FOURTHS

OF THE FAILURES WERE IN CITIES OF LESS THAN 50,000.

L THE POOR AND THOSE TRAPPED IN THE INNER CITIES ARE  
 DEPRIVED OF THE CHANCE TO TRAVEL TO WHERE THE JOBS ARE.

L THE AREAS MOST IN NEED HAVE BEEN RECEIVING THE LEAST  
 HELP. ~~A REALLOCATION OF FUNDING HAS BEEN AUTHORIZED BY THE~~  
~~CONGRESS~~ L IN THE URBAN MASS TRANSPORTATION ASSISTANCE ACT OF  
1970, THE FEDERAL GOVERNMENT WAS AUTHORIZED TO SPEND \$10  
BILLION OVER A PERIOD OF 12 YEARS, BUT THE OTHER \$20 BILLION  
 MUST COME FROM THE STATES AND LOCALITIES.

But, <sup>the cities</sup> HOW ARE THEY TO ACHIEVE THIS NEEDED FINANCING WHEN THEY  
 ALREADY ARE BROKE OR RAPIDLY GOING BROKE? L RIGHT NOW, OUR  
STATES AND CITIES HAVE SUBMITTED MORE THAN 100 APPLICATIONS  
 FOR CAPITAL GRANTS FOR MASS TRANSIT IMPROVEMENT AND CONSTRUCTION  
 -- TOTALLING OVER \$7 BILLION L PART OF THE SOLUTION WOULD BE  
 ESTABLISHMENT OF A NATIONAL DOMESTIC DEVELOPMENT BANK TO PROVIDE  
 A MAJOR NEW SOURCE OF CAPITAL FUNDS AND TECHNICAL ASSISTANCE.

I HAVE JUST INTRODUCED SUCH LEGISLATION. THROUGH DIRECT  
 FEDERAL GRANTS, REDIRECTION OF SOME OF THE FUNDS POURING INTO  
 THE HIGHWAY TRUST FUND, PLUS LONG-TERM FINANCING AVAILABLE  
 THROUGH SUCH A DEVELOPMENT BANK, WE CAN BEGIN TO MEET THE  
MASS TRANSIT CHALLENGE OF THE DECADES AHEAD.

JUST HOW IMPORTANT IS PLANNING, NOT JUST TRANSPORTATION  
 PLANNING, TO THE WELFARE OF THE UNITED STATES? *WHAT do we ~~need~~*

*need* IN THE YEARS AHEAD IN TRANSPORTATION, POWER GENERATION  
*in Housing, Health,*  
 AND TRANSMISSION, AND FINANCING OUR NATIONAL GROWTH?

JUST WHAT IS THE MEASURE OF THE PROBLEM?

*Transportation:*

BY THIS TIME TOMORROW, THERE WILL BE 6,000 MORE AUTOMOBILES  
 ON THE ROAD. THIS INCREASE GOES ON DAY AFTER DAY,

L RIGHT NOW WE HAVE OVER 111,000,000 VEHICLES ON THE ROAD,

THEY ARE CROWDED INTO LESS THAN 2% OF THE LAND AREA OF THE U.S.

L WE ARE BEING STRANGLERED RELENTLESSLY. BEFORE THE TURN OF  
THE CENTURY, IF WE CONTINUE TO BUILD HIGHWAYS AT THE PRESENT  
RATE, NEW JERSEY WILL BE ONE MONSTROUS SLAB OF CONCRETE,  
SERVING AS PART OF A SUPER-SUPER HIGHWAY BETWEEN WASHINGTON  
AND NEW YORK. AND INSTEAD OF GOING FASTER, THE CARS OF THE  
YEAR 2,000 WILL BE MOVING EVER MORE SLOWLY—UNTIL THEY CONGEAL  
INTO ONE HUGE MASS OF STEAMING MOTORS AND FRUSTRATED HUMANITY.

L TRANSPORTATION IS LITERALLY THE ECONOMIC CIRCULATORY  
SYSTEM OF THE U.S. IT IS NO EXAGGERATION TO SAY THAT WE  
WOULD DIE WITHOUT TRANSPORTATION.

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L BUT WHAT IS HAPPENING TODAY IN TRANSPORTATION PLANNING

ON A NATIONAL SCALE? WHERE IS THE PLANNING TO CREATE A  
COORDINATED SYSTEM -- A SYSTEM THAT UTILIZES THE BEST  
FEATURES OF EACH TRANSPORTATION COMPONENT AND WHERE EACH  
COMPONENT SUPPLEMENTS THE OTHERS?

L CLEARLY, WE HAVE NO NATIONAL POLICY OR PROGRAM IN  
TRANSPORTATION.

Power: WE HAVE NO NATIONAL PLAN FOR THE GENERATION AND  
TRANSMISSION OF THE POWER NECESSARY TO CONTINUE AMERICA'S  
GROWTH.

Financing: L AND WE HAVE YET TO PROVIDE THE MEANS OF FINANCING THE  
TREMENDOUS GROWTH IN PUBLIC SERVICES AND FACILITIES THE  
AMERICAN PEOPLE DEMAND AND DESERVE.

TRANSPORTATION, POWER AND FINANCING -- THESE ARE THREE KEYS TO A NATION'S GROWTH. IF WE FAIL TO PLAN IN THESE AREAS NOW, WE WILL BE UNABLE TO MEET THE CHALLENGE OF OUR GROWTH, A CHALLENGE REPRESENTED BY A POPULATION OF SOME 300,000<sup>000</sup> AMERICANS BY THE YEAR 2000.

TRANSPORTATION

↳ OUR TRANSPORTATION PLANNING IS STILL IN THE DAYS OF THE TRI-MOTOR, THE STEAM LOCOMOTIVE, THE TITANIC AND THE TIN LIZZIE.

↳ AIRPORTS HAVE NO CONNECTION WITH TRAIN OR BUS STATIONS.       =      =  
CENTER-CITIES HAVE NO REALISTIC TRANSIT LINKS WITH AIR TERMINALS  
IN THE DISTANT SUBURBS.



L BUSES DON'T DISCHARGE PASSENGERS WHERE THEY CAN SWITCH  
EASILY TO TRAINS OR PLANES. WE HAVE NO BLENDING OF THE VARIOUS  
SYSTEMS.

BUT THE SINGLE MOST GLARING NEED IN OUR TRANSPORTATION  
SYSTEMS IS MASS TRANSIT FOR URBAN-SUBURBAN MOVEMENT OF  
PEOPLE.

L IN CHICAGO, WHICH HAS A FAIRLY GOOD RAPID TRANSIT  
SYSTEM FOR COMMUTERS, THE CITY WOULD HAVE TO ADD 140  
ADDITIONAL EXPRESSWAY LANES, AND REQUISITE PARKING, IF THE  
138,000 TRANSIT RIDERS DROVE AUTOMOBILES. AND IT COSTS OVER  
\$5 MILLION PER MILE, PER LANE TO CONSTRUCT URBAN EXPRESSWAYS.

EVENTUALLY, THE SHEER ECONOMIC WASTE IS GOING TO FORCE US TO FINALLY TOTAL UP THE COST OF PRIVATE AUTO MOBILITY.

↳ IT IS MORE THAN A DOLLAR AND CENTS COST, IT THREATENS TO PAVE OVER WHOLE CITIES. ↳ IT POLLUTES OUR ATMOSPHERE. ↳ ONE AUTOMOBILE EMITS MORE POISONOUS FUMES THAN FIVE CITY BUSES THAT USE THE NEW LOW-SULPHUR DIESEL FUEL. AND THESE BUSES CARRY 167 TIMES MORE PASSENGERS. ↳ IT IS INCREASINGLY BECOMING THE MOST DEADLY MODE OF TRANSPORTATION -- FOR MOTORIST AND PEDESTRIAN ALIKE. ↳ IT COSTS FAR MORE TO DO NOTHING, THAN TO INVEST NOW IN RADICAL IMPROVEMENT OF OUR PRESENT INEFFICIENT TRANSIT SYSTEM.

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WE HAVE THE TECHNICAL CAPABILITY AND THE RESOURCES TO  
BEGIN MASS RAPID TRANSIT SYSTEMS SERVING OUR CITIES, THE  
SUBURBS, AND THE RURAL HEARTLAND.

↳ THE SAN FRANCISCO BAY AREA RAPID TRANSIT SYSTEM, FOR  
EXAMPLE, PROVES WE HAVE THE KNOW-HOW, WASHINGTON, LOS ANGELES,  
NEW YORK AND SEATTLE HAVE PREPARED EXTENSIVE PLANS FOR  
RAPID TRANSIT SYSTEMS. AND WASHINGTON HAS BEGUN CONSTRUCTION  
OF THE LARGEST NEW TRANSIT SYSTEM EVER -- 98 MILES ON  
COMPLETION.

↳ WHAT WE NEED NOW IS THE WILL AND THE LEGAL, POLITICAL  
AND ADMINISTRATIVE MACHINERY TO MAKE REGIONAL TRANSPORTATION  
PLANNING A REALITY.

THE THOUSANDS OF AUTONOMOUS JURISDICTIONS INVOLVED IN MAJOR TRANSPORTATION POLICY DECISIONS MAKE IT IMPOSSIBLE TO ACHIEVE ANY POLICY. WE MUST CREATE THE REGIONAL INSTITUTIONAL FRAMEWORK WITHIN WHICH WE CAN PLAN AND DEVELOP COMPREHENSIVE INTERMODAL TRANSPORTATION SYSTEMS.

POWER

↳ THE SECOND ESSENTIAL IN THE PLANNING EQUATION IS POWER -- THE ENERGY WE NEED TO KEEP AMERICA MOVING AND GROWING. ↳ BY THE YEAR 1975, WE WILL BE USING ONE TRILLION, FOUR HUNDRED BILLION KILOWATT-HOURS A YEAR.

IN JUST 10 YEARS WE WILL HAVE USED 18 TRILLION

KILOWATT-HOURS -- THE SAME AMOUNT WE HAVE USED IN THE LAST

90 YEARS BY THE YEAR 2000, AN ESTIMATED 50% OF OUR POWER

WILL COME FROM NUCLEAR POWER PLANTS. TRANSMISSION GRIDS

PRESENTLY IN USE ARE CLEARLY INADEQUATE RIGHT NOW -- IN

FACT THEY ARE DANGEROUSLY, AND IN SOME CASES, FATALLY

INADEQUATE.

WE MUST DEVELOP A NATIONAL POLICY ON ENERGY DEVELOPMENT,

PRODUCTION, AND TRANSMISSION. WE MUST BUILD NECESSARY

PLANTS, TRANSMISSION LINES, AND REGIONAL AND NATIONAL GRIDS.

AND WE MUST DO SO WITH CARE AND IMAGINATION SO THE ENVIRONMENT

IS ADEQUATELY PROTECTED.

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QUITE FRANKLY, WE MUST LOOK AT ENERGY AND ENVIRONMENT AS

COMPLEMENTARY -- NOT NECESSARILY EXCLUDING EACH OTHER. WE

MUST PROTECT THE ENVIRONMENT ~~BUT NOT TO THE POINT THAT THE~~ *and also make sure that*

*the* LIGHTS <sup>*do not*</sup> GO OUT ACROSS THE COUNTRY.

↳ WHILE MEETING OUR POWER AND ENERGY REQUIREMENTS, WE MUST

DIRECT OUR TECHNOLOGY TOWARDS SOLVING THE ENERGY-ECOLOGY

DILEMMA. REALISTICALLY, TECHNOLOGY'S ILLS CAN ONLY BE

CORRECTED BY IMPROVED AND ACCURATELY DIRECTED TECHNOLOGY.

WE MUST HAVE A BALANCE OF TECHNOLOGY WITH A BALANCE OF NATURE.

FINANCING

FINALLY, WE MUST HAVE A MAJOR NEW SOURCE OF CAPITAL FUNDS AND TECHNICAL ASSISTANCE FOR THE CONSTRUCTION AND IMPROVEMENT OF PUBLIC TRANSPORTATION SYSTEMS AS WELL AS A WIDE RANGE OF OTHER VITAL PUBLIC PROJECTS.

WE NEED A BOLD AND IMAGINATIVE WAY OF MOBILIZING CAPITAL TO MEET THE PUBLIC DEVELOPMENT DEMANDS OF OUR NATION.

WE ARE COMPARATIVELY LAVISH IN PROVIDING MONEY FOR CONSTRUCTION OF STEEL PLANTS OR ROADS OR DAMS IN OTHER COUNTRIES. I THINK IT'S ABOUT TIME WE DID THE SAME FOR OUR OWN PEOPLE. WE SHOULD BE ABLE TO FINANCE PUBLIC PROJECTS ON A LONG-TERM BASIS, LIKE INDIVIDUALS CAN.

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IF YOU CAN PAY FOR A HOUSE OVER 30 YEARS, THEN WHY NOT  
PAY FOR A TRANSIT SYSTEM OR A SEWAGE SYSTEM OR A PARK  
SYSTEM OVER AN EXTENDED PERIOD. THIS WEEK I INTRODUCED  
LEGISLATION TO CREATE A NATIONAL DOMESTIC DEVELOPMENT BANK  
FOR JUST THAT PURPOSE.

OUR STATES AND CITIES NEED FIRM, LONG-TERM CREDIT  
COMMITMENTS, OBTAINED RAPIDLY, EFFICIENTLY AND ECONOMICALLY.  
SUCH FINANCING IS ESSENTIAL IF THE EXTENSIVE ECONOMIC AND  
SOCIAL NEEDS OF AN EXPANDING POPULATION ARE TO BE MET.

WHAT WOULD SUCH FINANCING MEAN TO YOU AND ME AND THE  
REST OF OUR FELLOW AMERICANS?



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A START NOW ON URGENTLY NEEDED TRANSIT SYSTEMS, . . .

GOOD SCHOOLS, MEDICAL AND HOSPITAL CENTERS CLOSE TO

THE PEOPLE, . . .

BETTER POLICE AND FIRE DEPARTMENTS, . . .

PARKLANDS AND CLEAN WATER, . . .

IMPROVED WASTE DISPOSAL AND TREATMENT FACILITIES, . . .

COMPREHENSIVE DAY CARE AND COMMUNITY SERVICE CENTERS, . . .

ADULT EDUCATION CENTERS, . . .

JOB-TRAINING FACILITIES, . . .

CENTERS AND MUSEUMS, . . .

MORE AND BETTER LOW AND MODERATE-INCOME HOUSING, . . .

AND MUCH MORE.

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THE DOMESTIC DEVELOPMENT BANK I HAVE PROPOSED WOULD MAKE POSSIBLE A START ON THE RENEWAL OF BUSINESS CENTERS IN OUR CENTRAL CITIES AND SMALLER TOWNS. IT WOULD MAKE POSSIBLE A COMPREHENSIVE ATTACK ON URBAN AND RURAL BLIGHT.

THOSE ARE OUR NEEDS. THOSE SPECIFICS ARE WHAT AMERICA MUST HAVE IN THE YEARS AHEAD. BUT ESSENTIAL TO ALL OF THEM ARE HIGH QUALITY TRANSPORTATION SYSTEMS AS A FRAMEWORK AND MEANS FOR PRESENT AND FUTURE MOBILITY.

WITH SUCH A SYSTEM, WITH SUFFICIENT ENERGY PRODUCTION, WITH THE NECESSARY FINANCING TO BUILD A BETTER AMERICA, WE CAN MEET THE CHALLENGES OF THE YEARS AHEAD.

WE MUST, FOR THEY HAVE NOT WAITED UNTIL TOMORROW; THEY ARE WITH US TODAY.

# # #

BRAC. Brotherhood of Railway, Airline,  
and Steamship clerks &  
Freight handlers & Station Employees

President - C.L. Dennis (Les Dennis)

Dayh, Tunney, Hughes, Geo Meany !!

#

Let's take a look at where we are -  
and where we should be going -

The Present - the future!

- Economic Recession -
- Spreading inflation -

Recession - unemployment - 6%

2 million new jobs per yr needed

Losses - 150 Billion GNP - 2 yrs

55 " in wages

30 " in Fed Revenue

6 " in Local

Youth Unemployment -

H.I. unemployment -

underemployment!

Inflation - Wholesale Prices (2)

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Rec in Welfare Roles + Costs

GNP - slow - Manufactured orders  
Down -

- (\*) Pre-meditated Planned Recession  
Unemployment to cure fever of  
inflation
- (\*) Hold Back on essential needs  
by Budget limitations.

Need Right to Job - Private  
Public Service -

- Release Budget funds
- Step up to Reductions

~~XXXXXXXXXXXXXXXXXXXX~~  
Future - Plan - + Need for Planning

Annua - 1976 - yr 2000

- (\*) What will be our needs in  
- Educ - Housing  
- Health Care - cities to be livable  
Parks -

(13) Population distribution - 100 million  
non American  
American 001849  
transportation - Energy + Power

~~In last 20 yrs - 300 Transit Companies~~

Transportation - Needs in  
(1) Airports, Airlines  
(2) Buses, (3) Subways (4) Railroads  
(5) Highways

Can we permit better Skitter development  
with no plan

How tie - together entire system

⊗ Whereas the plan to create a  
Coordinated system for 300 million  
Americans

⊗ Our Transportation planning is  
in the days of the Tri-Motor, Steam  
Locomotives, + 1 in Lizzie Model T.

Airports no connection with Train or Bus Stations  
centr. city no Transit hubs with Air Terminals

(4) Everyday - 6000 more cars! 001850

Today - 111,000,000 cars + Trucks on 29.7 In

If we continue to build Hi-ways at Present  
Rate - New Jersey will be one monstrous  
Slab of Concrete as Part of Super-Hi way  
Washington to N.Y.

Cars going slower instead of faster

In Chicago, if Public Transit System  
eliminated -

would require additional 140 1/2 freeway  
Lanes.  
Cost \$5 million a mile - Hundreds of Parks, etc.

One automobile gives out more Pollutants  
than 5 city buses  
using Low-Sulfur Diesel fuel -  
& these buses carry 167 more passengers

Urban Mass Transportation Act - 1970

\$10 Billion Fed Funds

\$20 Billion Local funds

Already 100 applications for Capital grants of \$7 Billion  
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Energy - by 1975 - will be using  
One Trillion, 400 Billion  
Kilowatts hours, Per yr,

In <sup>next</sup> 10 years - we will have used  
18 Trillion Kilowatt hours

~~Need to build~~ This is same amount  
we have used in last  
90 years

Need to build new plants, Transmission  
lines, Regional & national grids  
+ do so without injuring ~~our~~  
environment

How to Pay for it -

Grow, Develop -

National Domestic Develop Bank

- Do for ourselves -

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Our Goal -

Reconciliation, Reconstruction,  
Reaffirmation -

Right to Peace

Right to a Job

Right to Health

Right to Educ

Right to Decent Housing + Neighborhood

Right to Safety - Law + Order

Right to Justice

Right to Opportunity

Right to Clean Environment



Pete McHugh  
Carl Quinn

- Les Dennis  
- And. Sullivan  
Seat-Treas

now 11 V.P.'s  
when I spoke to you in  
mpls only 9 V.P.'s

HHH Speech

Les Dennis

A Record

- . . My good friend Les Dennis
- . . . . He is truly a great labor statesman
- . . . . We have had a very close friendship for many years
- . . . . We've fought against compulsory arbitration
- . . . . We've fought for safety on our nation's railroads
- . . . . We've fought for increased benefits for all labor
- . . . . We've fought for a meaningful, balanced transportation policy for our country.

~~. . . Congress passed a good Bill in Railpax, but the Nixon Administration misinterpreted Congress's intent and is now trying to skeletonize the railroads.~~

BRAC GOALS:

- BRAC Power is People Power
- BRAC - A Modern Union on the Move
- Better Pensions. . . Geared to Rising Prices
- Stop Compulsory Arbitration
- BRAC. . . Forward Together
- National Health Security - A Priority Goal
- BRAC - Support Operation Brotherhood
- BRAC Strength is Your Strength
- RCPL Promotes Good Government (RCPL - Railway Clerks Political League)
- BRAC 30/55/71 (retirement after 30 years service at age 55 in 1971)
- Give to RCPL. . . It Pays Off
- People With a Cause Working Together

Last yr.

- (1) Hours of Service Bill
- (2) 15% Increase in Retire
- (3) Supplementary Pensions
- (4) Safety bill

This yr.

- (1) 10% increase Retire Ben
- (2) 30 yr Service - Age 55
- (3) Mailhandlers

Compensation for loss of jobs - Cong Ref -

HR-8607- 1135

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Politics X

# Hubert Marks 60th Birthday, Looks to 1972

By ROBERT S. BOYD  
Herald Washington Bureau Chief

WASHINGTON — Hubert Horatio Humphrey turned 60 Thursday and said he was "licking my chops" at the prospect of running again for the presidency.

The former vice president — as bouncy and irrepressible as ever — made it clear in an hour-long talk with reporters that he would dearly love a second crack at Richard Nixon, who narrowly beat him in 1968.



Hubert Humphrey  
... 'licking my chops'

Humphrey said he won't make up his mind until late this year or early next year. His decision, he said, will depend solely on whether he thinks he can win.

"I'm not running for president at this time, but I may," he said. "I've got my sails up, testing the weather. I'm not salivating — but I'm licking my chops."

Humphrey, who can always look on the bright side of things, said he was not "moaning" about his loss to Nixon in 1968.

"I have thought many times that what happened in 1968 was maybe for the best," he mused.

"THE COUNTRY WANTED a change. They felt I couldn't bring that change. But now, after four years of Nixon, the country is ready to go back to the Democrats."

Humphrey, now reinstated in his old seat as Democratic senator from Minnesota, said he found "great warmth and friendship" in his travels around the country.

"The difference between now and 1968 is the difference between a cold chill and warm sunlight," he said.

"I can sit in an airport and people come up to me and say, 'Hello, Mr. Humphrey. I didn't vote for you in 1968, but I'd like to in 1972. I'm not going to vote for that fellow (Nixon) again.'"

HUMPHREY SAID NIXON was "vulnerable" provided the Democrats remain united and don't tear themselves apart as they did last time.

He conceded that the war and the economy could look better for the Republican Administration next year, but he said that the real issue would be popular distrust of Nixon.

"The element of trust in this administration is so eroded I don't believe they can repair it," he said.

"They used to call it credibility gap. Now it's credibility gulch. People just don't feel the administration is leveling with them."

HUMPHREY SAID A MAJOR reason for Democratic optimism was the arrival of 25 million potential new voters, who were 14 to 20 years old in 1968 but will have a chance to vote for president in 1972.

Asked about his own political activities, Humphrey said he was "going around the country, talking to people, getting a feel of it."

Humphrey said he would stay out of the early primaries — even those, like Wisconsin, where he will have to sign an affidavit declaring he is not a candidate.

BUT HE RESERVED the right to change his mind at any time. "I'm not going to let a little piece of paper stand in my way," he winked.

He hinted strongly that he might enter the New York and California primaries — the latest and most important pre-convention tests — if no clear winner emerges from the ear- conests.

He predicted that Sen. Edward M. Kennedy (D., Mas who insists he is not a candidate, would nevertheless be "strong contender" if there is no obvious leader by the tir the convention.

Legal Mand of  
Brac.  
Larty 3 bills  
- House of Service bill  
- 15% increase in  
Railroad Retirement  
- Supplementary Pension  
- Occupational Safety bill  
this year  
- 10% increase in  
Railroad Retirement  
- Mailhandlers  
Compensation for  
loss of jobs  
cong risk of House  
Retirement bill -  
30 yrs service  
age 55

Pete Mc Guire  
Earl Querin } input

C. J. Dennis  
D. J. Sullivan  
Sect. Treas

11 Vice Presidents  
Cohen & Spoke - mpls  
9 v. P.S.



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