

FILE NAME: Railroads (RR)

DATE: 1967 Feb

DOC#: RR020

DOCUMENT DESCRIPTION: Report of the 47th Membership Meeting of the Medical Officers - Association of American Railroads

REPORT
of the
FORTY-SEVENTH MEMBERSHIP MEETING
of the
MEDICAL OFFICERS

HELD AT

MOUNTAIN SHADOWS HOTEL
PHOENIX, ARIZONA

February 20, 21 and 22, 1967

Published by the
ASSOCIATION OF AMERICAN RAILROADS
OPERATING-TRANSPORTATION DIVISION
Staff Secretary
59 East Van Buren Street
Chicago, Illinois 60605

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OFFICERS AND COMMITTEES
1966-1967

John R. Winston, M. D., Chairman
Southgate Leigh, Jr., M. D., Vice-Chairman
W. E. Todd, Staff Secretary

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MEMBERSHIP MEETING
ASSOCIATION OF AMERICAN RAILROADS
MEDICAL SECTION
MOUNTAIN SHADOWS HOTEL
PHOENIX, ARIZONA

Monday, February 20, 1967

M The first general session of the Forty-Seventh Membership
S Meeting of the Medical Section, Association of American Railroads,
th convened at 9:00 o'clock A. M., in Conference Rooms 1 and 2 of
th the Mountain Shadows Hotel, Phoenix, Arizona, with Dr. John R.
W Winston, Chairman, presiding.

CALL TO ORDER

CH CHAIRMAN JOHN R. WINSTON: The Forty-Seventh Annual Mem-
ber-
R ship Meeting of the Medical Section, Association of American
Railroads, is called to order.

TH There are some announcements for your consideration and de-
lib-
er-
ation during the course of your stay. For example, the Med-
ical Standards Guide has been approved by the Medical Standards
Committee and also by the Committee of Direction. It has been or
will be distributed this morning in order that you might review it
during your spare moments. At the meeting of the Medical Stand-
ards Committee on Wednesday, you will have the opportunity to
make suggestions, approve or disapprove.

TH The first presentation is by Dr. Ben Stockwell and to me it is
highly appropriate that at this time we review the history of the
Medical Section.

DR. DR. B. W. STOCKWELL (Detroit & Toledo Shore Line Railroad -
Grand Trunk Western Railroad, Detroit, Michigan): If I run into
the coffee break, please interrupt me as I have quite a long paper
for this organization has been in existence for a number of years.

TH Mr. Chairman, Members of the Medical Section of the Associa-
tion of American Railroads, and guests.

TH It is a pleasure to present a historical review of the Medical
Section of the Association of American Railroads. I am indebted
to Dr. Robert M. Graham, Director, Department of Sanitation and
Surgery of The Pullman Company, for much of the source material
and really feel that he should be making this presentation. Addi-
tional data was also furnished by our Chairman, Dr. John Winston,
Dr. J. Robertson Knowles, Chief Medical Consultant for the Boston
and Maine, Mr. H. Stephen Dewhurst, Secretary of this Section
from 1950 to 1956 and now in the Public Relations Department of

the AAR, Mr. Julian Sherman of the Claims Research Bureau, Mr. William E. Todd, Secretary of our Section, and others.

All historical reviews must have a beginning and our story actually begins in 1826, or 1827, when an application was made to the Legislature of the State of Maryland for the incorporation of the Baltimore and Ohio Railroad, which was, thus, the first chartered and fully organized railroad company in the United States. This was the first railway that was constructed, either in Europe or in the United States, for the general conveyance of passengers or products between distant points. The first division of the railroad was open for the transportation of passengers in 1830, and ran from Baltimore to Endicott Mills, a distance of approximately 15 miles; horses and mules furnished the traction power.

The first Chairman of the Medical and Surgical Section of the organization, that was then known as the American Railway Association, Dr. D. Z. Dunott, pointed out that with the establishment of transportation was also established an occupational hazard, the results of which made necessary, very early, a railway surgical service. He emphasized this very strikingly by pointing out statistically that "practically the payrolls of the railroads today (that is in 1921) has been impaired or killed within a ten year period." For example, in the year 1911, 3,602 employees were killed and 126,039 were injured and the total number of persons killed in railway operation was 10,396 and 150,159 were injured. In 1965, 316 employees were killed and 30,140 were injured, and the total number of persons killed in railway operations was 6,261 and 47,057 were injured. These figures are impressive even though the total employment on the railroads dropped from 1,689,809 in 1911 to 639,934 in 1965. (See attached chart) The reduction in total of all people killed and injured in railway operation was accomplished in spite of the enormous increase in crossing accidents incident to the growing use of the automobile. It can certainly be claimed that some of this dramatic improvement can be attributed directly to the work of this Section in establishing physical standards which make possible an employee to safely perform his job.

However, we should get back to discussing first things first, and, thus, I would like to give briefly the historical background of the Association of American Railroads. It is "the lineal descendent" of much earlier organizations, such as the Time Conventions formed in 1872, and the General Time Convention which, in 1883, established the system of standard time by which the whole Nation now lives, and the Railway Accounting Officers Association, formed in 1880, which helped develop uniform railroad accounting. The Association of American Railroads was created by the merger in 1934 of the American Railway Association, Association of Railway Executives, the Railway Accounting Officers Association, the Railway Treasurers Officers Association, the Bureau of Railway Economics and other organizations.

The parent American Railway Association apparently began about 1872, when its chief business was the adoption of time schedules for passenger trains. The detailed system of standard time was adopted for practical purposes in 1883 and provided definite information respecting the changes required in the schedule of every train on each railroad, so as to preserve unbroken the relative time in connection with trains on other roads. It is interesting in this respect to consider the confusion that we have at the present time in our standard and daylight saving time. A code of uniform train signals was adopted in November of 1884, and the adoption of joint block signal interlocking rules was established in 1892. A per diem plan was begun in 1886 and presented as a code in 1902. A uniform code of demurrage rules was established in 1909. The American Railway Association was re-organized in 1919 and then included a Medical and Surgical Section, with the following subjects under consideration:

1. Separation of ice from drinking water in equipment and in stations.
2. Quarantine Regulations.
3. Water Use for Drinking and Culinary Purposes.
4. Placarding Condemned Water Supplies.
5. Sanitary Code.
6. Hospital Standard.
7. Traumatic Hernia.
8. Prevention and Control of Occupational Diseases and Hazards.

Mr. R. H. Aishton, President of the American Railway Association, on November 6, 1920, appointed a temporary Committee of Direction for the Medical and Surgical Section, whose duty it was to organize the Section, elect temporary officers, and supervise the Section's activities until such time as the Section might formally elect its successor. The first meeting of the Committee of Direction was held in New York on December 1, 1920. It elected officers and adopted tentative regulations to govern its activities. The originally appointed members of the Committee of Direction were: Chairman, Dr. D. Z. Dunott, Chief Surgeon of the Western Maryland Railway, Baltimore, Maryland; First Vice-Chairman, Dr. G. G. Dowdall, Chief Surgeon, Illinois Central Railroad, Chicago, Illinois; Second Vice-Chairman, Dr. Duncan Eve, Chief Surgeon, Nashville, Chattanooga and St. Louis Railway, Nashville, Tennessee; Dr. C. W. Hopkins, Chief Surgeon, Chicago and North Western Railway, Chicago, Illinois; Dr. William B. Coley, Chief Surgeon, New York Central Railroad, New York City; Dr. H. S. Cumming, Surgeon General, representing the Bureau of Public Health Service, Washington, D. C.; Dr. A. W. Freeman, Commissioner of Health, State Department of Health, Columbus, Ohio, representing the State and Territorial Health Officers Association; Dr. Robert J. Graves, Chief Surgeon of the Boston and Maine Railroad, Concord, New Hampshire; Dr. J. A. Hutchison, Chief Medical Officer of the Grand Trunk Railway System, Montreal,

Quebec; Dr. A. W. Ide, Chief Surgeon, Northern Pacific Railway, Brainerd, Minnesota; Dr. A. F. Jonas, Chief Surgeon of the Union Pacific Railroad, Omaha, Nebraska; Dr. J. P. Kaster, Chief Surgeon of the Atchison, Topeka and Santa Fe Railroad, Topeka, Kansas; Dr. R. W. Knox, Chief Surgeon of the Southern Pacific Lines, Houston, Texas; Dr. Southgate Leigh, Chief Surgeon, The Virginia Railway, Norfolk, Virginia; Dr. S. C. Plummer, Chief Surgeon, Chicago, Rock Island and Pacific Railway, Chicago, Illinois; and Dr. J. B. Walker, Surgeon, Pennsylvania System, New York City.

The first general meeting of the Medical and Surgical Section was held on June 3 and 4, 1921 in Boston. The officers at this first meeting of the Medical and Surgical Section were: Chairman, Dr. D. Z. Dunott, Chief Surgeon, Western Maryland Railway; First Vice-Chairman, Dr. G. G. Dowdall, Chief Surgeon, Illinois Central; Second Vice-Chairman, Dr. Duncan Eve, Chief Surgeon, Nashville, Chattanooga and St. Louis Railway, Nashville; Third Vice-Chairman, Dr. C. W. Hopkins, Chief Surgeon, Chicago and North Western Railway; and the Secretary was a man that many of us well remember, Mr. J. C. Caviston, who was an extremely efficient secretary.

I would like to call your particular attention to the name of Dr. Southgate Leigh, Chief Surgeon of the Virginia Railway, the father of our present infamous, Southgate Leigh, Jr., who was on the Committee of Direction. It was also gratifying to me and most interesting to see the name of my father, Dr. Glenn W. Stockwell, Company Surgeon for the Grand Trunk Railway System, listed as a member of the Committee on Physical Standards. Also, Dr. Albert Winters, Chief Surgeon of the Pittsburgh and Lake Erie Railroad, who is here today, advises me that his father was Chief Surgeon, preceding him from 1904 to 1941 and participated in these activities. Also, the father of Dr. A. H. Andrews, Jr., who is on our program today, was a consultant for the Rock Island from 1899 to 1945.

The original Committees in addition to the Committee of Direction were: Committee on Nominations, Committee on Sanitary Code, Committee on Hospital Standards, Committee on Physical Standards, Committee on Prevention and Control of Occupational Diseases and Hazards, Committee on Water, and a Committee on Hernia. Hernia was obviously a serious problem in those days.

As this is a historical review, again we should back-track, to try to trace the origins of the Medical and Surgical Section. In other words, from what did this organization originate? Mr. R. H. Aishton, President of the American Railway Association, in his address at the first meeting of the Medical and Surgical Section, stated that an amalgamation of the Association of American Railway Chief Surgeons, the New York and New England Railway Surgeons Association, and the Railway Section of the Southern Medical As-

sociation, resulted in the organization of this Section. The Section on Industrial Medicine and Surgery of the Southern Medical Association was provided for at the Lexington Meeting in 1913. Originally it was Southern States Association of Railway Surgeons, actually a Section on Railway Surgery. Changed in 1928 to Section on Railway Surgery. Changed in 1945 to Section on Industrial Medicine and Surgery. It was noted that in 1914, Dr. Duncan Eve was the President of this Section and in 1916 Dr. Southgate Leigh was the President.

Actually, there was no true amalgamation, although the three groups mentioned, undoubtedly, had an inter-locking membership. It is also apparent that the Association of Railway Chief Surgeons was, undoubtedly, the predecessor of our group. Unfortunately, because they did not publish their proceedings, I cannot find out when they were organized nor who their original members were. Dr. Robert Graham has furnished me with a copy of the by-laws of May 1, 1916, which state:

1. The object of this association is to improve and promote the uniformity of methods and practice.
2. The members of the association shall consist of the Chief Surgeons of the Railroads of America, who are eligible for membership when dues are paid.
3. Officers of the association shall consist of a President, Vice-President, Secretary-Treasurer and three Executive members, who with the President and Vice-President shall constitute the Executive Board.
4. The officers shall be elected annually by ballot.
5. The President shall appoint all Committees.
6. The regular meeting shall be held semi-annually, time and place to be determined by the Executive Board.
7. The annual dues shall be \$5.00, payable May 1. Members in arrears two years shall be dropped from the roll.

Dr. Graham, in a personal communication, advises me that while members of the two groups were largely the same, and functions, so far as medical education and discussions, were similar, that the Association of Railway Chief Surgeons remained as a separate entity at least until 1933. It is also apparent that they held separate meetings. For example, an annual meeting was held in Chicago on October 14, 1924. The provisional program was:

1. Traumatic Epilepsy, postponed from previous meeting.
2. Chief Surgeon's responsibility for man-power.
3. General Medical Re-examination of Old Employees in the Transportation Department; (a) How it had best be conducted; (b) Borderline cases in which there may be some question as to the physical capacity of the individual to continue in his regular work; (c) The problem of the physically disqualified employee.
4. The Means by which Sanitation of Toilets in Stations and Privies on Company property can be regulated by the Chief Surgeons

and Sanitary Officers.

5. Infected Tonsils and Teeth and their effect on the prolongation of disability from injury.

To go back again to origins, one of the groups that certainly contributed to the membership of our organization was the New York and New England Association of Railway Surgeons, and Dr. J. Robertson Knowles, Chief Medical Consultant to the Boston and Maine Railroad, has been very helpful in giving me some of the background of this organization. This group was interested, since its organization in 1890, in the medical and surgical problems arising in the railway industry, and very many famous physicians and surgeons were members.

Dr. D. Z. Dunott, in his address at the inaugural meeting of the Section in 1921, demonstrated great foresight, understanding, and wisdom. He must have been a tremendous person and I wonder if any of the men in our present group remember him. It is apparent from his remarks, and those of the President of the American Railway Association, that the Chief Medical Officers of the railroads in those days were held in very high esteem, a situation which has not always existed during the intervening years. Some of Dr. Dunott's recommendations, made at this first meeting, 46 years ago, for the present and future activity of the Medical and Surgical Section are worthy of repeating in view of how closely they fit in with our present objectives. I have some copies of his complete recommendations and these are available for those of you who are interested. Among his recommendations are:

1. "That wherever possible, only hospitals rated as class A by the College of Surgeons be recognized, and where railroads have their own hospitals, that such institutions not already so classified will be brought to such standard."

2. "In view of the occupational hazard and statistics presented, it would seem imperative that greater care be given to the matter of physical fitness, not only to the applicant for service, but to the employee already in service where such employee by physical or mental failure may cause serious accident to the traveling public or fellow employees."

3. "The head of the medical and surgical service should report to the Chief of the Operating Department."

4. "In line with my appeal for a closer cooperation of the surgical service, I would urge a more general interest on the part of the surgeons in the operating problems that have to be met by the railway officials." This is pertinent, in view of the present objective of this group in maintaining a very close liaison between the medical service and management.

Dr. Robert Graham furnished me with a copy of the index of the proceedings of the Annual Meetings of the Medical and Surgical Section of the American Railway Association for the years 1921 to

1929. This is most interesting to review and it would be helpful if we could have a continuing index of all of our meetings, which could be brought up-to-date at the end of each year. The numerous and important subjects that are outlined in this index illustrate the activities of the Section over these years. They vary from subjects such as "diet on dining cars" to "regulations for the transportation of leprosy patients."

In 1922, the meeting was held in St. Louis, Missouri. The Chairman was Dr. D. Z. Dunott, Chief Surgeon of the Western Maryland Railway and the Secretary was Mr. J. C. Caviston.

To save time, I will not read the year, location of the meeting, name of Chairman and Secretary for the years 1923 to 1942, as they are listed in the paper and the printed proceedings of all these meetings are available in the office of the Secretary.

In 1923, the meeting was held in San Francisco. The Chairman was Dr. D. Z. Dunott and the Secretary was Mr. J. C. Caviston.

In 1924, the meeting was held in Chicago. The Chairman was Dr. G. G. Dowdall, Chief Surgeon of the Illinois Central Railroad and the Secretary was Mr. J. C. Caviston.

In 1925, the meeting was held in Atlantic City, New Jersey. The Chairman was Dr. G. G. Dowdall and the Secretary was Mr. J. C. Caviston.

In 1926, the meeting was held in Dallas, Texas. The Chairman was Dr. J. L. Bower, Chief Medical Examiner of the Pennsylvania Railroad. The Secretary was Mr. J. C. Caviston.

In 1927, the meeting was held in Richmond, Virginia. The Chairman was Dr. W. H. Bohart, Chief Surgeon of the Chicago & Eastern Illinois Railroad. The Secretary was Mr. J. C. Caviston.

In 1928, the meeting was held in Quebec, Canada. The Chairman was Dr. W. H. Bohart and the Secretary was Mr. J. C. Caviston.

In 1929, the meeting was held in White Sulphur Springs, West Virginia. The Chairman was Dr. L. A. Ensminger, Chief Surgeon of the Cleveland, Cincinnati, Chicago & St. Louis Railroad. The Secretary was Mr. J. C. Caviston.

In 1930, the meeting was held in Biloxi, Mississippi. The Chairman was Dr. S. C. Plummer, Chief Surgeon of the Chicago, Rock Island & Pacific Railway. The Secretary was Mr. J. C. Caviston.

In 1931, the meeting was held in New York, New York. The Chairman was Dr. E. V. Milholland, Medical and Surgical Director

of the Baltimore and Ohio Railroad. The Secretary was Mr. J. C. Caviston.

In 1932, the meeting was held in New York, New York. The Chairman was Dr. C. W. Hopkins, Chief Surgeon of the Chicago & North Western Railway. The Secretary was Mr. J. C. Caviston.

In 1933, the meeting was held in Chicago, Illinois. The Chairman was Dr. John McCombe, Chief Medical Officer of the Canadian National Railways. The Secretary was Mr. J. C. Caviston.

In 1934, the meeting was held in Washington, D. C. The Chairman was Dr. W. L. Hartman, Medical Director of the New York Central Lines. The Secretary was Mr. J. C. Caviston.

In 1935, the meeting was held in Atlantic City, New Jersey. The Chairman was Dr. John R. Nilsson, Chief Surgeon of the Union Pacific Systems. The Secretary was Mr. J. C. Caviston.

In 1936, the meeting was held in Chicago, Illinois. The Chairman was Dr. J. R. Garner, Chief Surgeon of the Western Railway of Alabama. The Secretary was Mr. J. C. Caviston.

In 1937, the meeting was held in Atlantic City, New Jersey. The Chairman was Dr. D. B. Moss, Chief Medical Officer of the Chicago, Burlington & Quincy Railroad. The Secretary was Mr. J. C. Caviston.

In 1938, the Chairman was Dr. Duncan Eve, Jr., Chief Surgeon of the Nashville, Chattanooga & St. Louis Railway. The Secretary was Mr. J. C. Caviston. No meeting was held because of economic conditions, but it was held with the same officers in 1939, in Chicago, Illinois.

In 1940, the meeting was held in New York, New York. The Chairman was Dr. Harvey Bartle, Chief Medical Officer of the Pennsylvania Railroad. The Secretary was Mr. J. C. Caviston.

In 1941, the meeting was held in Montreal, Quebec. The Chairman was Dr. W. J. Lancaster, Medical Director of the Atlantic Coast Line Railroad. The Secretary was Mr. J. C. Caviston. This was the last meeting held before World War II.

In 1942, the Chairman was Dr. A. R. Metz, Chief Surgeon of the Chicago, Milwaukee, St. Paul & Pacific Railroad. The Secretary was Mr. J. C. Caviston. No meetings were held between the years 1942 and 1945 because of the War. During the War years, the activities of the Section were conducted by the Committee of Direction.

In 1946, the meeting was held in Chicago, Illinois. The Chairman was Dr. A. R. Metz and the Secretary was Mr. J. C. Caviston.

This was the first meeting after the War. I will comment briefly on some of the proceedings of the meetings since the War and particularly on some things that I have personal knowledge of. Dr. Metz, in his address as Chairman, gave an interesting historical review, which also gave us some source material. He mentioned that between 1941 and 1946 the Section had suffered the loss of eleven members by death or retirement, and also pointed out that after 25 years of active and conservative management, the future destiny of the Section had to be assumed by new members.

In 1947, the meeting was held in Atlantic City, New Jersey. The elected Chairman was Dr. George P. Myers, Medical Director of the New York Central System, but due to his retirement earlier than expected, Dr. K. E. Dowd, Chief Medical Officer of the Canadian National Railways became Chairman. Mr. J. C. Caviston was the Secretary.

In 1948, the meeting was held in Chicago, Illinois. The Chairman was Dr. K. E. Dowd and the Secretary was Mr. J. C. Caviston.

In 1949, the meeting was held in Atlantic City, New Jersey. The Chairman was Dr. R. M. Graham, Director, Department of Sanitation and Surgery, the Pullman Company. The Secretary was Mr. J. C. Caviston. This was a short meeting, consisting of only one day and held at the time of the meeting of the American Medical Association and the American Association for the Surgery of Trauma. Some of the other meetings held during these years were also one day meetings held in conjunction with other groups.

In 1950, the meeting was held in Edgewater Park, Mississippi. The Chairman was Dr. O. H. Horrall, Chief Surgeon of the Chicago, Burlington & Quincy Railroad. The Secretary was Mr. J. C. Caviston. This was Mr. Caviston's last meeting.

In 1951, the meeting was held in Chicago, Illinois. The Chairman was Dr. A. R. Metz, Chief Surgeon of the Chicago, Milwaukee, St. Paul & Pacific Railroad. The Secretary was Mr. H. S. Dewhurst, who is now Executive Assistant in the Public Relations Department of the Association of American Railroads in Washington, D. C.

In 1952, the meeting was held in Chicago, Illinois. The Chairman was Dr. T. L. Hansen, Chief Surgeon of the Chicago, Rock Island & Pacific Railroad. The Secretary was Mr. H. S. Dewhurst. At this meeting, the name of the Committee on Fractures was changed to the Committee on Trauma in order to broaden the field and increase the usefulness of the Committee. This was in line with a change that took place in the American College of Surgeons, and the Committee at that time suggested that the Committee on Trauma of the AAR coordinate their reports with those of the Committee on Trauma of the American College of Surgeons, and recommended their publication.

In 1953, the meeting was held in Chicago, Illinois. The Chairman was Dr. A. M. W. Hursh, Chief Medical Examiner of the Pennsylvania Railroad. The Secretary was Mr. H. S. Dewhurst.

In 1954, the Chairman was Dr. J. Huber Wagner, Chief Surgeon of the Bessemer & Lake Erie Railroad. The Secretary was Mr. H. S. Dewhurst. No meeting was held because of economic conditions.

In 1955, the meeting was held in Savannah, Georgia. The Chairman was Dr. J. Huber Wagner and the Secretary was Mr. H. S. Dewhurst. During the prior year a Medical Film Committee was appointed to help combat the serious problem at that time of "dermatitis." A great deal of work was done in developing a film on the subject of preventing dermatitis, but due to economic conditions it was never produced. This meeting was also the first one at which we were addressed by the Director of the Claims Research Bureau of the AAR, who, at that time, was Mr. K. A. Carney. As most of you know, this added a great deal to our meetings, and we are very pleased to have had the Director of the Claims Research Bureau with us at all subsequent meetings.

In 1956, the meeting was held in San Francisco, California. The Chairman was Dr. W. W. Washburn, Chief Surgeon of the Southern Pacific Company. At this time, we had a new Secretary, Mr. F. J. Parker.

In 1957, the meeting was held in White Sulphur Springs, West Virginia. The Chairman was Dr. R. J. Bennett, Chief Surgeon of the Elgin, Joliet & Eastern Railway. The Secretary was Mr. F. J. Parker. At this meeting, we were favored by a very interesting address by Mr. Owen Clark who was the Chairman of the Interstate Commerce Commission at that time. His speech is worthy of review. Although this is not strictly historical, I will spend a few minutes here because this is one of the few places where our responsibilities as Chief Medical Officers are spelled out; the other places as you know are by the Supreme Court and the Railroad Adjustment Board. Mr. Clark pointed out that the Interstate Commerce Commission had no jurisdiction over the physical qualifications or the type and frequency of examinations for railway employees, although they did prescribe rules and regulations in the same field for motor carriers. He stated that the railroads "can and should do the job themselves." He recommended against a bill introduced by Senator Kefauver where the Commission would have been directed to prescribe minimum standards for the physical qualifications of all railroad operating personnel and the frequency of re-examination, and with appropriate penalties. This proposed legislation resulted from some serious passenger train wrecks both in the East and in the West which were allegedly caused by man-power failure. He stated "You have unquestionably developed excellent standards, particularly with regard to the kind and frequency of physical examination, but that is only part of the job the fact remains that some

railroads have lagged far behind and have not accepted your recommendations. Unfortunately, there is a disturbing lack of uniformity among the different railroads, as I know you are well aware." He definitely states "at the very least, however, gentlemen, your recommended standard should apply uniformly throughout the railroad industry as an absolute minimum, and I believe you can make a great and lasting contribution to railroad safety, if you redouble your efforts to convince railway management that these standards must be adopted fully and without modification." I believe this is a real challenge to us and one of our best arguments for convincing management of the necessity of the importance of our objectives.

The Joint Medical-Legal Committee was appointed during 1957, and the first Committee consisted of Dr. R. J. Bennett, Chief Surgeon of the Elgin, Joliet & Eastern Railway; Dr. Harvey Nelson, Chief Surgeon of the Soo Line; and Dr. W. E. Mishler, Chief Surgeon of the Erie-Lackawanna Railroad. Representing the legal side were Messrs. Ewing, General Claims of the Santa Fe; W. F. Kelly, General Attorney of the Chicago and North Western Railroad; and Mr. R. R. Minor, General Claims Agent of the Illinois Central. The first major project of the Committee was to promote the impartial medical testimony plan with great success. This Committee has been an important part of our organization since that time and it has made several important contributions, one of which was a recommended pre-employment X-ray program for the railway industry, which has been widely adopted.

In 1958, the meeting was held in Edgewater Park, Mississippi. The Chairman was Dr. I. Goldowsky, Medical Director of the Central Railroad of New Jersey. The Secretary was Mr. F. J. Parker. During the year 1958, the Association of American Railroads authorized an expenditure of \$30,000 to inaugurate a study of the effects of Diesel fumes at the University of Pittsburgh, Department of Occupational Health, Graduate School of Public Health, and a Diesel Fumes Committee was activated. Dr. R. S. Ayerle, Assistant Medical Director of the Pennsylvania Railroad, was appointed Chairman of the activated Committee. As you are all aware, this study was taken over by the United States Public Health Service after the first year and is continuing at the University of Pittsburgh.

In 1959, the meeting was held in Chicago, Illinois. The Chairman was Dr. B. W. Stockwell, Chief Surgeon of the Grand Trunk Western Railroad Company. The Secretary was Mr. F. J. Parker. In December of 1958, and prior to that meeting, Mr. R. G. May of the AAR objected to the fact that the major railroads in the East were not represented on the Committee of Direction. It was recommended that the Committee of Direction be enlarged from twelve to fifteen members. It was also recommended that the Chairman invite the Chief Medical Officer from one major railroad in each of the territories not represented on the Committee of Direction to attend the regular meetings of the Committee until consideration could

be given to the recommendation to enlarge the membership to fifteen members. At that time, Dr. R. A. Johnson, Medical Director of the New York Central System, Dr. A. M. W. Hursh, Medical Director of the Pennsylvania Railroad, and Dr. John R. Winston, System Medical Director of the Atchison, Topeka & Santa Fe, were invited to attend the meeting and later appointed to the Committee of Direction. On March 13, 1959, a letter ballot was sent out concerning the proposed revisions in the Rules of Order, increasing the membership of the Committee of Direction, and this was approved.

In 1960, the meeting was held in Hollywood Beach, Florida. The Chairman was Dr. J. K. Stack, Chief Surgeon of the Chicago & North Western Railroad. The Secretary was Mr. F. J. Parker. A reduction of funds made available to the AAR resulted in the Medical and Surgical Section being discontinued. This was a severe blow to the officers and members of the Medical and Surgical Section. It then became a Medical Advisory Committee and has maintained that status until 1966. Effective January 1, 1961, "Action and the responsibilities in the general field of physical fitness and medical standards effecting all of the railroads will have to be provided through a Medical and Surgical Advisory Committee." Also at that time, the AAR advised that they would "maintain a small staff composed of three persons, namely, Messrs. Todd, Parker and Rose, to carry on the advisory committee activities of the Medical and Surgical group, as well as the operating section. . . . " The new Plan of Organization of the Operating-Transportation Division of the Association of American Railroads provided "The Medical and Surgical Advisory Committee should be composed of 15 members appointed by the General Committee. It shall exercise general supervision over the matters of interest to the Medical and Surgical Officers of Member Roads. It shall study and report on all matters regarding medical standards of the railroad industry. It shall consider revisions of the First Aid Instructions for Railroad Employees, published by the Division. It shall maintain liaison with various organizations interested in the promotion of the health and welfare of railway employees." Needless to say, many of the members of this group objected strenuously to the downgrading of our organization's activities, and at least we were able to continue with meetings by prevailing upon the AAR to authorize a "Membership Meeting."

In 1961, a Membership Meeting was held in Chicago, Illinois. The Chairman of the Medical and Surgical Advisory Committee was Dr. V. W. Hollo, Chief Surgeon of the St. Louis-San Francisco Railway and the Secretary was Mr. W. E. Todd.

In 1962, a Membership Meeting was held in St. Louis, Missouri. The Chairman of the Medical and Surgical Advisory Committee was Dr. V. W. Hollo and the Secretary was Mr. W. E. Todd. Subsequently, at a meeting of the Medical and Surgical Advisory Committee in Chicago in February of 1962, the Rules of Order of the Medical and Surgical Advisory Committee were approved. These

provided for certain committees as had the prior Medical and Surgical Section. The Committees were: Advisory Committee, Committee on Nominations, Committee on Trauma, Committee on First Aid, Committee on Medical Standards, Medical-Legal Committee. No formal report of this meeting was made, but a summary was forwarded on June 11, 1962 by Mr. W. E. Todd, Staff Secretary.

In 1963, a Membership Meeting of the Medical and Surgical Officers of the AAR Member Roads was held at the Greenbriar Hotel, White Sulphur Springs, West Virginia. The Chairman of the Medical and Surgical Advisory Committee was Dr. W. E. Mishler, Chief Surgeon of the Erie-Lackawanna Railroad. The Secretary was Mr. W. E. Todd. Again, there was no formal printed booklet of the proceedings, but a summary was forwarded to the membership, consisting of copies of the speakers' reports, by Mr. W. E. Todd, Staff Secretary.

Some confusion concerning the length of service of the Chairman and Vice-Chairman of the Medical and Surgical Advisory Committee developed in 1963, which was resolved by Dr. William E. Mishler resigning after his one year tenure in office, making Dr. Harvey Nelson, Chief Surgeon of the Soo Line, Chairman. The Chairman originated a new Committee called the "Steering Committee." It consisted of three members to assist him in carrying out the duties of his office. This has been continued since that time.

In 1964, a meeting was planned for Las Vegas, Nevada, which was anticipated by our membership, but, unfortunately, it had to be called off because of the threatened Nation-wide railway strike. This meeting was subsequently arranged to be held in Chicago on September 21 and 22, and this also had to be canceled.

In 1965, a Membership Meeting was held in Chicago, Illinois. Dr. Harvey Nelson's title was changed at that time from Chief Surgeon to Medical Advisor of the Soo Line Railroad. Dr. Nelson was Chairman and Mr. W. E. Todd was the Secretary. Dr. Nelson opened the meeting with the following statement "I would like to call to order the 1964 Annual Meeting now being held in 1965. This, by the way, is our 45th meeting." In his talk, which is now available under the published proceedings, he commented on the concerted effort to have Management participate in our programs and also noted the change in the format to one largely consisting of panel symposiums. He also suggested the inauguration of interim panel symposiums on important subjects to the railway industry and these have been put into effect. The first was held in Chicago on January 12, 1965, on the subject of vision. Subsequent interim meetings have been held as follows: May 28, 1965, at Chicago, Illinois, "Occupational Significance of Pulmonary Insufficiency in the Railroad Industry"; September 24, 1965, at Denver, Colorado, "Hearing Problems in the Railroad Industry"; November 18, 1965, at Minneapolis, Minnesota, "Cardiovascular Surgery"; June 29, 1966, at Chicago, Illinois, "Contact Lenses"; October 19, 1966, at Miami

Beach, Florida (in conjunction with the Seaboard Air Line Railway Surgeons session) "Cardiac and Pulmonary Resuscitation and Management of Burns and Injuries to Internal Organ Systems."

In 1966, a Membership Meeting was held in San Francisco, California. The Chairman was Dr. E. C. Olson, Chief Medical Examiner of the Illinois Central Railroad and the Secretary was Mr. W. E. Todd. Fortunately, the proceedings of this meeting have also been published in booklet form and are available to all of us.

At this meeting we were addressed by Mr. John A. Risendal, Director of the Claims Research Bureau of the AAR, who replaced Mr. K. A. Carney, on the subject of "Miraculous Recovery and Estoppel" which continued our desirable close association with the Claims Research Bureau.

At this meeting, the Committee on Medical Standards presented us with a new approach to this problem in the form of a publication entitled "A Guide for Application of Medical Standards by Occupational Profile." This represented a tremendous amount of work and coordination of the Committee's report over a period of years and is of great value to all railway Chief Medical Officers.

This brings us up to the present time. It is my understanding that at this meeting, we are being advised that our status is again changed from that of a Committee to a Medical Section. Naturally, this is pleasing to all of us who have been active in this organization over the years.

I have enjoyed presenting some of the background of our excellent organization, and, in closing, I would ask if there are any among the membership who have information concerning our origins that has not been made available up to the present time, that it should be added to this as an addendum, so that this historical review will be more complete.

Attachments:

1. List, naming chairman, Secretary and Location of Annual Meeting, if held, 1921-1966.
2. Chart, illustrating casualties in railroad industry for years 1911 and 1965.
3. Recommendations of Dr. D. Z. Dunott, Chief Surgeon, Western Maryland Railway, Baltimore, Maryland (Chairman of the Medical and Surgical Section of the American Railway Association at its inaugural meeting in 1921).

AAR MEDICAL AND SURGICAL SECTION

		<u>Chairman</u>	<u>Secretary</u>	<u>Location of A. M.</u>
1921	1921	Dr. D. Z. Dunott, Chief Surgeon Western Maryland Railway	J. C. Caviston	Boston, Mass.
1922	1922	"	"	St. Louis, Mo.
1923	1923	"	"	San Fran- cisco, Calif.
1924	1924	Dr. G. G. Dowdall, Chief Sur- geon, Illinois Central Railroad	"	Chicago, Illinois
1925	1925	"	"	Atlantic City, N. J.
1926	1926	Dr. J. L. Bower, Chief Medical Examiner, Pennsylvania Railroad	"	Dallas, Texas
1927	1927	Dr. W. H. Bohart, Chief Surgeon Chicago & Eastern Illinois R. R.	"	Richmond, Virginia
1928	1928	"	"	Quebec, Canada
1929	1929	Dr. L. A. Ensminger, Chief Surgeon, Cleveland, Cincinnati, Chicago & St. Louis Railroad	"	White Sulphur Springs, W. Va.
1930	1930	Dr. S. C. Plummer, Chief Sur- geon, Chicago, Rock Island & Pacific Railroad	"	Biloxi, Miss.
1931	1931	Dr. E. V. Milholland, Medical & Surgical Director, Baltimore & Ohio Railroad	"	New York, N. Y.
1932	1932	Dr. C. W. Hopkins, Chief Surgeon, Chicago & North Western Ry.	"	New York, N. Y.
1933	1933	Dr. John McCombe, Chief Medical Officer, Canadian National Rys.	"	Chicago, Illinois
1934	1934	Dr. W. L. Hartman, Medical Director, New York Central System	"	Washington, D. C.
1935	1935	Dr. John R. Nilsson, Chief Surgeon Union Pacific Railroad	"	Atlantic City, N. J.
1936	1936	Dr. J. R. Garner, Chief Surgeon Western Ry. of Alabama	"	Chicago, Illinois
1937	1937	Dr. D. B. Moss, Chief Medical Officer, Chicago, Burlington & Quincy Railroad	"	Atlantic City, N. J.
1938	1938	Dr. Duncan Eve, Jr., Chief Surgeon Nashville, Chattanooga & St. Louis Ry.	"	*
1939	1939	"	"	Chicago, Illinois
1940	1940	Dr. Harvey Bartle, Chief Medical Officer, Pennsylvania Railroad	"	New York, N. Y.

<u>Year</u>	<u>Chairman</u>	<u>Secretary</u>
1941	Dr. W. J. Lancaster, Medical Director, Atlantic Coast Line Railroad	J. C. Caviston
1942	Dr. A. R. Metz, Chief Surgeon Chicago, Milwaukee, St. Paul & Pacific Railroad	"
1943	"	"
1944	"	"
1945	"	"
1946	"	"
1947	Dr. G. P. Myers, Medical Director, New York Central System	"
1948	Dr. K. E. Dowd, Chief Medical Officer, Canadian National Railways	"
1949	Dr. R. M. Graham, Director, Dept. of Sanitation & Surgery, The Pullman Company	"
1950	Dr. O. H. Horrall, Chief Surgeon, Chicago, Burlington & Quincy Railroad	"
1951	Dr. A. R. Metz, Chief Surgeon, Chicago, Milwaukee, St. Paul & Pacific Railroad	H. S. Dewhurst
1952	Dr. T. L. Hansen, Chief Surgeon, Chicago, Rock Island & Pacific Railroad	"
1953	Dr. A. M. W. Hursh, Chief Medical Examiner, Pennsylvania Railroad	"
1954	Dr. J. Huber Wagner, Chief Surgeon, Bessemer & Lake Erie Railroad	"
1955	"	"
1956	Dr. W. W. Washburn, Chief Surgeon, Southern Pacific Co.	F. J. Parker
1957	Dr. R. J. Bennett, Chief Surgeon, Elgin, Joliet & Eastern Railway	"
1958	Dr. I. Goldowsky, Medical Director, Central Railroad of New Jersey	"
1959	Dr. B. W. Stockwell, Chief Surgeon, Detroit & Toledo Shore Line Railroad	"
1960	Dr. J. K. Stack, Chief Surgeon, Chicago & North Western Ry.	"

<u>Location of A. M.</u>	<u>Year</u>	<u>Chairman</u>	<u>Secretary</u>	<u>Location of A. M.</u>
Montreal, Quebec	1961	Dr. V. W. Hollo, Chief Sur- geon, St. Louis-San Fran- cisco Railway	W. E. Todd	Chicago, Illinois
#	1962	"	"	St. Louis, Mo.
#	1963	Dr. W. E. Mishler, Chief Sur- geon, Erie-Lackawanna R. R.	"	White Sul- phur Springs, W. Va.
#	1964	Dr. Harvey Nelson, Chief Sur- geon, Soo Line Railroad	"	@
#	1965	"	"	Chicago, Illinois
Chicago, Illinois	1966	Dr. E. C. Olson, Chief Surgeon, Illinois Central R. R.	"	San Fran- cisco, Calif.
Atlantic City, N. J.	1967	Dr. J. R. Winston, System Medical Director, Atchison, Topeka & Santa Fe Ry.	"	Phoenix, Arizona
Chicago, Illinois				

Atlantic
City,
N. J.
Edgewater
Park,
Miss.
Chicago,
Illinois

* No Meeting Economic Conditions
No Meeting War Period
@ No Meeting Cancelled Strike Conditions

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Savannah,
Georgia
San Fran-
cisco,
Calif.
White Sul-
phur Springs,
W. Va.
Edgewater
Park,
Miss.
Chicago,
Illinois

Hollywood
Beach, Fla.

minutes more I would like to make
passed out among the members of the
things that we were interested in.
ment on all of these things. I would
year the Chairmen of these Com-

Standards, Dr. Walter Longeway.
Albert H. Winters. On the Committee
And the Medical-Legal Com-
the Steering Committee, there will
Vice-Chairman, Dr. Winston,
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comply everything that we need
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committee to raise some money
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anything else to come before this

d until the Interim Meeting,
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for adjournment.

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membership Meeting was ad-

ATTENDANCE

ATCHISON, TOPEKA & SANTA FE RAILWAY

J. R. Winston, M.D., System Medical Director, Chicago, Ill.
D. D. Baird, Superintendent of Safety, Chicago, Illinois
C. L. Ewing, General Claims Attorney, Topeka, Kansas
J. W. Grossman, M.D., Lovelace Clinic, Albuquerque, N. M.
Harlen Grundeman, Chief Clerk, Med. Div., Chicago, Illinois
J. L. Johnson, M.D., Amarillo, Texas
J. B. Moss, M.D., Clovis, New Mexico
F. D. Spencer, M.D., Brownwood, Texas
E. F. Thomas, M.D., Amarillo, Texas
M. H. Witteman, General Attorney, Los Angeles, California

BALTIMORE & OHIO RAILROAD

Isadore Kaplan, M.D., Medical & Surgical Director, Baltimore
Maryland

CANADIAN NATIONAL RAILWAYS

Peter Vaughan, M.D., Chief Medical Officer, Montreal, Quebec
Canada

CENTRAL OF GEORGIA RY. & SAVANNAH & ATLANTA RY.

J. G. Sharpley, M.D., Chief Surgeon, Savannah, Georgia

CENTRAL RAILROAD OF NEW JERSEY

F. W. Mahoney, M.D., Medical Director, Jersey City, New
Jersey

CHICAGO & NORTH WESTERN RAILWAY

W. H. Kelly, Claims Counsel, Chicago, Illinois
J. K. Stack, M.D., Chief Surgeon, Chicago, Illinois

CHICAGO, BURLINGTON & QUINCY RAILROAD

H. W. Hammatt, M.D., Chief Medical Officer, Chicago,
Illinois

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD

J. M. L. Jensen, M.D., Chief Medical Officer, Chicago,
Illinois

CHICAGO SOUTH SHORE & SOUTH BEND RAILROAD

P. J. Pilecki, M.D., Chief Surgeon, Michigan City, Indiana

CINCINNATI, NEW ORLEANS & TEXAS PACIFIC RAILWAY

R. G. Carothers, M.D., Chief Surgeon, Cincinnati, Ohio

COLORADO & SOUTHERN RAILWAY

W. J. Longeway, M.D., Chief Surgeon, Denver, Colorado

DENVER RIO GRANDE RAILROAD

D. M. McEndaffier, Denver, Colorado

ERIE-LACKAWANNA RAILROAD

W. E. Mishler, M.D., Chief Surgeon, Cleveland, Ohio

FERROCARRIL DEL PACIFICO

Edvardo Contreras Reyna, M.D., Chief Surgeon, Guadalajara,
Jalisco, Mexico

GRAND TRUNK WESTERN RAILROAD

B. W. Stockwell, M.D., Chief Surgeon, Detroit, Michigan

GREAT NORTHERN RAILWAY

Abbott Skinner, M.D., Chief Medical Officer, St. Paul, Minn.

ILLINOIS CENTRAL RAILROAD

E. C. Olson, M.D., Chief Surgeon, Chicago, Illinois

KANSAS CITY TERMINAL RAILWAY

W. R. Hovey, General Claim Agent, Kansas City, Missouri

LAKE SUPERIOR & ISHPEMING RAILROAD

M. C. Bennett, M.D., Chief Surgeon, Marquette, Michigan

LEHIGH VALLEY RAILROAD

J. S. Niles, M.D., Chief Surgeon, Sayre, Pennsylvania

LONG ISLAND RAILROAD

V. A. Capozzi, M.D., Chief Medical Examiner, Jamaica, N. Y.

MISSOURI-KANSAS-TEXAS RAILROAD

R. S. Kieffer, M.D., Medical Director, St. Louis, Missouri

MISSOURI PACIFIC

Graham Owens, M.D., Chief Medical Officer, St. Louis, Mo.

NEW YORK CENTRAL RAILROAD

A. W. Nickels, M.D., Chief Surgeon-Acting Medical Director
Detroit, Michigan

G. E. Dimond, M.D., Company Surgeon, Detroit, Michigan

J. T. Lynch, General Claims Attorney, New York, New York

NORFOLK & WESTERN RAILWAY

J. W. Houk, M.D., Medical Director, Roanoke, Virginia

R. W. Edmonds, M.D., Regional Medical Director, Cleveland,
Ohio

J. K. Humphries, M.D., Assistant Medical Director, Roanoke,
Virginia

NORTHERN PACIFIC RAILWAY

A. McEwan, M.D., Chief Surgeon, St. Paul, Minn.

AD
Colorado

D
Surgeon, Cleveland, Ohio

D., Chief Surgeon, Guadalajara,

ROAD
Surgeon, Detroit, Michigan

Medical Officer, St. Paul, Minn.

geon, Chicago, Illinois

AY
gent, Kansas City, Missouri

AILROAD
urgeon, Marquette, Michigan

on, Sayre, Pennsylvania

ical Examiner, Jamaica, N. Y.

DAD
rector, St. Louis, Missouri

ical Officer, St. Louis, Mo.

eon-Acting Medical Director

urgeon, Detroit, Michigan
rney, New York, New York

tor, Roanoke, Virginia
Medical Director, Cleveland,

Medical Director, Roanoke,

PENNSYLVANIA RAILROAD
S. J. Cyran, M.D., Medical Director, Philadelphia, Pa.

PITTSBURGH & LAKE ERIE RAILROAD
A. H. Winters, M.D., Chief Surgeon, Pittsburgh, Pa.

PULLMAN COMPANY
R. M. Graham, M.D., Director, Medicine & Sanitation,
Chicago, Illinois

ST. LOUIS-SAN FRANCISCO RAILWAY
V. W. Hollo, M.D., Chief Surgeon, St. Louis, Missouri

SEABOARD AIR LINE RAILROAD
Southgate Leigh, Jr., M.D., Chief Surgeon, Richmond, Va.

SOUTHERN PACIFIC COMPANY
V. M. Strange, M.D., Chief Surgeon, San Francisco, Calif.
R. C. Archambeault, Industrial Hygienist, San Francisco, Calif.
S. B. Burton, Assistant General Manager, San Francisco, Calif.
J. D. Caldwell, Asst. General Claims Agent, San Francisco,
California
J. R. Gandy, M.D., Chief Surgeon, Houston, Texas
Q. B. Payne, Trainmaster, Phoenix, Arizona
E. L. Smith, Admn. Asst. to Chief Surgeon, San Francisco,
California
N. E. Williamson, Special Assistant, San Francisco, California

SOUTHERN RAILWAY
M. P. Rogers, M.D., Chief Surgeon, Washington, D.C.

SPOKANE, PORTLAND & SEATTLE RAILWAY
M. L. Margason, M.D., Medical Director, Portland, Oregon

WESTERN PACIFIC RAILWAY
M. E. Childress, M.D., Chief Surgeon, San Francisco, Calif.

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J. A. Risendal, Executive Vice Chairman, General Claims
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Julian Sherman, Asst. Director, Claims Research Bureau,
Chicago, Illinois
W. E. Todd, Staff Secretary, Chicago, Illinois

BOND RADIOLOGICAL GROUP
W. H. Neil, M.D., Fort Worth, Texas

I. B. M. CORPORATION
H. D. Steinbeck, M.D., New York, New York

St. Paul, Minn.

NATIONAL RAILROAD ADJUSTMENT BOARD

E. T. Horsley, Member of National Railroad Adjustment
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OLD WESPONT MEDICAL ASSOCIATION

R. W. Iliff, M. A., Medical Audiologist, Kansas City, Missouri

UNITED STATES RAILROAD RETIREMENT BOARD

B. B. Rosen, M.D., Chief Medical Officer, Chicago, Illinois

UNIVERSITY OF ILLINOIS

A. H. Andrews, M.D., Prof. Broncho-Esophagology, College
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UNIVERSITY OF KANSAS

J. E. Crockett, M.D., Assoc. Prof. of Medicine, Medical
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UNIVERSITY OF TEXAS

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Radiology, Houston, Texas