

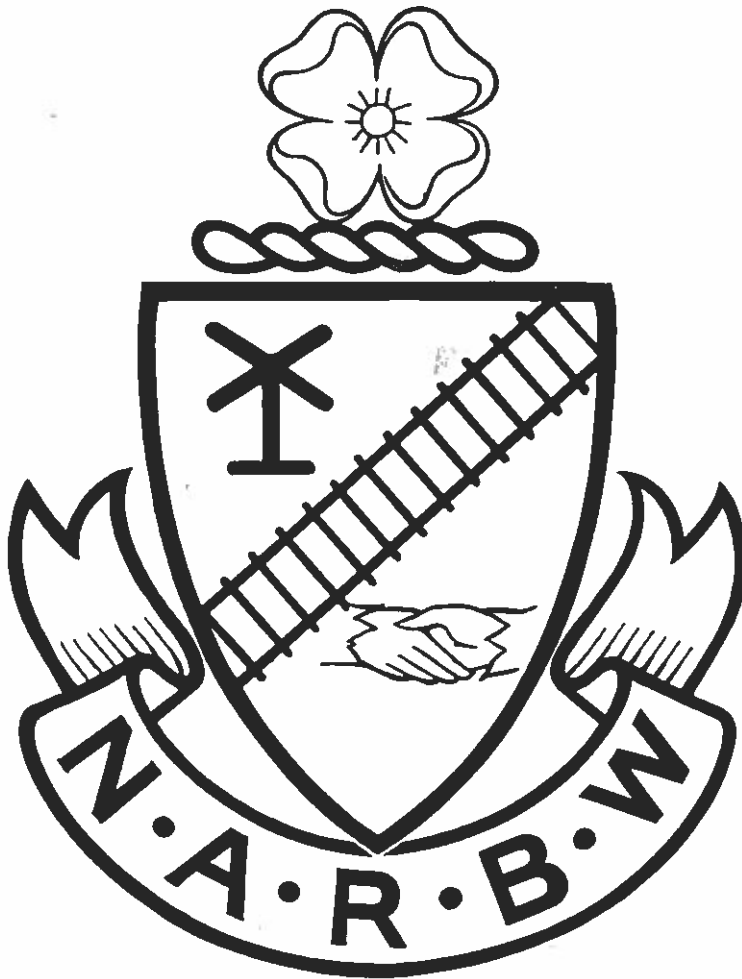
NATIONAL RAILWAY WOMEN

PUBLICATION OF THE NATIONAL ASSOCIATION OF RAILWAY BUSINESS WOMEN

Volume 5

June, 1953

Number 1



AN OPEN LETTER TO ALL MEMBERS FROM THE NATIONAL PRESIDENT

By Georgia Turpin

Our 1953 Convention is now but a memory, but such a wonderful memory of work accomplished, friendships made or renewed, and even greater plans for the future.

Let us strive this coming year for the highest quality chapters in membership, in program, in public relations, and in the building of even greater prestige for women in the railroad field.

Our achievements and our attainments will come through the realization that "cooperation" and "harmony" are the magic words.

Have a happy vacation, plan to participate fully in next year's organization work and plan now to attend the 1954 Convention in Miami Beach, Florida.

Jewelry with National Crest

Price including Federal tax and/or postage:

Light Billfold	\$3.75
Dark Billfold	4.00
Silver Bracelet	2.60
Powder Box	1.70
Note Paper	1.20

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DATES TO REMEMBER

Parties to be held as follows:

- District 3—Omaha, Nebr.—September 1953
- District 4—Mobile, Ala.—November 1953
- District 2—Buffalo, N. Y.—January 1954
- District 5—San Francisco, Calif.—March 1954
- District 1—Miami, Fla.—May 1954 (Convention)
- District 2—Cleveland, O.—September 1954
- District 4—Dallas, Texas—November 1954
- District 1—New York, N. Y.—January 1955
- District 5—Denver, Colo.—March 1955
- District 3—Kansas City, Mo.—May 1955
- District 2—Indianapolis, Ind.—September 1955
- District 3—Twin Cities, Minn.—November 1955
- District 4—Houston, Texas—January 1956
- District 1—Washington, D. C.—March 1956
- District 5—Los Angeles, Calif.—May 1956

EDITOR—Florence Fickenworth, Indianapolis Union Railway, 202 Union Station, Indianapolis

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MAILING EDITOR—Bessie Mikels, Indianapolis Union Railway, 404 Union Station, Indianapolis

NOTICE

The Editor wishes to thank all for their contributions and assistance.

Deadline for news and pictures for October issue will be September 15, 1953.

NOTICE

If anyone has pictures of the convention, will you please forward to the Editor. Would like to put them in the next issue.

TO CHAPTER PRESIDENTS: If you have not already done so, please forward names of new officers and to whom you wish the magazine sent.

LET US HAVE FAITH

Let us have faith. Ours is a heritage of struggle, the struggle which maintains our virility and hardihood. Those stalwart pioneers of yesteryear gaze down upon us in judgment. Conquerors of a nation, they have handed to us, not the right to enjoy, but the duty of preserving. Shall we timidly confess that the strain of a noble breed is exhausted?

No! What Americans of an early day could do, Americans of today can also do. The spirit of our fathers survives.

The stage is set for deeds of great moment. Go forward, America, with faith in your glorious destiny!

OFFICERS, STANDING COMMITTEE CHAIRMEN AND CHAPTER PRESIDENTS

Below are listed National Officers, National Standing Committee Chairmen and Chapter Presidents:

OFFICERS

<i>President</i>	Georgia Turpin . . .	WW&IB, 320 North Fourth Street, St. Louis, Missouri
<i>1st Vice-President</i> . . .	Katherine Moroney . . .	TRRA, 155 Union Station, St. Louis, Mo.
<i>2nd Vice-President</i> . . .	Evelyn Pierce	MSTPSSM, 3352 Irving Avenue, Minneapolis, Minnesota
<i>3rd Vice-President</i> . . .	Esther Paul	CMStP&P, 6166 Plankinton Bldg., Milwaukee, Wisc.
<i>Recording Secretary</i> . . .	Josephine K. Ryan . . .	NYC RR, 1324 W. 3rd St., Cleveland, O.
<i>Corresponding Secretary</i> . . .	Jeanne Keegan	B&O RR., Rm. 203, 2815 Spring Grove Ave., Cincinnati 25, O.
<i>Treasurer</i>	Dorothy Nagan	M&StL, 111 E. Franklin, Minneapolis 4, Minn.
<i>Past President</i>	Sarah Barker	CRI&P RR., 330 Rand Tower, Minneapolis 2, Minnesota

CHAPTER PRESIDENTS

Amarillo	Marge Woods	AT&SF RR., Room 811, Santa Fe Bldg., Amarillo, Texas
Birmingham, Alabama	Irene Murray	GM&O, Birmingham, Ala.
Buffalo	Amy Moses	Wabash RR., Larkin and Exchange St., Buffalo 10, New York
Chicago	Lorraine M. Lewand . . .	C.S.S.&S.B.RR., 330 S. Wells St., Chicago 6, Ill.
Cincinnati	Loretta Dusing	C&O RR., 3rd and Smith Streets, Cincinnati, Ohio
Cleveland	Dolores T. Hildebrand	Erie RR, Columbia Bldg., Cleveland 15, O.
Dallas	Bertha Henderson . . .	T&P RR., 401 T&P Building, Dallas, Texas
Denver	Sidona Hopper	D&R.G.W., Denver, Colo.
Detroit	Edna L. Hawkinson . . .	Pacific Fruit Expr. Co, Rm 49, 7201 W. Fort St., Detroit
Glendive, Montana . . .	Lucille Eyer	Northern Pacific RR., Box 1045, Glendive, Montana
Houston	Evelyn Merkent	Mo. Pac. RR., P. O. Box 2052, Houston, Texas
Indianapolis	Grace Bowlus	NYC, 507 Big Four Bldg., Indianapolis 25, Indiana
Jacksonville, Florida . .	Mattie Rowe	FGE, 530 Lynch Bldg., Jacksonville, Florida
Kansas City, Missouri . .	Margaret Comer	KCS RR, 205 K.C.S. Bldg., Kansas City, Mo.
Los Angeles	Mildred Bates	P.E. Ry. Co., Room 240 P. E. Bldg., Los Angeles, Calif.
Memphis	Frankie Plunk	Sou. RR, 64 Monroe Ave., Memphis, Tenn.
Miami	Fran Kozak	P&O Steamship Co., Miami, Fla.
Milwaukee	Dorothy Blask	The Milwaukee Rd., 6166 Plankinton Bldg., Milwaukee 3, Wis.
Mobile	Clara Mayhall	GM&O RR, Mobile, Ala.
Omaha	Helen Driebus	U.P. RR, Omaha, Nebraska
New Orleans	Myrtle Pierce	Mo. Pac. RR., Richards Bldg., New Orleans, Louisiana
New York City	Marie Tarangelo	CRRNJ, Engr. Dept., Jersey City, New Jersey
Philadelphia	Marie Hoepf	P RR., 15 North 32nd Street, Room 200, Philadelphia 4, Pa.
Roanoke, Virginia . . .	Loline Warner	N&W RR., Magazine, Roanoke, Virginia
San Antonio	Elizabeth Smith	Mo.Pac.RR, 423 Majestic Bldg., San Antonio 5, Tex.
Sacramento	Marcella Kahl	W.P. RR, Mechanical Dept., 3500 24th St., Sacramento, Calif.
San Francisco	Frances Croy	Milw. Road, 807 Monadnock Bldg., San Francisco
St. Louis	Josephine Spoettel . . .	MKT RR, RR Exchg. Bldg., St. Louis, Mo.
Twin Cities	Dorothy Nagan	M&StL, 111 East Franklin, Minneapolis 4, Minnesota
Toledo	Martha Felt	P.R.R., Outer Yd. Office, East Broadway, Toledo, O.
Washington, D. C. . . .	Helen Richardson	AAR, Transportation Bldg., Washington 6, D. C.



Courtesy of the East St. Louis Daily Journal

Your New Officers: Dorothy Nagan, Treasurer, Kitty Moroney, First Vice-President, Esther Paul, Third Vice-President, Josephine Ryan, Recording Secretary

TO OUR NEW NATIONAL OFFICERS: May they have a most successful term.

TO OUR NATIONAL PRESIDENT: Thank you and all who had a part in making our National Convention such an enjoyable one.

The following was published in the May 18, 1953, issue of RAILWAY AGE:

"Railway Women Honored"

R. R. Tucker, Mayor of St. Louis, proclaimed the week of May 15 as "Railway Business Women's Week" in honor of the annual meeting of the Railway Business Women's Association held there May 15-17. Mayor Tucker, in his proclamation, termed the R.B.W.A. "the first organization of its kind, both nationally and locally, to include women workers of all the railroads in addition to women in allied transportation fields" with "5,500 members throughout the country . . . working to promote better public understanding of transportation and to stimulate pride in the accomplishments of the transportation industry."

Socialism is not equal distribution of wealth—it is equal distribution of poverty.

IMPORTANT NOTICE . . .

Complete reprinting of the by-laws are being prepared, however this is to call attention to all chapters that at Convention, Article VI on the Nominating Committee was amended, as follows:

"The Nominating Committee shall be comprised of a chairman, without vote, appointed by the president at the first board meeting of the fiscal year and approved by the Board of Directors and one member elected by each chapter in September. This Committee shall send to each chapter 60 days prior to convention a ticket of two nominees, considering qualifications and placement for each office for chapter instruction of delegates. This ticket as prepared by the committee shall be presented to the delegates at the first session of the convention after which nominations from the floor shall be in order."

Any change in National by-laws is mandatory that the chapter by-laws conform. You will therefore elect one member to the Nominating Committee at your September meeting and inform the Chairman of the National Nominating Committee name of the elected member from your chapter who will serve on this committee.

(The name of the Chairman of the Nominating Committee will be issued to all chapters immediately following approval of the board.)

REPORT OF PRE-CONVENTION NATIONAL BOARD MEETING

The pre-convention executive session of the National Board was held on Friday, May 15, 1953, at the Hotel Jefferson, St. Louis, Missouri. Eight officers, 9 chairmen, and 31 chapter presidents being present or represented.

The following new chapters were accepted into National membership: Toledo, Denver, Memphis, Birmingham.

Reports of officers and chairmen were deferred as these were to be given at the convention session.

Final arrangements for the convention and consideration of payment of bills was discussed and a decision made by the board.

Meeting adjourned 12:15 P. M.

Don't worry if your job is a little bigger than you are. Every important job in this world has to be tackled by somebody who isn't quite up to it.

Membership reported at Convention and Number Attending the Convention from each Chapter.

	Membership	Attending Convention
Amarillo	46	1
Birmingham	66	2
Buffalo	290	15
Chicago	1177	111
Cincinnati	189	11
Cleveland	264	26
Dallas	187	28
Denver	85	8
Detroit	258	36
Glendive	34	1
Houston	176	19
Indianapolis	141	16
Jacksonville	47	2
Kansas City	202	21
Los Angeles	224	5
Memphis	36	6
Miami	45	2
Milwaukee	48	22
Mobile	124	11
New Orleans	61	9
New York	104	8
Omaha	191	43
Philadelphia	162	13
Roanoke	86	6
Sacramento	123	4
San Antonio	59	2
San Francisco	150	2
St. Louis	474	
Toledo	85	1
Twin Cities	525	49
Washington	124	9

There were 668 registered for the convention including 114 delegates.

REPORT OF THE BUSINESS SESSIONS NARBW 1953 CONVENTION

The 1953 Convention of the NARBW held at the Hotel Jefferson, St. Louis, Missouri, was called to order by the President, Miss Georgia Turpin, at 3:50 P. M., May 15. All National Officers were present, Standing Committee Chairmen and Chapter Presidents were present or represented.

The convention was greeted by Mr. John Shanahan, representing the Mayor of St. Louis, and Miss Catherine Ryan, Convention Co-ordinator.

The president's address was given at the first session and called attention to the importance of women in railroad work.

All convention committees reported at the first session.

The program and rules were adopted and the nominating committee presented their ticket.

Reports of the National officers were heard and filed.

Friday evening dinner was held at the Missouri Athletic Club.

First session of May 16 was called to order at 9:25 A. M. by the president.

Of importance at this session was the announcement by the membership chairman of the acceptance of nine new clubs in the past fiscal year, as follows: Dallas, Houston, Amarillo, San Antonio, Sacramento, Toledo, Denver, Memphis, Birmingham.

Revisions chairman brought in her report on by-laws and standing rules and the by-laws as revised will be issued to all chapters by the corresponding secretary as soon as possible.

The election committee chairman brought in their report and the following officers were declared elected:

First Vice President—Kitty Moroney, St. Louis

Third Vice President—Esther Paul, Milwaukee

Recording Secretary—Josephine Ryan, Cleveland

Treasurer—Dorothy Nagan, Twin Cities

The reception and banquet on Saturday evening were held in the Crystal and Gold Rooms of the Hotel Jefferson. Mr. Fred A. Piehl, Manager, Western Weighing and Inspection Bureau, Chicago, Illinois, the "boss" of our president, was the guest speaker, and the entertainment was a Rodgers and Hammerstein Musical Festival.

All past National Presidents were presented a symbol of recognition by the First Vice President.

The morning business session on May 17 was called to order at 9:25 A. M. Three resolutions were adopted and they are printed elsewhere in this magazine.

The convention voted to hold the 1954 convention at the Roney Plaza Hotel in Miami Beach in May.

The final luncheon of the convention was held in the Grand Ball Room, Hotel Statler—with presentation of charters and installation of the new officers.

RESOLUTIONS PRESENTED AND ADOPTED AT THE 1953 CONVENTION

Extract from convention minutes as prepared by Bessie Ross, 1953 Recording Secretary:

Resolution No. 1:

WHEREAS, the purposes of the National Association of Railway Business Women is a residence for pensioned members; therefore, be it resolved that all members give consideration to improvements in the present railroad retirement pension; and, if favorable to railroad women, to go on record as sponsoring any such bills.

The above proposed by the New York Chapter.

Resolution No. 2:

WHEREAS, it is felt that some confusion existed in the election room, therefore, be it resolved in the future that election rules be prepared by the Election Committee prior to the first day of convention and distributed the second session of convention to each delegate; also copies of the rules to be posted in the election hall, instructing delegates in the proper decorum in elections.

The above proposed by Vesta Marie Simon, Mobile, Ala.

Resolution No. 3:

WHEREAS, the Ninth Annual Convention of the National Association of Railway Business Women, held at St. Louis, Missouri, on May 15, 16 and 17, 1953, has been a most successful and enjoyable one; therefore, be it resolved that we extend our sincere thanks—

To the St. Louis Chapter

To the city of St. Louis

To the Jefferson Hotel

To the St. Louis newspapers and radio stations for the publicity

To Catherine Ryan, Convention Co-ordinator

To Ruth Cole, Program Chairman

To members of the convention committees

To Mr. Fred A. Pichl, the Manager of the Western Weighing & Inspection Bureau, Chicago, Illinois, guest speaker at the banquet on Saturday, May 16th

Also to the Western Weighing & Inspection Bureau for the "Presidents' " luncheon

To the Missouri Pacific Railroad for the greetings and tickets

To Mr. Arthur K. Atkinson, Wabash Railroad, for the programs

To Fred Harvey for the Harvey Girl Programs

To the Frisco Railroad for the square dance programs

To the Terminal Railroad Association and Association of American Railroads for the exhibit display

To Anheuser-Busch Brewery for the tour luncheon on Friday, May 15th.

To Tom Carr, Florist, for the use of "Surrey" decorations

To the St. Louis Convention Bureau and St. Louis Art Museum for their courtesies and pictures

To the various St. Louis firms for the favors donated

To the many railroad officials who made excellent transportation arrangements for the National officers, delegates and members attending this convention, and for the passes

To Miss Marguerite Grumme, a registered parliamentarian of the National Association of Parliamentarians, our sincere appreciation for her guidance, patience, and kindness during the sessions of this convention.

SOCIAL ACTIVITIES OF THE 1953 CONVENTION

All work and no play makes Jill a dull girl—and so it is with Conventions. We have so many things to accomplish in such short time and we work hard and long. However, through the untiring efforts of Catherine Ryan, Convention Coordinator, and her many committee chairmen, and Ruth Cole, Program Chairman, we were delightfully entertained by many lovely social events interspersed throughout the convention, held at St. Louis in May of this year.

It rained but no one seemed to mind. Many RBWAers took off Friday morning, May 15, for a tour through Anheuser-Busch Brewery, enjoyed a delightful luncheon and then visited the Proctor & Gamble soap plant where they were presented with surprise boxes of soaps and shampoos. Others drove throughout the city enjoying the famous St. Louis landmarks. The "Calico Party" at the Missouri Athletic Club Friday evening was a huge success. The "Dolls" dressed in gay, colorful calicoes, and the "Dudes" in fancy shirts do-si-doing around the floor was a sight we will not forget. Many of the girls joined in the fun and returned home accomplished square dancers. How we loved Mom and Pop Allison in their exhibition of the Sweetheart Waltz and many others. A truly wonderful and enjoyable evening.

Saturday luncheon was held in the Gold Room of the Jefferson Hotel. A St. Louis member provided the music for the occasion and a male soloist, who just happened in, rendered several numbers which were thoroughly enjoyed by all. Of course everyone was in a dither to find out who had received the awards. This was announced amid much rejoicing and wailing.

Saturday night — oh, what a beautiful memory. From the inspirational invocation of the Lord's Prayer sung by Ruth Cole of Omaha to the close of the program, the 800 who attended the banquet will never forget this evening's outstanding entertainment. After the welcome and introductions made by Miss Turpin, National President, who presided over the affair with such graciousness and dignity, Mr. Fred A. Pichl, Manager, Western Weighing and Inspection Bureau, Chicago, Illinois, gave a most enlightening talk on the connection of this Bureau with the railroads. (Copy of Mr. Pichl's speech is printed elsewhere in the magazine). Past National Presidents were presented with a diamond gavel guard in recognition of their services to the National organization by Miss Mary Grainey, 1st National Vice-President. The program presented by the St. Louis Symphony Orchestra and Municipal Opera Chorus from the Overture "Allegro" to the last notes of "Oklahoma" held every-

one spellbound. There were favorites for all from "Carousel", "South Pacific," "The King and I," "State Fair" and "Oklahoma." A delightful and never-to-be-forgotten evening.

A large group attended the Sunday Brunch held in the Grand Ball Room of the Hotel Statler. Invocation by Vera Elvert, welcome and introductions by National President, Miss Turpin, and presentation of charters by Kitty Moroney, Membership Chairman. New officers were installed by Margaret O. Grahn, Past President. We were highly entertained by Al Mack who kept up a steady flow of sharp talk and clever tricks. After the singing of "May the Good Lord Bless and Keep You" by the entire assembly, the RBWAers prepared to return to their homes.

The wheels of the Convention ran smoothly, oiled by the hospitality and friendliness of the St. Louis Chapter. We extend our sincere and heartiest thanks for a most wonderful and memorable time.

NATIONAL ASSOCIATION OF RAILWAY BUSINESS WOMEN

The following Member Clubs made special Gifts to the Residence Fund at the Convention in St. Louis, May 15, 16 and 17, 1953.

The amounts shown are exclusive of amounts received from the Residence Drawing Tickets.

Amarillo _____	\$ 25.00	New Orleans _____	\$ 100.00
Chicago _____	500.00	New York _____	200.00
Cleveland _____	400.00	Philadelphia _____	300.00
Dallas _____	150.00	Roanoke _____	25.00
Detroit _____	1,000.00	St. Louis _____	1,000.00
Indianapolis _____	150.00	San Francisco _____	50.00
Jacksonville _____	100.00	Twin Cities _____	50.00
Kansas City _____	80.00	Washington _____	250.00
Milwaukee _____	200.00	TOTAL _____	\$4,981.00
Mobile _____	125.00	Special Collection _____	60.11
Omaha _____	206.00		

*\$5,041.11

*These contributions given at convention do not include any previous contributions made by the chapters during the fiscal year.

Cincinnati will forward check in amount of \$70.00. Twenty Dollars as a Memorial to their President, Miss Marie Oliver, who was called to her Heavenly Home last October. Fifty Dollars from the Club as a general Residence gift.

More gifts like the above will help us realize that Residence at an earlier date than anticipated at this time.

Several Members made personal contributions of Five Dollars each and others purchased Bricks at \$1.00 each.

What will your Club do this coming year to swell the Fund????

MARGARET O. GRAHN,
Residence Chairman

CASH RETURNS BY CLUBS FOR RESIDENCE DRAWING TICKETS—1953 CONVENTION

Amarillo _____	\$ 125.00	Milwaukee _____	172.50
Buffalo _____	542.50	Mobile _____	288.50
Chicago _____	2,434.50	New York _____	197.50
Cincinnati _____	437.00	New Orleans _____	125.00
Cleveland _____	499.00	Omaha _____	444.00
Dallas _____	312.50	Philadelphia _____	307.50
Denver _____	25.00	Roanoke _____	262.50
Detroit _____	459.00	St. Louis _____	856.50
Glendive _____	55.00	Sacramento _____	22.50
Houston _____	375.00	San Antonio _____	150.00
Indianapolis _____	326.00	San Francisco _____	300.00
Jacksonville _____	105.00	Twin Cities _____	714.50
Kansas City _____	386.00	Washington _____	285.00
Los Angeles _____	600.00	Misc. Sales _____	150.50
Miami _____	125.00		
GRAND TOTAL _____		Receipts _____	\$11,083.00

DISBURSEMENTS

Prizes _____	\$2,200.00
Postage _____	21.15
Tickets _____	151.93
Stationary _____	19.78
Drum Rental _____	5.00

Total Disbursements _____ \$2,397.86 \$2,397.86

Net Proceeds _____ \$ 8,685.14

Grand Total in Residence Fund

June 15, 1953 _____ \$54,008.14

If there are small discrepancies in amounts reported for your Club, I offer my humble apologies. I am sure all the money was turned in but may be included in the miscellaneous sums.

MARGARET O. GRAHN, Chairman
National Residence Committee

PURCHASERS OF SPECIAL AWARD RESIDENCE FUND TICKETS, DRAWING ST. LOUIS, MISSOURI, MAY 16, 1953

\$1000.00	Pete Brown, 1304 E. Lindwood, Mobile, Alabama
500.00	C. J. Freseman, 1751 E. Iuy, St. Paul, Minn.
200.00	Mary Margaret Keirnan, 2415 Lexington St., Chicago
200.00	H. M. Olsen, Excelsior, Minn.
100.00	B. M. Alt, 1325 E. 68th St., Cleveland, O.
5.00	Hazel B. Casterly, 716 South Holly, Compton, Calif.
50.00	J. B. Garvey, 2330 Camp St., New Orleans, La.
50.00	Romie Serma, 5532 21st Ave., Sacramento, Calif.
50.00	L. R. Updike, 18th and Clark, St. Louis, Mo.

RBWA NEW CHAPTERS— MEMPHIS AND BIRMINGHAM

Dear National President Georgia:

May 2, 1953 is behind us, a memorable day, as it was in the Cotton Carnival City of Memphis that we tripled the National Membership which allowed you to proudly proclaim to our members and guests attending the Ninth Annual Convention of NARBW in St. Louis that we had tripled our membership since I took over at the 6th Annual Convention in Atlantic City, June 1950. Birmingham came in on a wing and a prayer as Chapter No. 31 just before we convened at the pre-convention board meeting. Their by-laws were passed and they too are now a fully chartered chapter.

MEMPHIS—CHAPTER NO. 30

With 29 chapters and the convention only two weeks away, I decided to triple the membership and have 30 chapters to present to the convention—but where could I possibly rush in another chapter? After talking with Mrs. Vera Elvert, Director of Women Personnel, GM&O-St. Louis, she suggested I make a quick deal with Miss Frankie Plunk, City Ticket Agent, Southern Railway, Memphis. Quick, like a bunny rabbit, before I knew it I was having lunch on the Sky Roof of the Peabody Hotel with several Memphians I had never seen before but that is where the RAIL TIES come in, and we decided to meet the other rail women at the Shrine Building in order to form an RBWA. Twenty-six women attended this meeting, and as we only needed twenty-five to start the formation of a chapter, it was decided to accomplish as much as possible in order to have representation at the convention. Mrs. Edith Kenny, past president of the Cincinnati Chapter, now of Memphis, attended the organizational meeting and made several very fine suggestions. Miss Frankie Plunk was unanimously elected Founder President. A worthy compliment! She is 32 years old and although only 10 years with the Southern Railway holds the top position of City Ticket Agent. She has worked at many points over the system on various assignments in the Passenger Department. Mary Lewis of the Seaboard Railway was selected Parliamentarian and a wonderful one is she as I never saw by-laws drawn up so quickly. Frankie attended the convention accompanied by the following Illinois Central employes: Lenore Cummings, Lottie Brown and Marie McSherry.

Since all the railroads were not represented at the organizational meeting it was decided to extend the privilege of finishing the installation to the Parliamentarian, Mary Lewis. At a 6:30 P. M. dinner meeting held June 11, Regency Room, Hotel Gayoso, the following officers were installed: Martha Mathews (NC&StL) 1st Veep; Hays Crews (Mop) 2nd Veep; Mabel Deaton (IC) Rec. Secy; Mary Agnes Walsh

(StLSW) Corres. Secy. and Lorene Wilson (IC) Treasurer.

They have a 62 paid membership. Isn't this wonderful for a quick deal?

BIRMINGHAM—CHAPTER NO. 31

You have heard of the many hardships in forming RBWA chapters but I believe immediate past Third Vice President Boe Higgins (SF) Kansas City and Dee Simon (L&N) of the Mobile chapter tell the gloomiest. They started out early one morning in February 1953 when it was raining, very cold and uncomfortable but with their courage and persistence in tramping around in the rain contacted thirteen (13) railroad women as a nucleus around which to begin building the Birmingham group. Boe invited them to the Redmont Hotel where she presented the RBWA program which impressed them very much. Miss Irene Murray was elected Temporary Chairman. Irne is the top Rate Clerk for the GM&O at Birmingham. Barbara Cutcliff, Mississippi Central, was elected Temporary Treasurer and Nell Gore, CofGa. as Temporary Secretary. Mrs. George Bennett, Norfolk-Southern was selected Parliamentarian.

Spearheaded by Irene's boundless energy or Organizing Chairman, these Temporary Officers and some of the other women present at the initial meeting began the tedious work of organization. On March 21 Irene met with a group from the Mobile chapter at the home of Frances Wynn at Mobile where she heard many interesting RBWA stories. (I believe at this point I can tell Irene a good one on Mobile. When Jo Hynes (GM&O) St. Louis and I formed the Mobile chapter the temperature soared so high on August 11, 1951 you could have scrambled eggs on the pavement in front of the Battle House where we held our organizational meeting.) Zimmie Shirley (BS) was appointed Chairman of By-laws and Helen Reid (BS) Chairman of Nominating Committee.

On April 28 Mr. Wettereau, Southern Railway, graciously permitted the RBWAers to use the Assembly Room where the following officers were elected: Miss Irene Murray (GM&O) Founder President; Miss Mary Ingram (Frisco) Vice President; Miss Nell Gore (CofGa) Rec. Secy; Miss Thelma Simpson (AGS) Corresponding Secy and Miss Inez Springfield (UC) Treasurer. Board of Directors: Miss Helen Reid, Mrs. Nina B. Carson, Miss Mary Burns and Miss Emma Teague.

President Elect Irene Murray attended the convention accompanied by Miss Ellostein Wright (BS) Magazine Editor.

Saturday, June 13, Boe Higgins installed the officers at a dinner meeting in the Molton Hotel. Those who attended the installation dinner from Mobile Chapter

were: Dee and Barbara Simon, Mary C. Ellerman and newly elected President Clara Mayhall.

Miss Zimmie Shirley (BS) is Membership Chairman and reports a paid membership of 71.

Good Luck and Good Traveling for these two new chapters and we hope to see lots of them on the RBWA Circuit.

At this writing I am no longer National Membership Chairman, a post I held for three years, during which time twenty-one (21) new chapters were formed. We have come a long way and made much progress since I was membership chairman in 1949 when St. Louis was known as Chapter No. 10. I don't know who the new National Membership Chairman will be but with my "Irish Luck" in organizing goes a box car of correspondence and my trade secrets.

Very sincerely,

KATHERINE B. MORONEY (TRRA)
1st Vice President

CHAPTER NEWS

AMARILLO—Publication, Editor, Evelyn Gathright—Amarillo is a very busy chapter and they have many plans for interesting and worthwhile programs.

BIRMINGHAM—Welcome to National — We know you are planning many interesting events during the coming year.

BUFFALO—"The Tooter"—Editor, Lois E. Landgraf—A lovely dinner meeting was held in May at the Buffalo Tum Verein. New officers for the year were installed. A Spring Luncheon at Hotel Westbrook was planned for June.

CHICAGO—"The Bulletin"—Election of new officers and regular dinner meetings have kept members of Chicago Chapter busy. Want to express a sincere thanks for tasks well done to Marie Miller, retiring National Treasurer and Bessie Ross, retiring National Recording Secretary.

CINCINNATI—Jeanne Keegan, National Corresponding Secretary, was special guest when Roanoke installed their new officers in June.

CLEVELAND—"Stop! Look! Listen!", Editor, Beverly Carlson, The Crystal Room at the Masonic Temple provided a charming setting for the Mother-Daughter meeting in June, 107 present. A Picnic is being planned for sometime during the summer.

DALLAS—"Choo Choo 52", Editor, Mrs. Clara Harris—A dinner meeting at the Downtown Club of Dallas was held in June, with Mrs. Irene Burchard, past president of the Twin Cities Club, installing the new officers.

DENVER—"Mile High Limited", Editor, Altha Shelton—Welcome to National as our 29th Chapter. Denver held its first regular meeting in the Auditorium Hotel in May, with E. B. Herdman, Manager of Personnel, D&RGW, as guest speaker.

DETROIT—"The Railite", Editor, Mrs. Helen Krupa—May meeting was held at the Stockholm where a smorgasbord dinner was served. A Labor Day trip to Greenbriar at White Sulphur Springs, Va., is being planned.

GLENDIVE—A friendly city located on the Yellowstone River about thirty-eight miles from the North Dakota border.

HOUSTON—"All Aboard", Editor, Virgie McGraw—June meeting will be last one until fall at which time the Houston members are looking ahead to an interesting and entertaining year.

INDIANAPOLIS—"The Limited", Editor, Mary Schneider—The Mad Hatter party was a great success for the June meeting. Everyone is looking forward to the picnic in July.

JACKSONVILLE—An up and coming Chapter in the sunny South.

KANSAS CITY—"The Time Table", Editor, Helen E. Telker—The May dinner proved to be quite a success with Mr. D. E. Farrar, Ass't to President, K.C.S. Lines, giving an interesting talk on "Railroad Retirement". Many members took advantage of an enlightening trip through Midwest Research Institute and discovered many interesting things. A thank you for work well done to Boe Higgins, retiring 3rd National Vice President.

LOS ANGELES—"Hi Lites", Editor, Mrs. Marion McIntyre—The annual Birthday Party to be held at the Biltmore Hotel was the big event scheduled for June. Guest speaker was Mr. Leo E. Sievert, Executive Representative to the President of the Santa Fe RR. It was also "Bosses' Night" and honoring of retired members, concluding with the installation of the new officers.

MEMPHIS—Welcome to our fold, Chapter 30. We know many interesting events are being planned down Memphis way.

MIAMI—"Railway Belles", Editor, Leedy Hogan,—Members are planning a summer of bowling as a warm-up for their fall league. New officers have been elected and now everyone is looking forward to summer vacations.

MILWAUKEE—"Rail Rambles", Editor, Ramona Kopsitsch—A very successful bowling season ended with a banquet at Holliday House. An outing at Elkhart Lake has been planned for August.

MOBILE—"The Journal Box", Editor, Barbara L. Simon—New officers have been elected with year beginning July 1st. November 21 and 22 are the dates for the first biennial party.

OMAHA—"Raily News", Editor, Betty Zeamer—Plans are being made for the biennial party September 26 and 27 at the Fontenelle Hotel. A trip to Boys Town is on the agenda.

NEW ORLEANS—A charming city. May we hear from you New Orleans?

NEW YORK CITY—"Chit-Chat", Editor, Else L. Witzel—"The Big Little Railroad" film was shown through the courtesy of Mr. Nathan W. James, Ass't Director of Public Relations, Central RR of New Jersey, at the May meeting. Guest speaker at the June meeting was Mr. Henry J. Lynch, Dist. Mgr. Railroad Retirement Board, New York.

PHILADELPHIA—"The Railette", Editor, Ruth E. Lloyd—About 50 members journeyed to New York, June 6, and toured the U.N. June 13 will be a lawn party at the home of Mary Lunger, past Vice President and June 23 will be installation of officers. Open house will be held one day this summer at Cape May at home of Founder President Louise Yocum.

ROANOKE—"Steam Puffs", Co-Editors, Julia Stiff and Dorcas Lofland—June meeting was held at Hotel Roanoke, followed by installation of new officers. Roanoke members entertained Jeanne Keegan, National Corresponding Secretary.

SAN ANTONIO—"The Streamliner", Editor, Priscilla E. Womble—Election of new officers brought to a close a successful first year. Much progress has been made in such a short time.

SACRAMENTO—"Railway Belles", Editor, Ruth Ann Clark—May meeting was at Roberts' Fish Grotto, and after a short business session, many of the members attended the Legislature.

SAN FRANCISCO—"Headlight", Editor, Nettie Mueller—June meeting was held at the Hotel Bellevue, with installation of the new officers. A Pacifica Toastmistress Club Charter Day Dinner was held June 16. The RBWA was instrumental in organizing and sponsoring this club.

ST. LOUIS—"Rail Ties", Editor, Lydia Endrejatis—With the Convention successfully behind, members are relaxing for the summer . . . a bowling league is in full swing and an all day picnic in July. Thanks for the fine work you did, Mary Grainey, Retiring 1st Vice-President. You always know the right thing to say at the right time.

TOLEDO—Welcome Chapter No. 28. I know you have a splendid program planned for your new chapter.

TWIN CITIES—"Whistle Post", Editor, Marjorie Walker—A successful Bazaar has put this club way out in front financially. Understand Sarah Parker, Past National President, is dealing in books. Know you will be successful.

WASHINGTON—"Engine Belles", Editor, Ellen Herlihy—May meeting was held at Lafayette Hotel. Officers for last year read reports and new officers were elected. In June the new officers were installed. The big event was the Pan American Railway Congress Tea and Musicale on June 19th. Some RBWA'ers from various chapters planned to attend this wonderful event.



ADDRESS OF MR. F. A. PIEHL, MANAGER, WESTERN WEIGHING AND INSPECTION BUREAU, AT THE ANNUAL CONVENTION OF THE NATIONAL ASSOCIATION OF RAILWAY BUSINESS WOMEN, HELD AT HOTEL JEFFERSON, ST. LOUIS, MISSOURI, MAY 16-17, 1953

Subject—ORGANIZATION AND DUTIES OF WESTERN WEIGHING AND INSPECTION BUREAU.

The Bureau was organized in 1887, about fifty years after the first steam engine became a reality, and at that time there were 33 railroads participating in its services.

Following this there were a number of other organizations merged into the Bureau, such as the Transit Inspection Bureau at Kansas City, a number of Demurrage Bureaus, a number of Joint Agency Op-

erations and the very important functions of Perishable Freight Inspection and Grain Door Reclamation and Coopering, which were formerly performed by Contractors.

Today, we operate for account of 217 railroads over about 120,000 miles of track in the territory generally west of the Indiana-Illinois State Line and the Mississippi River, to but not including the Pacific Coast States, although we do have Perishable Freight Inspection and Demurrage Supervision in the states of Washington and Oregon.

The Bureau Officers are the Manager, two Assistant Managers, an Assistant to the Manager and six District Managers, the latter having charge of Districts with headquarters at Milwaukee, Minneapolis, Kansas City, Denver, Dallas and St. Louis. We also have Agents and local representatives at 74 of the principal cities throughout our territory and have a force of field men who cover the towns where we do not have a local representative.

As to the number of employes, this fluctuates depending upon the seasonal movement of certain commodities but we generally have about 1200 employes assigned to our various functions.

Some of the more important functions of the Bureau, which I will describe to you, are as follows—

1—WEIGHING SUPERVISION

Throughout the Bureau territory there are 1294 railroad owned track scales and 790 industry owned and operated track scales, or a total of 2,084 track scales which are under the supervision of the Bureau.

These scales are used for the purpose of weighing the cars and as there possibly are some of you here who have never seen a track scale, I want to tell you that the scale is built right in the tracks, usually located at Terminal Points. The entire car can be set on the scale and after the gross weight has been taken the marked tare, which is stencilled on the side of the car, is then deducted from the gross weight to arrive at the net weight of the contents and this is the weight that the railroad uses for the assessment of its freight charges.

The weighmasters performing the weighing are employes of the railroad or industry, all of whom have executed a weighmaster's oath and have read Section 10 of the Act to Regulate Commerce, which pertains to false weighing or false reporting of weights.

Our field men and local representatives make periodical checks at the various scales and at that time it is their job to see to it that the weighing is performed by authorized parties, the records maintained in proper shape and if anything is noted which may reflect itself in the operation of the scale, necessary remedy is applied.

2—WEIGHT AGREEMENTS

There are many cars which move over the railroads for which scale weights are not necessary, as the Bureau has entered into agreements with the shippers whereby they will tender the actual weight of the contents of the car on the bill of lading and indicate it as a Weight Agreement weight and the railroad company then accepts and uses this weight for waybilling purposes.

Some of you girls have probably worked as Revisers in the Accounting Department of your respective railroads and have noticed a round stamp on the waybill bearing the inscription "Western Weighing and Inspection Bureau." This is considered as an authentic weight by the railroad, and because of this weight being tendered the railroad does not have to track scale the car, thereby saving the work of switching, stopping and starting, which is necessary when the car is weighed over track scales.

We have about 7500 such agreements in effect throughout the territory, many of which are with firms who use refrigerator car equipment exclusively, often traveling under ice, for which no freight charge is assessed, and as a consequence, through the agreement, both shipper and railroad have a net weight to use for computing of the freight charges.

In many instances these agreements are with firms who pack a uniform package, such as Canned Goods, where 24 cans are packed in a fibre box. They all weigh about the same, and through a test weighing operation conducted jointly by the Industry and a Bureau representative, an average weight is set up and this weight is the one that is used in computing the total weight of the contents of the car.

During the year 1952 we estimate that between 4½ and 5 million cars were handled under these agreements, through which the railroad saved the cost of weighing, the movement was expedited and there was no dispute with regard to the weight, thus saving the expense that might be involved in the investigation of an overcharge claim.

3—TRANSIT PRIVILEGES

Transit generally is a privilege given to the shippers by the railroads, whereby it is possible for industries to bring in raw material, manufacture or process it, and ship the finished product to their customers on basis of the through rate applicable to the finished product from the origin point of the raw material to the destination of the product.

Back about 1912, the Interstate Commerce Commission was very active in the investigation of certain practices which were being followed in connection with the application of transit privileges. At that time the majority of the privileges pertained to what we

term "Milling in Transit". These privileges were in effect at many small towns throughout western territory where there were small flour mills located and the prime purpose of the transit privilege was to permit small mills to be placed on a parity with the larger mills located at some of the larger cities. The first privileges were granted on agricultural implements which permitted manufacturers to store their implements closer to the point where they were going to be used and afterwards privileges were granted on other commodities so that some sort of transit privilege is in effect on practically every kind of raw material that is manufactured into a product.

It would take too much time for me to go into detail, however I might call attention to the fact that there is a transit privilege on the "Stopping of Beef to be Blessed in Transit".

After the investigation by the Interstate Commerce Commission, they recommended that the policing of transit privileges should be handled by a neutral agency and it was then that the Inspection Bureaus were delegated to supervise these very important privileges, without which many industries could not operate without a change in the entire rate structure.

During the year 1952 we supervised and handled the accounting on about 3 million cars which were accorded transit privileges.

At some cities we maintain Validating Offices where the transit operator is required to present his transit papers for validation before the railroad company accords the transit privilege.

At other cities the railroad company handles the validation of the transit privilege. Both inbound freight bill and outbound waybill are then sent to the Bureau Office with shipper's statement, for necessary accounting and verification.

The privileges are granted on many commodities and all privileges have rules relating thereto which are carried in tariffs.

In addition to the validating and verification in connection with the transit privileges, our field and local representatives call on the transit operator and perform an audit to determine that the particular shipment which moved under transit privileges, was properly entitled to the lower rates secured on the outbound movement.

I might say we supervise these privileges for about 6,000 firms throughout our territory and transit is granted on about 100 different commodities. Since 1941 the largest transit operator in this country is the United States Government, as they secure these privileges through medium of tariffs and Section 22 Quotations and practically all of the ammunition which moved to the European and Pacific War Fronts during World War 2, and the Korean War Front, was moved to the Ports under transit privileges.

4—FREIGHT INSPECTION

Freight Inspection is performed in many different ways and for different purposes. One of the first assignments we had was in connection with Inspection of Freight to determine that the proper description had been furnished by the shipper, thus enabling the railroad to apply the proper rate. This was and is a very important function, although I will say that with the education of traffic men generally, and a few indictments for false billing, we do not have as much deliberate misdescription of freight as we had some years ago. However, it is important that a parity of conditions be maintained as between railroads and shippers and for this reason we have Freight Inspectors assigned to various freight houses throughout the territory, and these men assist in the proper classification of freight that is tendered for transportation.

In this field we do considerable educational work with shippers to acquaint them with the proper manner of describing their freight, in order that the proper rate may be applied and they are usually receptive to suggestions which will enable them to have their freight moved on the proper basis.

5—LOSS AND DAMAGE INSPECTION

Our Loss and Damage Inspection Service is different from the Freight Inspection in that it represents a service that is performed after the freight has been transported and arrives at destination in a damaged condition.

The purpose of the Bureau in making a loss and damage inspection is to determine the extent of damage, the cause therefor, and a report is then made to the Freight Claim Department which assists them in disposing of the claim when filed. Another reason for having the Bureau do this, is that at the larger cities one man (a Bureau representative) will call upon receivers and perform the inspection for all of the railroads, whereas at cities where we do not have this service, each individual railroad is required to have Inspectors for the purpose of calling on receivers when damage is reported, which is not as economical.

6—PERISHABLE FREIGHT OR FRUIT & VEGETABLE INSPECTION

In 1933 the carriers decided they should have one Agency performing Perishable Freight Inspection Service instead of the plan then in effect whereby this service was generally performed by outside contractors.

The Executives decided to turn the service over to the Western Weighing and Inspection Bureau with the result that we now handle Perishable Freight Inspection Service at practically every principal city throughout our territory.

Upon arrival of carload shipments of fruits and vegetables, our Inspectors take the seal record, record the commodity temperature and secure a general description of the load. Then, as the car is unloaded, a record is made of the damage, if any, and where the crates or boxes are damaged, possibly with only a slat loose, we have coopers who repair these packages and the freight is delivered to the consignee in good condition, thus avoiding a claim.

There are a number of features in connection with this service that are performed for the benefit of the Freight Claim Department as well as the consignee, all of which tends to expedite and facilitate the handling of any claims.

7—DAMAGE PREVENTION

In connection with our Inspection Services, we are in position to develop many facts regarding the cause of damage and this is where we get our information to assist in the Damage Prevention Program.

When I tell you the Railroad Companies of the United States paid out over one hundred million dollars last year in claims, you can realize that any money that is spent to prevent damage is beneficial.

In connection with this work there are quite a number of very interesting arrangements such as at the border points, Laredo and El Paso, where we have Inspectors whose duty it is to examine the freight that comes to us from Mexico and in many instances the cars do not move to United States Lines until such time as the shipment has been properly braced and loaded and the packages are in condition to withstand safe transportation.

We also have a service at New Orleans where our Inspectors are on the dock and inspect freight moving to and from the Steamships and, in all instances, it is their job to see that the freight is in proper shape so that it can be transported without damage.

Further, the railroads have set up Organizations for a Claim or Damage Prevention and we work with these other Organizations in order to facilitate the service and assist in bringing about a correction, where necessary.

There are many interesting details in connection with this work that I could tell you, but the time just will not permit.

8—VETERINARY LIVESTOCK INSPECTION

Another one of our important functions is in connection with the movement of Livestock, we having

Veterinarians posted at some of the principal markets in western territory and we also have Inspectors whose duty it is to inspect the animals at the time of unloading, also inspect the car and determine whether it was properly prepared and a report is made in regard to dead or cripples for the benefit of the Freight Claim Agent and at the same time our Veterinarians are called upon to conduct post mortems to determine cause of death.

It would take me quite a while to tell you the story of Veterinary Livestock Inspection and why it was necessary that we take on this service some 30 years ago, but I can say this—that I don't think today the railroad companies are confronted with situations that existed at the time it was thought necessary to put on our own Veterinarians at the principal markets.

9—DEMURRAGE AND STORAGE SUPERVISION

Another one of our services is "Supervision of Demurrage and Storage", a means by which carriers are able to make a charge when cars are detained beyond a reasonable period.

I think you all realize it is important for the railroads to have their cars available for new shipments and not to be used as storage warehouses by consignees and it is for this reason that a charge is made for cars unreasonably detained at the time of loading or unloading.

We have Demurrage Supervisors in each of our districts and these men are called upon to handle problems that arise through controversies between shippers, receivers and the railroads, and because of their being considered experts in their line, their opinions are of great value to all concerned.

10—GRAIN DOOR RECLAMATION AND COOPERING

This is another service we took over from contractors, the railroads feeling they could have their own agency do this work rather than outside parties, and it was in 1934 that we were suddenly called upon (practically overnight) to take over a service with about 350 employes and in effect at some 30 points. The service is one that relates mostly to transportation of grains and the application of the grain door, inside of the regular storm door, which prevents the grain from leaking out while enroute.

Possibly some of you have seen what looked like piles of lumber along the side of a grain elevator in small towns as well as the larger cities, and you will now recognize these as "Grain Doors".

At many points we cooper the cars with grain doors and make them fit for loading and at the same time it is our job to reclaim these doors when cars are unloaded and see to it that they are returned to the railroad that brought them into the terminal.

At Kansas City, during the wheat harvest months of June and July, there are as many as 1,000 cars per day received and it is quite a job to reclaim the grain doors and see that they are sent back to the loading point to be used over again. In this business there has been a new innovation, in that the railroads are starting to use what is commonly known as "Paper Grain Doors", although in reality they are made of heavy Kraft Paper or Corrugated Fibre Board, with Steel Bands, which strengthens the door, and from the thousands of these doors now being used, we think it is practical and means quite a savings to the railroads.

During 1952 we coopered 355,000 cars with wooden doors and more than 120,000 cars with paper doors, and at the same time we reclaimed about 7 million wooden doors which were returned to the carriers for reuse.

* * *

We have a number of other functions which we perform for the railroads, however I have tried to give you the high lights on the more important ones and I hope in this talk that I have given you a rough idea of the organization and functions of the Western Weighing and Inspection Bureau and, also, how our duties are closely allied to the railroads as, after all, we are part of the railroads and our employes, just like all the rest of you here, are considered railroad employes—they receive free transportation and are subject to the Railroad Retirement Act.

In conclusion, may I express to you my personal appreciation for the fine work you girls are doing and to also thank you again for the privilege granted in permitting me to address you tonight.

AMEN!

A worker who does only what he has to is a slave. Only he who willingly does more than is required of him is a free man.

NATIONAL PRESIDENT VISITS WASHINGTON, D. C.

National President, Georgia Turpin, will attend some sessions of the VIII Pan American Railway Congress, to be held in Washington, D. C., in June. She will also attend the Tea given by the Washington Chapter for the wives of the railroad officials on Friday, June 19th. A report will be sent to all chapter presidents outlining any significant matters discussed at the Congress, particularly in relation to women in the railroad field.

A young woman visited a locomotive works and later she was telling some of her friends how a locomotive was made.

"You pour a lot of sand into a lot of boxes," she explained, "and you throw some old stove lids and things into a furnace, and then you empty the molten stream into a hole in the sand, and everybody yells and swears. Then you pour it out and let it cook and pound it, and you put it in a thing that bores holes in it. Then you screw it together, and paint it and put steam in it, and it runs fine. Then they take it to a drafting room and make a blueprint of it. But one thing I forgot—they have to make a boiler. One man gets inside and one stays outside, and they pound like the dickens, and then they tie it to the other thing, and you ought to see it go."

"Sleeping on it" before making a momentous decision is an excellent way to avoid insomnia afterwards.

Practically nothing can be done with the fellow who is stuck on himself, until he gets into hot water.

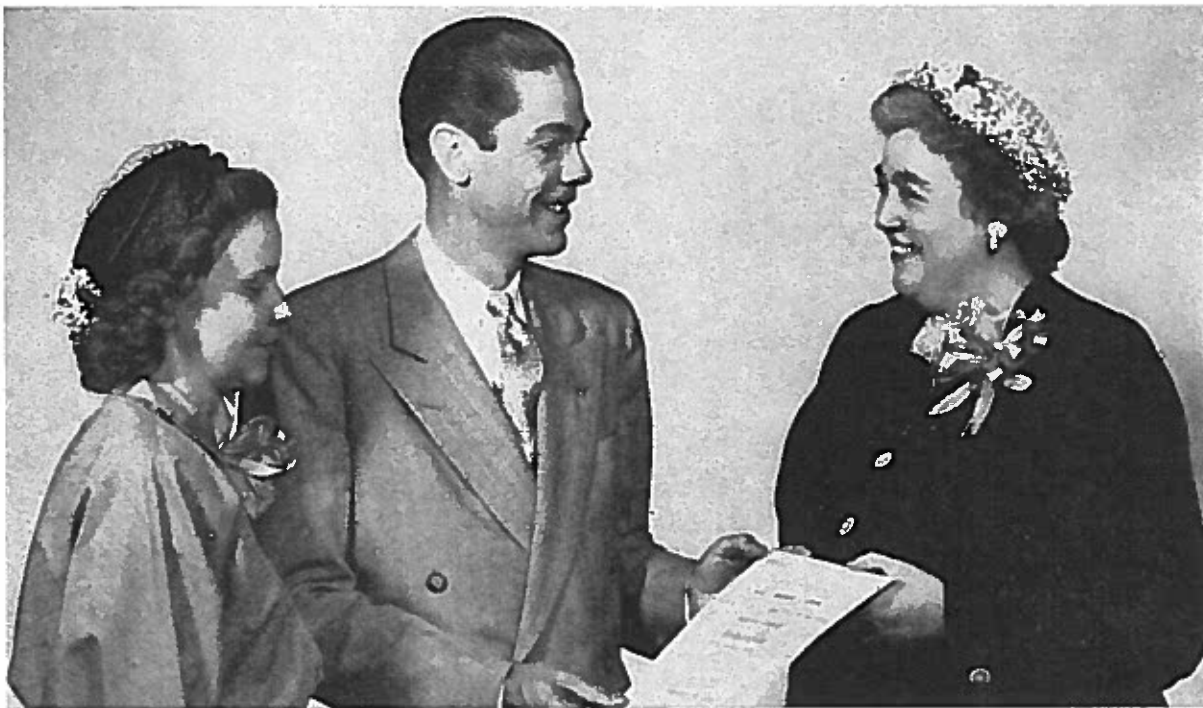
SPRINGTIME ENNUI

I would I were beneath a tree,
A-sleeping in the shade;
With all the bills I've got to pay,
P A I D !

I would I were beside the sea,
Or sailing in a boat;
With all the things I've gotta write
W R O T E !

I would I were on yonder hill
A-basking in the sun;
With all the work I've gotta do,
D O N E !

(Wisher Unknown.)



NATIONAL PRESIDENT VISITS FLORIDA CHAPTERS

Mattie Belle Rowe, President, Jacksonville Chapter, and the Honorable Haydon Burns, Mayor, of Jacksonville, present honorary citizenship to National President



Special dinner meeting of the Miami Chapter honoring the National President.



A group of the 28 members of the Dallas, Texas, chapter leaving for the National Convention in St. Louis, Mo.