

Seventh
ANNUAL REPORT OF THE
NATIONAL
MEDIATION
BOARD

INCLUDING
THE REPORT OF THE
NATIONAL RAILROAD
ADJUSTMENT BOARD



For the Fiscal Year Ended JUNE 30, 1941

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For the Fiscal Year Ended JUNE 30, 1941

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NATIONAL MEDIATION BOARD

GEORGE A. COOK, *Chairman* (year: 1940-41)

DAVID J. LEWIS

OTTO S. BEYER

ROBERT F. COLE, *Secretary*

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LETTER OF TRANSMITTAL

NATIONAL MEDIATION BOARD,
OFFICE OF THE CHAIRMAN,
Washington, D. C., November 1, 1941.

*To the Senate and House of Representatives of the United States of
America in Congress assembled:*

Pursuant to the provisions of section 4, second, of Public, No. 442, approved June 21, 1934, I have the honor to submit the Seventh Annual Report of the National Mediation Board for the fiscal year ended June 30, 1941, together with the annual report of the National Railroad Adjustment Board, as required by section 3, first, (v), of the same act.

DAVID J. LEWIS,
Chairman, Year 1941-42.

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SEVENTH ANNUAL REPORT OF THE NATIONAL MEDIATION BOARD

I. SUMMARY AND CONCLUSIONS

1. GENERAL

This seventh annual report of the National Mediation Board for the fiscal year ending June 30, 1941, the six preceding reports, as well as the eight annual reports of the former United States Board of Mediation together cover a 15-year period in the settlement of railway labor disputes under the provisions of the Railway Labor Act. This 15-year period of the Railway Labor Act exceeds by 1 year the life of the Erdman Act of 1898, which act remained in effect until 1912. Reviewing the 54-year period of railroad labor legislation starting with the "Act of 1888" it thus appears that the Railway Labor Act has remained in effect longer than any previous law in this field. The credit side of the ledger for this 15-year period shows many accomplishments. Not only have there been fewer strikes in the transportation industry since the act became effective than in any previous comparable period, but there has also been a steady increase in the settlements of transportation labor disputes involving rates of pay, rules, or working conditions by means of mediation under the auspices of the National Mediation Board.

In its sixth annual report, i. e., for the year 1940, the National Mediation Board reported that the record up to that time warranted full confidence that the railroads and the air lines, in making their contribution to the national defense, would not be hampered by labor controversies during the fiscal year 1941. The extent to which this confidence was warranted at the time is best evidenced by the record for the year covered by this report. There was only one strike in the transportation industry involving some 75 employees out of a total of 1,500,000 in the service of the railroads and the air lines. These 75 employees, after having been on strike for a few days, were finally able to settle with the railroad their difficulties involving wages and returned to work with good relationship restored.

The Board appreciates the cooperation received from the representatives of the railroads, the air lines, their employees, and the labor organizations in maintaining service without interruption. It is a most essential contribution to the defense program.

During the year, it was necessary for the President to issue four proclamations creating emergency boards. In two of these disputes, the employees declined to accept arbitration under the act as a means of disposing of the controversy. In one case the carrier declined to arbitrate, and in the fourth dispute both sides declined arbitration.

In three instances emergency boards were able to get the parties to agree to a solution of their case, and it was therefore not necessary for those boards to make a report to the President other than to advise him of the settlement of the disputes. In the other instance, the parties accepted the conclusions of the emergency board report.

It is the view of the National Mediation Board that the reports of these four emergency boards, digests of which will be found later in this report, should indicate clearly to both the carriers and their employees that even though arbitration is not compulsory under the law, no more was accomplished through a declination to arbitrate and the subsequent appointment of an emergency board than would have been accomplished in settlements of the disputes in an orderly manner through mediation or arbitration.

During the past year, 139¹ disputes were disposed of through mediation, and 4 were arbitrated. In addition, 129 representation disputes were settled by the Board. The five disputes which the National Mediation Board was unable to settle but which were later disposed of by the parties at interest constitute less than 2 percent of the total disputes settled.

In his speech of May 27, 1941, the President referred to the Federal machinery provided for mediation of disputes and said that this machinery must be used promptly and without stoppage of work. The extent to which this statement has motivated those concerned with disputes in the railroad and air transport industries is attested to by the fact that there was only one stoppage of work in these industries during the past fiscal year. This strike and the four threatened strikes which were considered by the four emergency boards mentioned are the five cases in which the efforts of the National Mediation Board were unsuccessful. There were in addition, 24 threatened strikes, in some of which a day had been set to leave the service but which subsequently were disposed of by the Board through mediation. So, out of 29 instances of strike threats only one minor strike finally resulted.

Increased industrial activity is accompanied almost invariably by increased efforts of employees to improve their wages and working conditions. With the additional transportation service required as a part of our defense program, there has been during the past year a sharp increase in the number of railroad labor disputes requiring the mediation services of the Board. This trend is shown by the fact that during the fiscal year 1941 the National Mediation Board received, docketed, and disposed of more disputes than in any previous year since its creation in 1934. The number of disputes docketed during 1941 was 33 percent greater and the disputes disposed of were 32 percent larger than the average of the previous 6 years. Practically all of the increase was in disputes involving railway employees. There has been no noticeable increase in air-line labor controversies.

The trend of labor disputes settled by the National Mediation Board since 1934 under the provisions of the Railway Labor Act as amended during that year is shown in chart I. The effectiveness of the law is evidenced by the fact that while 911 mediation disputes and 762 representation disputes were settled during the 7-year period

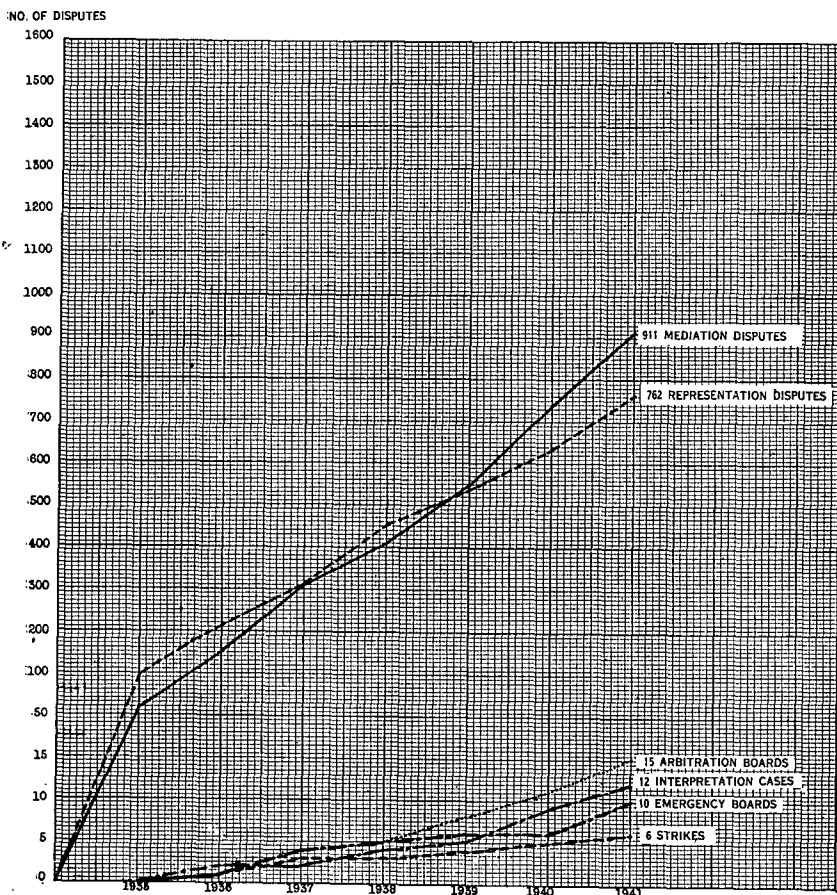
¹ 115 mediation agreements—24 withdrawn during mediation.

there were only 6 strikes in the industries subject to the Act. Similarly impressive is the fact that of all the 1,673 mediation and representation disputes peacefully settled it was necessary for the President to issue emergency proclamations and create emergency boards in only 10 instances.

The most important of the cases handled during the past year involved practically all of the Nation's railroads and some 850,000

CHART I

Types of labor disputes disposed of under Railway Labor Act, as amended, cumulative, 1935-41



of their maintenance and clerical employees as represented by fourteen cooperating labor organizations. This dispute arose out of the concerted efforts of these employees of some 350 railroads to secure vacations with pay. When direct negotiations failed and a strike of the employees concerned was threatened, the Board proffered mediation. After extended but unavailing efforts by the Board to mediate the dispute, arbitration was offered. The carriers expressed willingness to submit the controversy to arbitration but the representatives of the employees declined.

Following this action the employees did not make effective their threatened strike but, instead, chose to include this question with a subsequent effort to secure wage increases. The effort to secure increased rates of pay is not confined to the 850,000 employees and their 14 labor organizations, but also includes some 350,000 train and engine service employees as represented by the 5 standard train and engine service labor organizations, as well as approximately 40,000 employees of the Railway Express Agency, Inc. Although these disputes had not yet come before the Board formally at the close of the fiscal year, the employees had served their notices on the carriers and direct negotiations between the representatives of both sides had gotten under way. These disputes were complicated by the fact that in most instances the carriers sought changes in working rules before the employee wage requests were filed.

As the fiscal year covered by this report drew to a close, there were still other evidences that with increased carloadings and higher railroad earnings, the employees will seek relief from advancing costs of living by efforts to secure a greater share of the carriers' income through higher wages and more advantageous rules. Thus, the engine service employees on the carriers in the western territory as represented by the Brotherhood of Locomotive Engineers and Brotherhood of Locomotive Firemen and Enginemen are seeking to change the basis for computing compensation for service on Diesel locomotives. Dining car employees are seeking wage increases on 36 carriers as are also station porters or "red caps" on approximately 18 carriers. Thus, although 1941 marked a new high in the number of disputes docketed by the Board, the prospect for 1942 is that an even larger number of disputes will require mediation by the Board.

During the past year, the Attorney General's Committee on Administrative Procedure issued its report embodying the results of the investigations made of administrative agencies of the Government. The committee said the National Mediation Board was not over-budgeted. Concerning the mediation activities of the Board, the Committee remarked that:

Although the mediation activities of the Board are of very considerable importance in assuring uninterrupted transportation by rail and air, they do not lend themselves to procedural study. By definition they are of an informal nature, involving negotiation rather than decision. The Board as a matter of policy enters employer-employee controversies "only where direct negotiations between the parties, diligently and conscientiously conducted, have exhausted all possibility of effecting an agreement between them." Hence, in order to observe the statutory mandate to "use its best efforts" to bring the parties to an accord, the Board must conciliate the hostile elements and by imagination and persuasive power develop a common ground upon which they can meet. No previous prescription can determine the pattern into which the mediatory activities fit; their shape is determined by the facts of the particular controversies in which the Board appears as would-be peacemaker.

As to representation disputes the Committee said:

Representation cases.—During its 5½ years of existence, the National Mediation Board has disposed of 538 controversies concerning representation of employees for purposes of collective bargaining. In the fiscal year 1939, it disposed of 86 such cases. Here, as elsewhere throughout the activities of the Mediation Board, the processes are exceedingly informal, simple, and flexible. In only 5 percent of the cases has it become necessary to conduct a hearing in order to resolve the dispute. The relatively long history of collective bargaining in the railroad industry has unquestionably facilitated the ready acceptance of the Board's methods and decisions.

The parties are represented by legal counsel in about half of the cases which go to hearing. Oral arguments are always made at the close of the introduction of evidence and the parties invariably file briefs. The parties do not submit proposed findings of fact and the Board never submits proposed findings to the parties. As soon as the hearing is closed, the transcript of the record, which is prepared in all cases, is studied by all three members of the Board, each of whom customarily exercises an independent judgment. As the Board has no trial examiners, no trial attorneys, and no review attorneys, no problems arise concerning delegations of authority and intraagency relations. The opinion is usually prepared by the Board member who presided at the hearing, but the other members of the Board make comments and criticisms which usually result in substantial changes in the initial draft. The Board is fully aware of the fact that some cases are important not only to the immediate parties, but are also important because they will establish precedents for future decisions. Opinions are mimeographed and sent to about a hundred persons on the mailing list. No dissenting opinion has ever been filed.

As to interpretation of mediation agreements the Committee said:

In the first 5 years of its existence, that is, down to June 30, 1939, the Board decided five cases involving interpretations of mediation agreements. In each instance a hearing was conducted by a member of the Board and all three members participated in the decision. The hearings are comparable to those conducted in representation cases. The effect of the Board's interpretation appears to be advisory only, for it may be disregarded without legal consequences.

During the fiscal year 1941, the Board held four hearings involving representation disputes.² One hundred twenty-six such disputes were disposed of without the necessity for a hearing. One hearing was held over an interpretation of a mediation agreement involving the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes, the Chesapeake & Ohio Railway, and the New York, Chicago & St. Louis Railroad Co. The Board also held a hearing in the matter of a protest on the grounds of alleged bias against the appointment of a referee to serve on the National Railroad Adjustment Board, and on the basis of the evidence and argument presented dismissed the protest.

Much credit for the success of the National Mediation Board's accomplishments is due to its staff of trained, capable, and efficient mediators who personally handle a large majority of all the mediation and representation disputes. Their names and titles are as follows:

PRINCIPAL MEDIATORS

John W. Walsh.
William F. Mitchell, Jr.
Thomas E. Bickers.

SENIOR MEDIATORS

Ross J. Foran.
P. D. Harvey.
Eugene C. Thompson.

MEDIATORS

Otto F. Carpenter.
John F. Murray.
Wallace G. Rupp.
James P. Kiernan.
J. Joseph Noonan.
Tedford E. Schoonover.

² Case No. R-677, representation of shop craft employees, Lehigh Valley R. R. Co.; Case No. R-690, representation of yard service employees, New York Central R. R. Co.; R-735, representation of powerhouse employees and railway shop laborers, Texas & Pacific Ry. Co.; and R-749, representation of Maintenance of Way Employees, including crossing tenders, Boston & Maine R. R.

They are all in the service through open competitive civil service examination and have had long years of experience in the industry and the service of the Government. They have been successful in gaining and keeping the confidence of both employer and employee so essential to effective mediation.

The work of the Board is carried on with the very minimum of publicity. It is a rule of the Board that its members and mediators refer the press to the railroads, air lines, or the employee representatives for any public statements or comments in respect of the specific matters in mediation.

During the past year, the Railway Labor Act was amended insofar as its scope is concerned. By Public No. 764, Seventy-sixth Congress, enacted August 13, 1940, the law was revised to exclude from its coverage companies engaged in the mining of coal or supplying coal to carriers. Similarly, the definition of "employee" in the act was revised to exclude individuals employed in such work. These amendments clarified the status of companies whose coal-mining operations are closely associated with railroad companies.

2. MEDIATION PROCEEDINGS

The Railway Labor Act makes it a primary duty of carriers and their employees to make and maintain agreements concerning rates of pay, rules, and working conditions. Moreover, the act provides a step-by-step procedure to facilitate the peaceful discharge of this responsibility, in order to prevent any interruption to commerce or to the operation of a carrier.

Once representation rights are established, the law contemplates that the carrier and the designated representative of the employees will by direct conferences if possible negotiate a labor agreement. However, if the parties are unable to reach an agreement, the act provides that either party may invoke the services of the Mediation Board. Or if neither party chooses to invoke mediation, the Board may proffer its services in case of a labor emergency. Thus, the act provides for mediation as the second step in the procedure for effecting peaceful settlements of labor disputes in the railway and commercial air transport industries. Or expressed in another way, the process of mediation operates to hold the parties in conference at a time when they are no longer able to make progress toward successful conclusion of their negotiations unassisted. The mediator injects himself into the dispute in the interest of a peaceful settlement.

The Board considers mediation its most important function and is gratified that during each succeeding year since it was created in 1934, mediation has become increasingly effective in settling disputes over proposed changes in rates, of pay, rules or working conditions. During 1941, a total of 171 such disputes was disposed of under the law, and of this number, 143 or 84 percent were disposed of through mediation. This is higher by 11 percent than 1940. For the 7-year period of the Board's existence the proportion of such disputes disposed of through mediation was 74 percent.

In most instances, disputes disposed of through mediation are settled by mediation agreements. Such agreements are signed by the parties to the dispute as well as the mediator. Of the 143 disputes disposed of through mediation last year, 115 or 67 percent were

settled by mediation agreements. This is the largest number of mediation agreements in any year during the 14 years the Railway Labor Act has been in effect. The nearest approach to this record by the present Board was during 1940 when 93 mediation agreements were secured. The largest number of such agreements in a single year during the life of the former United States Board of Mediation (1926-34) was 84 during the fiscal year 1928. Other means of settlement accomplished through mediation are disputes withdrawn from the Board's docket while in a mediation status and disputes settled by the parties agreeing to submit their differences to arbitration. During the past year 4 disputes were arbitrated. In one of the arbitration proceedings the parties agreed upon a neutral arbitrator but in the other 3 the partisan arbitrators were unable to agree upon a neutral, and therefore it became necessary for the Board to appoint the third arbitrator.

While the above discussion covers most of the disputes settled through the process of mediation, it does not do full justice to mediation as a means of resolving disputes respecting rates of pay, rules, and working conditions. Occasionally disputes arise which consume a considerable amount of time in mediation but which are finally disposed of by direct negotiations between the parties. Such a situation arises when by mediation, tentative agreement is reached on part of the issues in the dispute, but because complete agreement cannot be reached on all of the questions, no definite or final disposition is made of any of the issues during the mediation conferences. In such cases it sometimes happens that after the case has been closed on the records of the Board, the disputing parties by direct negotiation finally agree on all issues and dispose of the dispute. In many instances the parties have not made any real effort to settle the dispute as contemplated by law, prior to invoking mediation.

3. REPRESENTATION DISPUTES

One of the most important amendments of 1934 to the Railway Labor Act gave employees the right to designate collective bargaining representatives by majority vote. Under the law, employees are free to join, organize, or assist in organizing the labor organization of their choice and in exercising these rights they are protected against carrier influence or discrimination.

In case a dispute arises among a group of employees as to their duly authorized representatives, the Board is authorized to take a secret ballot or use any other appropriate method for ascertaining the desires of the employees, and to certify the name of the organization or individual authorized to represent the particular craft or class of employees.

Practically all of the more important crafts or classes of employees on the principal carriers have taken advantage of their rights under the law as discussed above. In the past 2 or 3 years, however, as knowledge of the provisions of the act has become more widespread, groups of employees that had not previously enjoyed collective bargaining representation selected representatives for the first time. For instance, station porters or "red caps" as they are more commonly called, were not definitely considered to be employees under the act until 1939. Since that time the Board has disposed of 34 representa-

tion disputes involving these employees. During the fiscal year 1941, the Board received its first application to investigate a representation dispute involving railway police or patrolmen and before the year ended, 6 such applications had been filed with the Board. Thus, the number of representation disputes continues relatively large year after year. During 1941, a total of 129 such disputes was settled and this number was exceeded in only one other year, 1938, when the number was 138.

As a part of its authority to ascertain duly authorized representatives, the Board is empowered to designate who may participate in elections and make rules governing elections. In general, where differences arise over these points, the Board seeks to settle the controversy by agreement rather than by the issuance of an order. Occasionally, however, where differences persist, it is necessary to hold formal hearings and issue findings. The Board has consistently followed this procedure even though it may delegate such responsibility under that part of the act reading:

* * * or may appoint a committee of three neutral persons who after hearing shall within ten days designate the employees who may participate in the election.

As previously stated, the Board held hearings during the year 1941, and issued finding in four separate disputes. In two of these the question to be resolved was the occupations to be included in a particular craft or class of employees. In the third case, the controversy dealt with whether furloughed employees should be entitled to participate in an election. The fourth hearing resulted in a finding following a decision of the Interstate Commerce Commission that the employees of the New York Central Railroad Co., together with those of the various subsidiaries and leased lines which it operates constitute a single unit for purposes of designating collective bargaining representatives under the Railway Labor Act, and an eligible list was accordingly compiled.

4. LITIGATION

During the past year the Board found it necessary for the first time to bring legal action against a carrier in an effort to enforce compliance with that part of section 2, ninth, of the Railway Labor Act reading:

The Board shall have access to and have power to make copies of the books and records of the carriers to obtain and utilize such information as may be deemed necessary by it to carry out the purposes and provisions of this paragraph.

The carrier involved in this case was the Virginian Railway Co. The court in an oral opinion of June 6, 1941, held that the National Mediation Board and not the railroad should determine whether there was a dispute within the meaning of the act and that the Board had the right to investigate in order to make such determination. In a written opinion of the same date the court declared that the railway is not a party to the representation dispute, but instead, is more in the position of a witness who has in his possession documents and records relevant to the controversy. Thus, the carrier is not in a position to question the authority of the Board to inspect its records. The opinion declared further that the records of the carrier which the Board sought to inspect were material and relevant to its investigation as to whether the controversy was one over which the Board had jurisdiction, and also whether the alleged dispute was a dispute in

accordance with the requirements of the law. In conclusion, the court interpreted the Railway Labor Act as providing the Board with express authority to examine the records of the railway and ascertain who are the employees in a particular class or craft. The decision was not appealed.¹

Another legal action involved for the first time the provisions of section 2, tenth, of the Railway Labor Act. In this case action was brought by the Brotherhood of Railroad Trainmen and the Federal grand jury returned an indictment charging the Toledo, Peoria & Western Railroad and two of its officers with interference in the organization of its employees in violation of the Railway Labor Act. The indictment was the result of 6 months of investigation by Department of Justice agents, and as heretofore stated is the first indictment of a carrier or its officers under the amendments to the Railway Labor Act of 1934.

Several cases filed by the Brotherhood of Locomotive Engineers found their way to court as the result of mediation agreements that had been made between the Brotherhood of Locomotive Firemen and Enginemen and the Southern Pacific (Pacific Lines), Chicago, Milwaukee, St. Paul & Pacific Railroad, and the Missouri-Kansas-Texas Railroad Co. The Mediation Board was not a direct party to the proceedings.

In the case of the United Transport Service Employees of America v. St. Paul Union Depot Co., the issue involved whether the employees referred to by the United Transport Service Employees of America as "red caps" constitute a separate craft or class for representation purposes within the meaning of the Railway Labor Act, or whether they are part of the craft or class of clerical, office, station, and storehouse employees in the service of the Company. Based upon the record the Board found the station porters employed by the St. Paul Union Depot Co. to be part of the craft or class of clerical, office, station, and storehouse employees and not a separate craft or class for the purposes of the Railway Labor Act. No dispute over representation was found by the Board to exist among the craft or class of clerical, office, station, and storehouse employees in the service of the Company, and for these reasons the Board dismissed the application of the United Transport Service Employees of America. During April 1941, the United Transport Service Employees of America filed for injunctive relief in the District Court of the United States for the District of Columbia. In its complaint the organization maintained that "red caps" are a separate "craft or class" for purposes of collective bargaining under the act and sought a court order supporting its position and declaring null and void the Board's dismissal of its application. No hearing on the complaint has yet been scheduled by the court.

5. THREATENED EMERGENCIES AND STRIKES

As previously stated, one minor strike occurred among employees subject to the Railway Labor Act during the fiscal year 1941. This strike involved the train and engine service employees of the Macon, Dublin & Savannah Railway and grew out of the carrier's declination to agree to arbitrate a dispute involving employees' request for increases

¹ U. S. District Court for the Eastern District of Virginia, Natl. Mediation Board vs. Virginian Ry. Co., Civil Action No. 151, June 6, 1941.

in wages. The employees expressed their willingness to arbitrate but the carrier declined, and when the Board was advised that the employees had set a date for a strike, another effort was made to get the parties to negotiate their differences through mediation at a conference held in Washington, D. C., but this was unsuccessful. The strike became effective at 6 a. m., February 27th and was of short duration, being terminated at 12:01 a. m., March 3, 1941, after an agreement was reached between the parties as a result of direct negotiation.

There were several instances during the year where strike ballots were issued and in some instances counted and a date set for a strike but the Board was able to dispose of all such disputes either through mediation or an agreement to arbitrate, or as in the four instances cited, the President issued a proclamation creating emergency boards. And in practically every instance, following past practice, these disputes were resolved with a minimum of publicity involving the carriers or their employees. In one of the instances in which the President declared an emergency, the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees was involved with the Railway Express Agency; in another the clerks' organization was involved with the Duluth, Missabe & Iron Range Railway, the Chicago & North Western Railway, the Great Northern Railway and the Minneapolis, St. Paul & Sault Ste. Marie Railway. In the third case, the Brotherhood of Locomotive Firemen and Enginemen and the Brotherhood of Railroad Trainmen were involved with the Atlanta, Birmingham & Coast Railway. In the fourth dispute, 13 organizations representing practically all employees of the carrier were involved with the Rutland Railroad Co. The dispute which necessitated the creation of an emergency board in the Railway Express Agency case was settled by the parties accepting the findings of the emergency board. In the other three cases the emergency boards were able to get the parties to come to an agreement. Thus, the threatened strikes were averted in the four instances cited.

6. CONTRACTS

One of the 1934 amendments to the Railway Labor Act required carriers to file with the National Mediation Board copies of each contract covering rates of pay, rules, and working conditions, and revisions to such contracts. Year after year since that time there has been a steady increase in the number of such documents filed with the Board. During the fiscal year 1941, a total of 99 new contracts was received which brings the total on file with the Board to 4,292 as of June 30, 1941. In addition, 573 documents were received containing revisions of various provisions of original contracts.

7. THE NATIONAL RAILROAD ADJUSTMENT BOARD

As a part of its comprehensive procedure for the settlement of labor disputes, the Railway Labor Act provides for the National Railroad Adjustment Board with authority to hear and render awards on employee grievances or disputes arising out of the interpretation or application of railroad labor agreements.

The Adjustment Board is composed of four divisions each with an equal number of members representing respectively the carriers and

the employees. Each division has jurisdiction over the disputes of particular groups of employees. By statute the headquarters of the Adjustment Board are established in Chicago, Ill. In situations where a division is unable to agree upon an award because of a deadlock, the division is required to attempt to select a referee to sit with it as a member and render an award. Failing to agree and select a referee within 10 days, however, either party to the dispute may certify this fact to the Mediation Board which is then required to name a referee.

For the first time during the fiscal year, charges were brought against a referee appointed by the National Mediation Board to serve on Division III of the National Railroad Adjustment Board. The carrier members of Division I, where the referee had formerly served, and Division III, to which he was appointed to serve, charged:

The undersigned carrier members of the Third Division, to which division this honorable board, under date of May 6, 1941, appointed the said Paul W. Richards as referee to sit in the determination of 21 deadlocked cases before said Third Division, aver and charge that the record, as particularized above, of the said Paul W. Richards in his consideration and determination of 97 cases deadlocked before the First Division, demonstrates that said Paul W. Richards has evidenced an underlying bias and partiality in favor of the interests of railroad employees in connection with disputes between them and their employers, and therefore, is not qualified as a neutral person under the statute to act as referee in any case before any Division of the National Railroad Adjustment Board.

The Board held a hearing in accordance with section 5, third (a) of the act and as the result of the presentation and evidence produced at the hearing found:

The Board is of the opinion that although it must seek to appoint referees who are neutral in the broadest sense, once a referee is selected he cannot be disqualified unless ineligibility for personal interest or bias is shown. This conclusion is reached not only as a matter of statutory construction, for the reasons noted above, but also because of the unfairness to the person concerned of removal from a quasi judicial position before his lack of qualifications is clearly demonstrated. The Board thinks that it is giving the parties adequate assurance of a fair hearing in this respect when it adopts the standard for disqualification which is applicable to judges in the United States Courts. The importance of a fair and neutral referee certainly cannot be regarded as greater than the importance of a fair and neutral judge in the courts of the United States.

After a full consideration of the subject presented, the National Mediation Board is of the opinion that no specific facts incidents or circumstances evincing lack of neutrality or the presence of bias and partiality have been asserted by the protestants which, if proven to be true, would disqualify Justice Paul W. Richards, from a proper discharge of his duties as a neutral person sitting with the National Railroad Adjustment Board as a member thereof, under the Railway Labor Act.

Accordingly, the Board confirms its decision announced to the parties concerned on April 26, 1941, that the demurrer to the charges filed had been sustained and the motion for dismissal of the protest against Justice Richards had been granted.

The annual reports of the four divisions of the Adjustment Board are given in appendix A. In addition, table 15 shows the annual trend in cases docketed and disposed of for the period 1938-41 inclusive.

8. CONTRACTS IN THE AIR TRANSPORT INDUSTRY

Since 1936 when commercial air lines and their employees became subject to the Railway Labor Act, there has been a steady increase

in the number of crafts or classes of such employees that have secured representation and contracts covering their rates of pay, rules, and working conditions. By the end of the first year, 1937, there were only 4 contracts covering air line employees in the files of the National Mediation Board. Each succeeding year there has been a substantial increase in the number, and as of June 30, 1941, the total number was 59, an increase of 15 over the previous year. Of these 59 contracts, 34 are between carriers and national organizations representing their employees, 20 are with system associations, and 5 with local unions.

All of the organizing efforts and the negotiation of contracts in this industry have with a single exception proceeded peaceably and without strikes, as contemplated by the Railway Labor Act. The one strike which was of limited duration occurred during 1939.

II. RECORD OF CASES

1. CASES HANDLED BY THE BOARD

During the fiscal year 1941, the Board, for the second successive year, reached a new high in cases docketed and disposed of under the provisions of the Railway Labor Act, as amended. During the year, a total of 307 applications for the Board's services were received and docketed. In the same period the issues in 303 labor disputes were peaceably settled as contemplated by the Act and the cases closed. The nearest approach to this record was made during the fiscal year 1940, wherein 293 cases were docketed and 281 closed. The year just concluded marks an increase of 33 percent over the average number of cases docketed during the previous 6-year period while the cases closed increased 32 percent.

On July 1, 1940, the start of the fiscal year covered in this report, there were 101 cases pending and unsettled on the Board's docket. Including these with the 307 new cases docketed during the year makes a total of 408 cases requiring the Board's services. This does not include approximately 105 applications on hand as of June 30, 1941, which had not yet been docketed or declined. During the year, settlements were effected in 303 disputes leaving a total of 105 cases pending and unsettled on June 30, 1941, when the year ended.

As was stated in our last annual report, the Board has been able during each year, except 1940, to reduce its backlog of pending and unadjusted cases. This backlog reached a low of 89 cases at the close of the fiscal year 1939, increased to 101 at the close of 1940, and to 105 as of June 30, 1941. This slightly larger backlog is due to a continuation during the past year of an increased number of applications received. The fact that the backlog increased by only 4 cases during the past year evidences that the two mediators added to the staff during the latter part of 1939 has prevented the Board from falling behind in its work. Although the number of applications increased during 1941, with the defense program and general economic conditions in the country, the prospect is for an even greater increase during 1942. The gain in the number of applications already received thus far in the fiscal year 1942, has been substantial. Anticipating this increased need for mediation services, the Board requested and secured authority to increase its staff by 2 additional mediators. In addition authority was obtained for 2 more office employees, thus enabling our office staff to cope more adequately with the added administrative and research duties which accompany the increased number of cases.

Labor disputes subject to the jurisdiction of the National Mediation Board are, broadly speaking, of three different types:

(1) Disputes among employees as to who is their duly authorized representative for purposes of collective bargaining.

(2) Disputes between carriers and their employees which arise out of negotiating new agreements or revising old agreements respecting rates of pay, rules, and working conditions.

(3) Interpretation of mediation agreements where controversy arises between the carriers and their employees as to the meaning or application of such agreements.

Disputes in the above three categories are designated as "representation," "mediation" and "interpretation" cases, respectively.

Table 1 is a summary by types of disputes of the cases received and disposed of from July 21, 1934, when the Board was created, through June 30, 1941. During the 7-year period a total of 1,694 new cases were docketed. Adding to this the 96 pending and unadjusted cases that were inherited from the United States Board of Mediation which this Board replaced, makes a total of 1,790 cases that have required the Board's services. During this period, the disputed issues in 1,685 cases were resolved and the cases closed. A total of 767 representation disputes were docketed during the period as compared to 915 mediation cases. The numbers of these two types of cases disposed of in the 7 years are 762 and 911 respectively. The number of requests for interpretations of mediation agreements has been 12. The Board's interpretations have been given in all of these and the dockets closed.

Although there have been substantially more mediation disputes settled than representation cases during the 7-year period, this has not been true each year. Thus in the 3 years 1935, 1936, and 1938, the number of representation cases was greater. In only one other year, 1938, was the number of representation cases disposed of greater than in 1941. The reasons for the number of such disputes continuing large year after year is that more and more railroad employees on carriers both large and small are taking advantage of the Railway Labor Act and selecting collective bargaining representatives. This is true not only among crafts or classes of employees for which collective bargaining representation is well-established, but also among groups of employees to whom such representation is relatively new, such as station porters or red caps, cooks and waiters, and railroad police.

TABLE 1.—Number of cases received and disposed of, fiscal years 1935-41

Status of cases	All types of cases								Representation cases							
	7-year period	Fiscal year							7-year period	Fiscal year						
		1941	1940	1939	1938	1937	1936	1935		1941	1940	1939	1938	1937	1936	1935
Cases pending and unsettled at beginning of period.....	96	101	89	145	148	185	182	96	24	26	24	27	53	47	65	24
New cases docketed.....	1,694	307	293	179	238	222	203	252	767	132	97	83	112	107	99	137
Total number of cases on hand and received.....	1,790	408	382	324	386	407	385	348	791	158	121	110	165	154	164	161
Cases disposed of.....	1,685	303	281	235	241	259	200	166	762	129	95	86	138	101	117	96
Cases pending and unsettled at end of period...	105	105	101	89	145	148	185	182	29	29	26	24	27	53	74	65

TABLE 1.—*Number of cases received and disposed of, fiscal years 1935-41—Con.*

Status of cases	Mediation cases								Interpretation cases							
	7-year period	Fiscal year							7-year period	Fiscal year						
		1941	1940	1939	1938	1937	1936	1935		1941	1940	1939	1938	1937	1936	1935
Cases pending and unsettled at beginning of period.....	72	73	64	117	95	138	117	72	0	2	1	1	0	0	0	0
New cases docketed.....	915	174	191	95	123	115	102	115	12	1	5	1	3	0	2	0
Total number of cases on hand and received.....	987	247	255	212	218	253	219	187	12	3	6	2	3	0	2	0
Cases disposed of.....	911	171	182	148	101	158	81	70	12	3	4	1	2	0	2	0
Cases pending and unsettled at end of period....	76	76	73	64	117	95	138	117	0	0	2	1	1	0	0	0

2. DISPOSITION OF CASES

During the past fiscal year the Board disposed of 303 cases.¹ This total was composed of 129 representation disputes among employees, 171 disputes between carriers and their employees that required mediation, and 3 cases in which controversy had arisen over the meaning or application of mediation agreements. In the latter group of cases, the Board was requested to render its interpretation of the disputed provisions. Table 2 summarizes by method of disposition, all cases handled to conclusion by the Board since it began to function in 1934.

Of the 129 representation cases, 67 were disposed of by secret elections followed by Board certifications. In 14 of these elections the balloting was conducted exclusively by United States mail. The remaining 53 elections were conducted by use of the ballot box. Experience has shown that votes are cast by a substantially larger proportion of the voters in ballot box elections than in mail elections. During 1941, 80 percent of the eligible voters participated in the mail-ballot elections whereas 90 percent of the voters participated in elections where the ballot box was used. It is of course necessary in practically all cases to use some mail ballots in order to give those absent from their place of work, due to sickness or other good reasons, an opportunity to vote. In general, mail ballots are used exclusively in those cases where the employees are too few and widely scattered to make a personal ballot practicable.

Thirty-six of the representation disputes were settled by checking employee signatures on authorization cards against authentic carrier records. These 36 disputes represent 28 percent of all representation cases which is a considerably higher proportion than in previous years. During the 6-year period, 1935-40, the proportion of representation disputes settled by checks of authorizations was 19 percent. In general, checks of authorizations are authorized by the Board as a means of settling representation disputes only when there are no rival organizations competing for representation of the employees involved. Two of the representation disputes disposed of during the year resulted from the carrier voluntarily recognizing the employees' representative

¹ An abstract of mediation and representation cases disposed of during the fiscal year 1941 is reproduced in appendixes B and C of this report.

without the necessity of the Board's issuing a certification. In 3 cases in which elections were conducted, no certifications were issued, because none of the participating organizations received a majority. Ten cases were withdrawn by the applicant organizations after our investigation had begun and 7 applications were withdrawn prior to the start of investigation. Four applications were dismissed when it was determined by investigation that only a minority of the employees desired a change of representation.

TABLE 2.—*Number of cases disposed of by type of case and method of disposition, fiscal years 1935-41*

Type of case and method of disposition	7-year period	Fiscal year ending June 30—						
		1941	1940	1939	1938	1937	1936	1935
Grand total.....	1,685	303	281	235	241	259	200	166
Representation cases, total.....	762	129	95	86	138	101	117	96
Elections.....	470	67	65	51	94	55	82	56
Checks of authorizations.....	154	36	15	12	18	20	20	33
Representatives recognized without formal certification.....	27	2	2	2	7	8	2	4
Withdrawn during investigation.....	57	10	9	11	8	9	9	1
Withdrawn prior to investigation.....	21	7	1	2	4	4	2	1
Dismissed.....	30	4	3	8	7	5	2	1
Closed without certification.....	3	3						
Mediation cases, total.....	911	171	182	148	101	158	81	70
Mediation agreements.....	469	115	93	76	63	62	36	24
Arbitration agreements.....	15	4	2	3	1	3	1	
Emergency Board reports.....	16	7	0	2	1	6		
Withdrawn during mediation.....	187	24	36	33	21	36	17	20
Withdrawn prior to mediation.....	139	12	39	15	9	34	10	20
Closed by Board after refusal to arbitrate by—								
Carriers.....	52	5	6	8	4	14	13	2
Employees.....	5	3		1			1	
Both parties.....	14	1	4	7	1	1		
Dismissed.....	14		1	3	1	2	3	4
Interpretations of mediation agreements.....	12	3	4	1	2		2	

¹ Includes 1 mediation and arbitration agreement.

² Includes 2 mediation and arbitration agreements.

Before discussing the disposition of mediation disputes, it should be pointed out that the most desirable method for settling such cases is by mediation agreements. Such settlements reflect the success of the mediator in interposing himself between the disputing parties and securing compromises from both sides in the interest of a peaceable solution of their differences. The importance of this becomes impressive when it is realized that under the Railway Labor Act mediation comes into use only after the parties have diligently sought to reach agreement by direct negotiations. Frequently when relations reach this stage negotiators on each side are somewhat less than kindly disposed toward the attitudes and viewpoints of their adversaries. It can be readily seen that the psychological aspects of such a situation complicate the mediator's job of bringing the two sides into agreement. Next in desirability as a method of settling mediation disputes is to have the invocations withdrawn while mediation is in progress. Quite frequently as a result of a series of mediation conferences the group which invoked the Board's services will determine that further mediation is unnecessary. Such determinations are usually based on a belief that the dispute can be settled by further direct negotiations. In other cases invocations are withdrawn because of a feeling that the

time is inopportune for further handling of the dispute. But regardless of the immediate reasons motivating the withdrawal, it is a fact that as a result of mediation, a basis is found on which the dispute can be disposed of peaceably as contemplated by the act.

During the year there were 171 mediation disputes settled, and of this number 115, or 67 percent, were disposed of by mediation agreements. Here again, 1941 marked an increase over previous years. During the two previous years, 1940 and 1939, and also the 7-year period, 1935-41, the proportion of mediation disputes disposed of by mediation agreements was 51 percent. In addition to the 115 mediation agreements, 24 mediation disputes were disposed of by the applicant organization withdrawing its invocation for the Board's services while the case was in a mediation status. Under the act, if the Board is unsuccessful in its efforts to bring about a settlement through mediation, it is required to induce the parties to submit their controversy to arbitration. The acceptance or rejection of arbitration by either party is discretionary under the law. To secure its acceptance usually requires a considerable amount of mediation. Thus, the extent to which cases have been settled by arbitration agreements is a third method which may be taken as a measure of the effectiveness of mediation as a process for the settlement of labor disputes. During 1941, 4 mediation cases were disposed of by arbitration agreements and for the 7-year period, a total of 15 such cases were settled by inducing the parties to submit their controversies to arbitration.

As indicated above, the total cases disposed of by these three methods reflect the success of mediation as a technique in peacefully settling disputes respecting changes in rates of pay, rules, or working conditions. The 143 cases disposed of by mediation agreements, withdrawals during mediation, or arbitration agreements, constitute 84 percent of the mediation cases settled during the year. This is higher by 11 percent than for 1940, and for the 7-year period 1935-41 the proportion was 74 percent. The following tabulation facilitates a comparison of the cases disposed of by the effective use of the mediation process as against cases disposed of by other methods.

Method of settlement	7 years, 1935-41		1941		1940		1939	
	Number of cases	Per- cent	Number of cases	Per- cent	Number of cases	Per- cent	Number of cases	Per- cent
Total, all mediation cases settled	911	100	171	100	182	100	148	100
Mediation agreements	469	51	115	67	93	51	76	51
Withdrawn during mediation	187	21	24	14	36	20	33	22
Arbitration agreements	15	2	4	3	3	2	3	2
Total	671	74	143	84	132	73	112	75
Other methods	240	26	28	16	50	27	36	24

¹ Includes 1 mediation and arbitration agreement.

² Includes 2 mediation and arbitration agreements.

Included in the mediation cases disposed of by methods other than mediation were 7 dockets which were closed as a result of Emergency Boards appointed by the President under section 10 of the act. Four of these were handled as a single dispute and the remaining 3 consti-

tuted 3 separate controversies. Thus, in all, during the year, 4 emergency boards were appointed.² In 12 cases the invocations were withdrawn prior to the start of mediation proceedings and 9 cases were closed by the Board after one or both of the parties in dispute declined to submit their controversy to arbitration. In 5 of these latter cases, it was the carriers who declined arbitration and in 3 the employees declined. In 1 case both sides declined to arbitrate their dispute.

Table 2 shows that during the 7-year period, 1935-41, the Board disposed of 1,685 cases. Composing this total were 762 representation cases, 911 mediation disputes, and 12 interpretation cases. Of the 762 representation disputes 624 or 82 percent were resolved by the Board's issuance of certifications authorizing rights of collective bargaining representation. In 27 cases the carriers voluntarily recognized the employees' designated representative, thus obviating the necessity for a Board certification. Combining these with the cases in which certifications were issued makes a total of 651 disputes in which representation rights were established. These cases constitute 85 percent of all representation disputes resolved under the act.

3. CARRIERS INVOLVED IN DISPUTES

Table 3 shows the extent to which the Board's services were utilized by the various classes of carriers. The class I carriers, 132 in number, on December 31, 1939, employed approximately 94 percent of all the Nation's railroad workers. As one would expect, these carriers were the greatest users of the Board's services. Thus, 191 or 63 percent of the 303 cases disposed of during 1941 involved the employees of 96 different class I carriers. The next most important classification of carriers involved in cases disposed of during the year were switching and terminal companies. There were 38 such carriers involved in 56 of the disputes disposed of during the year. There was no increase over 1940 in the number of air lines involved in cases disposed of by the Board. During each of the past 2 years there have been 6 cases involving 6 different air lines.

TABLE 3.—*Number of different carriers involved in cases,¹ by classes of carriers, with percentages, fiscal year 1941*

Classes of carriers	Total carriers		Different carriers involved in							
			All cases		Representation cases		Mediation cases		Interpretation cases	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Class I railroads.....	132	100	96	73	57	43	75	57	4	3
Class II railroads.....	187	100	13	7	4	2	10	5		
Class III railroads.....	222	100	2	1			2	1		
Switching and terminal companies.....	244	100	38	16	28	11	23	9		
Electric railways.....	101	100	5	5	4	4	5	5		
Miscellaneous carriers.....	(2)	(2)	6	(2)	1	(1)	6	(2)		
Air carriers.....	25	100	6	24	1	4	5	20		

¹ From Interstate Commerce Commission Statistics of Railways of the United States, 1938, except for air carriers, the latter being the number of operating companies as of June 30, 1940 according to report from Civil Aeronautics Authority.

² Not available.

³ For a detailed discussion of the reports of these four boards see chapter V.

4. MAJOR GROUPS OF EMPLOYEES INVOLVED IN CASES

Table 4 shows the number of cases disposed of during the year, separated by types and subdivided according to the major groups of employees involved. Practically every craft or class was involved in the 303 cases settled. Train, engine, and yard-service employees figured most heavily in both representation and mediation cases. Next in volume among representation cases were maintenance of equipment employees, and for mediation cases it was the group of clerical, office, station, and storehouse employees.

TABLE 4.—*Number of cases disposed of, by major groups of employees, fiscal year 1941*

Major groups of employees	Number of—			
	All types of cases	Representation cases	Mediation cases	Interpretation cases
Total, all groups.....	303	129	171	3
Combined groups.....	6	—	6	—
Train, engine, and yard service.....	107	37	70	—
Maintenance of equipment.....	45	33	12	—
Clerical, office, station, storehouse.....	54	18	35	1
Maintenance of way and signal.....	32	10	20	2
Dispatchers and telegraphers.....	13	—	13	—
Pullman and train porters and dining car.....	17	13	4	—
Railway patrolmen and police.....	7	6	1	—
Marine service.....	14	9	5	—
Air-line employees.....	6	1	5	—
Miscellaneous railroad employees.....	2	12	—	—

¹ One case involved draftsmen and other technical employees in the engineering department. The other case involved bus drivers.

III. REPRESENTATION DISPUTES—ELECTIONS

1. ELECTIONS AND CERTIFICATION OF REPRESENTATIVES

During the year, the Board received and docketed 132 representation disputes, which, added to the 26 on docket at the end of the previous year made a total of 158 cases requiring investigation. Of this number 129 were disposed of leaving 29 cases pending and unadjusted as of June 30, 1941.

The 132 new cases docketed during the year marked an increase of 35 over the previous year. The number of cases disposed of increased by 34. The proportion of these increases is approximately 36 percent over the past year.

Because the Railway Labor Act requires the Board to ascertain the choice of representatives separately for each craft or class of employees involved in a dispute there were substantially more specific disputes disposed of during the year than the 129 cases settled indicate. Quite frequently in cases submitted to the Board for investigation several different crafts or classes are in dispute as to their representatives. Thus there were 174 separate crafts or classes involved in the 129 cases disposed of during the past year. This is the third largest number of crafts or classes involved in representation disputes disposed of in the history of the Board. It was exceeded in 1936 when the number was 209 and in 1938 when the number was 244. The number during 1940 was 115.

The number of employees involved in the representation disputes disposed of during 1941 was 26,708. This number is the second smallest in the Board's history. The smallest number of employees was 19,137 and was recorded in 1940. The smaller number of employees involved in such disputes in recent years reflects the fact that the representation of the larger groups of railroad employees is being stabilized under the representation provisions of the act.

In the years prior to 1934, when the act was amended by giving employees the right to designate collective-bargaining representatives of their choice without influence, coercion, or fear of reprisal by carrier managements, shop-craft employees on most large carriers were represented by system associations. Immediately following the creation of this Board with authority under the amended law to resolve representation disputes and issue certifications, employees throughout the country began efforts to replace their system-association representation with representation by national organizations. Because there are seven separate generally recognized crafts or classes among shop-craft employees, such cases individually involved relatively large numbers of employees. This drive against system associations by national organizations has been continued until at present the shop craft employees on practically all of the large carriers are represented by national organizations. As the number of such

representation disputes has declined on the large carriers, so has the average number of employees involved in such disputes.

This trend is reflected in the fact that the average number of employees per case declined from 712 in 1935 to 169 in 1941. There has, however, been no decline in the number of representation disputes for the Board to investigate. This has been due to 2 general reasons. First, as information respecting the provisions of the law has become more widespread, crafts or classes of employees which never before enjoyed collective bargaining representation have begun to take advantage of their rights and privileges under the act and designated representatives for the first time. Such groups of employees include red caps, or station porters, cooks and waiters, and railway police. A second factor that has contributed to a continuance of a relatively large number of representation disputes is that carriers which formerly denied their employees collective-bargaining representation are no longer able to do so under the amended Railway Labor Act.

In the 174 crafts or classes involved in the 129 disputes disposed of during the year, certifications were issued, establishing certification rights, for 105 crafts or classes after the employees had designated their duly authorized representatives by secret elections. Certifications were issued in behalf of 40 crafts or classes following checks of signed authorization cards against authentic carrier records. In 2 additional representation cases involving as many crafts or classes, the carriers voluntarily recognized the designated employee representatives and thus obviated the necessity of Board certifications. Thus, in all, representation was established for 147 crafts or classes in 105 of the disputes disposed of by the Board during the year.

Ten applications for representation investigations were withdrawn while the Board's investigation was in progress, and 7 applications were withdrawn prior to the start of the investigation. In 3 cases in which elections were held no one, individual or organization, received a majority of the votes and it was necessary to close the cases without certifications. Four cases were dismissed when investigation disclosed no dispute within the meaning of the law. Each of the cases discussed in this paragraph involved only 1 craft or class except the 7 withdrawn prior to investigation which involved 10 crafts or classes. Thus the 24 cases involved 27 crafts or classes.

During the year 89.5 percent of all eligible employees cast their ballots in secret elections. This percentage has remained relatively the same every year and is 88 for the 7-year period 1935-41. From this it is seen that employees, by and large, attach considerable importance to their right under the law to designate their collective bargaining representatives by majority vote.

Table 5 shows, for the 7-year period 1935-41, the number of cases, and crafts or classes, the number of employees involved and the number participating in all representation disputes disposed of by the Board, subdivided by method of disposition.

TABLE 5.—Number of cases, crafts or classes, and employees involved in representation disputes, by method of disposition, fiscal years 1935-41

Method of disposition	7- year pe- riod	Number of cases							7- year pe- riod	Number of crafts or classes						
		Fiscal year								Fiscal year						
		1941	1940	1939	1938	1937	1936	1935		1941	1940	1939	1938	1937	1936	1935
Total, all cases.....	762	129	95	86	138	101	117	96	1,366	174	115	152	244	168	209	304
Elections.....	470	67	65	51	94	55	82	56	898	105	84	94	173	80	153	209
Checks of authorizations.....	154	36	15	12	18	20	20	33	265	40	16	15	30	43	39	82
Representatives recognized without formal certification.....	27	2	2	2	7	8	2	4	39	2	2	2	9	17	3	4
Withdrawn during investigation.....	57	10	9	11	8	9	9	1	88	10	9	21	15	17	9	7
Withdrawn prior to investigation.....	21	7	1	2	4	4	2	1	30	10	1	8	4	4	2	1
Dismissed.....	30	4	3	8	7	5	2	1	43	4	3	12	13	7	3	1
Closed without certification.....	3	3							3	3						

Method of disposition	7- year pe- riod	Number of employees involved						
		1941	1940	1939	1938	1937	1936	1935
Total, all cases.....	371,111	26,708	19,137	65,909	52,167	57,923	65,059	84,208
Elections.....	293,302	22,685	16,543	52,793	46,569	25,255	60,905	68,552
Checks of authorizations.....	25,942	1,944	600	863	3,459	2,225	3,279	13,572
Representatives recognized without formal certification.....	23,741	107	160	69	426	22,633	45	301
Withdrawn during investigation.....	15,471	1,382	1,412	4,672	691	4,970	644	1,700
Withdrawn prior to investigation.....	1,096	202	35	168	337	297	50	7
Dismissed.....	11,407	236	387	7,344	685	2,543	136	76
Closed without certification.....	152	152						

Method of disposition	7- year pe- riod	Number of employees participating						
		1941	1940	1939	1938	1937	1936	1935
Total, all cases.....	275,918	21,769	15,855	47,438	43,036	23,678	55,760	68,382
Elections.....	258,922	20,304	15,416	46,828	40,965	22,240	53,613	59,556
Checks of authorizations.....	16,850	1,319	439	610	2,071	1,438	2,147	8,826
Representatives recognized without formal certification.....								
Withdrawn during investigation.....								
Withdrawn prior to investigation.....								
Dismissed.....								
Closed without certification.....	146	146						

2. MAJOR GROUPS OF EMPLOYEES INVOLVED IN REPRESENTATION DISPUTES

Table 6 shows the number of crafts or classes and the number of employees involved in all representation disputes by the major groups of employees.

TABLE 6.—*Number of crafts or classes and number of employees involved in representation cases, by major groups of employees, fiscal year 1941*

Major groups of employees	Number of cases	Number of crafts or classes	Employees involved	
			Number	Percent
All groups.....	129	174	26, 708	100. 0
Engine, train, and yard service.....	37	45	3, 280	12. 3
Maintenance-of-equipment.....	33	66	16, 000	59. 9
Clerical, office, station and storehouse.....	18	18	3, 720	13. 9
Maintenance-of-way and signal.....	10	10	1, 538	5. 8
Dispatchers and telegraphers.....				
Pullman and dining car.....	13	14	686	2. 6
Railway patrolmen and police.....	6	6	341	1. 3
Marine service.....	9	12	703	2. 6
Miscellaneous rail employees.....	2	2	415	1. 5
Air-line employees.....	1	1	25	0. 1

As in past years train, engine, and yard service employees, the oldest and the most strongly organized groups, accounted for the largest number of cases, the number being 37, or 29 percent, during 1941. Involved in those cases were 45 crafts or classes and 3,280 employees, or 26 and 12 percent of the respective totals. By way of comparison it is interesting to note the cases involving maintenance of equipment employees. Year after year these workers have accounted for the largest numbers of crafts or classes as well as the largest numbers of employees involved in representation cases.

Of the 129 representation disputes disposed of during the year 33, or approximately 26 percent, involved maintenance of equipment employees. These cases, however, involved 66, or 38 percent, of the crafts or classes and 16,000, or 60 percent, of the employees involved in all representation cases. The following tabulation shows the trend, over the period 1938-41, of representation disputes involving maintenance of equipment employees as compared to all representation cases. The number of employees shown for 1939 was unusually large due to a single case which involved 32,376 workers.

Maintenance-of-equipment representation cases

Fiscal year	Cases		Crafts of classes		Employees	
	Number	Percent of total	Number	Percent of total	Number	Percent of total
1941.....	33	26	66	38	16, 000	60
1940.....	21	22	39	34	9, 948	52
1939.....	28	33	86	57	55, 604	84
1938.....	40	29	128	52	28, 478	55

3. TYPES OF REPRESENTATION DISPUTES

Representation cases fall generally into two major groups; first, those between national organizations or local unions and system associations or unorganized employees; and second, interorganization disputes involving two national organizations, a national organization and a local union, or two local unions.

Approximately 82 percent of the employees involved in all representation disputes were included in cases in the first group. This propor-

tion is not substantially different than in previous years having been at 75, 89, and 81 respectively during the past 3 years. The proportion for the 7-year period, 1935-41, is 87 percent. For the past year, 86 percent of the employees in this group were involved in 21 percent of the cases, these being the 26 representation disputes between national organizations and system associations. The greatest number of cases in this group concerned the efforts of national organizations to secure the representation of unorganized employees. There were 52 such cases involving 2,868 employees, or expressed in another way, such disputes comprised 40 percent of the total number of cases but involved only 11 percent of the total number of the employees. These data reflect the efforts of national organizations to organize and represent crafts or classes of employees on small carriers that hitherto have not enjoyed the benefits of collective-bargaining representation, and also to represent relatively small groups of employees to whom such representation is relatively new on all carriers.

The number of disputes in which national organizations were pitted against each other in interunion disputes has remained practically the same for the past 3 years, being at 31 for both 1939 and 1940 and at 30 for 1941. There has, however, been a steady decline in the number of employees involved in such disputes from 6,024 in 1939 to 2,306 in 1940 and 2,018 in 1941. This latter figure is the smallest number of employees involved in interunion representation disputes settled by the Board in its 7-year history. The Board is gratified at this trend. It hopes, for the good of the industry, that interunion disputes are definitely declining on the railroads.

During 1941 there was a substantial increase in the number of disputes between national organizations and local unions. The number of such disputes increased from 8 in 1940 to 19 during the past year. The number of employees involved increased from 1,254 to 2,548.

Table 7 shows the distribution of representation cases handled according to types of organizations, with the number of crafts or classes and employees involved, for the fiscal years 1935-41.

TABLE 7.—Number of crafts or classes and number of employees involved in representation cases, by types of disputes, fiscal years 1935-41

Types of disputes	Number of cases								Number of crafts or classes involved							
	7-year period	Fiscal year							7-year period	Fiscal year						
		1941	1940	1939	1938	1937	1936	1935		1941	1940	1939	1938	1937	1936	1935
Grand total, all types.....	762	129	95	86	138	101	117	96	1,366	174	115	152	244	168	209	304
Total national organizations versus system associations or unorganized employees.....	487	79	56	50	85	70	73	74	1,009	109	75	111	161	134	150	269
National organizations versus system associations.....	237	26	24	30	45	26	39	47	647	51	42	78	98	52	86	240
National organizations versus unorganized employees.....	228	52	29	17	39	40	26	25	338	57	30	29	62	78	55	27
Local unions versus system associations.....	6			1	1	2	2		8			2	1	2	3	
Local unions versus unorganized employees.....	16	1	3	2		2	6	2	16	1	3	2		2	6	2
Total interunion disputes.....	274	60	39	36	52	31	44	22	356	65	40	41	82	34	59	35
National organizations versus national organizations.....	216	30	31	31	34	27	42	21	281	36	31	35	58	30	57	34
National organizations versus local unions.....	56	19	8	5	18	4	2		71	26	9	6	24	4	2	
Local unions versus local unions.....	2	1						1	4	3						1
System associations versus system associations.....					1				1				1			

TABLE 7.—Number of crafts or classes and number of employees involved in representation cases, by types of disputes, fiscal years 1935-41.—
Continued

Types of disputes	Number of employees involved								Percent of employees involved							
	7-year period	Fiscal year							7-year period	Fiscal year						
		1941	1940	1939	1938	1937	1936	1935		1941	1940	1939	1938	1937	1936	1935
Grand total, all types.....	371, 111	26, 708	19, 137	65, 909	52, 167	57, 923	65, 059	84, 208	100	100	100	100	100	100	100	100
Total national organizations or local unions versus system associations or unorganized employees.....	322, 470	21, 919	15, 577	58, 533	38, 947	52, 066	54, 972	80, 456	87	82	81	89	75	90	84	96
National organizations versus system associations.....	294, 577	18, 879	13, 021	56, 977	34, 456	44, 581	49, 020	77, 643	79	70	68	87	66	77	75	92
National organizations versus unorganized employees.....	22, 734	2, 868	2, 409	1, 303	4, 204	6, 034	3, 524	2, 392	6	11	13	2	8	10	5	3
Local unions versus system associations.....	3, 270	-----	-----	107	287	1, 117	1, 759	-----	1	-----	-----	(1)	1	2	3	-----
Local unions versus unorganized employees.....	1, 889	172	147	146	-----	334	669	421	1	1	1	(1)	-----	1	1	1
Total interunion disputes.....	48, 582	4, 789	3, 560	7, 376	13, 161	5, 857	10, 087	3, 752	13	18	19	11	25	10	16	4
National organizations versus national organizations.....	34, 216	2, 018	2, 306	6, 024	6, 874	4, 928	8, 425	3, 641	9	8	12	9	13	8	13	4
National organizations versus local unions.....	14, 032	2, 548	1, 254	1, 352	6, 287	929	1, 662	-----	4	9	7	2	12	2	3	-----
Local unions versus local unions.....	334	223	-----	-----	-----	-----	-----	111	(1)	1	-----	-----	-----	-----	-----	(1)
System associations versus system associations.....	59	-----	-----	-----	59	-----	-----	-----	(1)	(1)	-----	-----	(1)	-----	-----	-----

¹ Less than one-half of 1 percent.

4. CERTIFICATIONS ISSUED

Table 8 shows the extent to which the various types of labor organizations secured collective bargaining rights through cases disposed of during the year.

In the number of crafts or classes certified the national organizations made the greatest gains. Thus they were certified in 124, or 89 percent, of the total of 139 crafts or classes for which certifications were issued. The national organizations received 13,762 votes which was 64 percent of all votes cast in crafts or classes for which certifications were issued.

The greatest number of crafts or classes were involved in disputes between national organizations and system associations. This is true as has been previously indicated because most such disputes involve maintenance of equipment employees where frequently as many as 7 separate crafts or classes are involved in a single case. Of the 139 crafts or classes for which certifications were issued, in cases involving 21,371 votes, there were 47 crafts or classes and 16,608 votes in cases between national organizations and system associations. These cases accounted for 34 and 78 percent, respectively, of the above total figures. In these cases national organizations were certified for 41 crafts or classes and received 9,783 of the votes. Expressed in proportionate terms they were certified for 87 percent of the crafts or classes and received 59 percent of the votes. System associations, on the other hand, were certified for 6 crafts or classes and received 6,781 votes, or 13 and 41 percent, respectively.

TABLE 8.—Number of crafts or classes certified and votes,¹ cast for various types of labor organizations in representation cases,² by types of disputes, 1940-41

Types of disputes	Number of crafts or classes certified to and votes cast for ¹								Number of votes cast for others
	All organiza- tions		National organ- izations		Local unions		System associa- tions		
	Crafts or classes	Votes	Crafts or classes	Votes	Crafts or classes	Votes	Crafts or classes	Votes	
Grand total, all types.	139	21,371	124	13,762	9	735	6	6,781	93
Elections.....	99	20,083	85	12,539	8	670	6	6,781	93
Proved authoriza- tions.....	40	1,288	39	1,223	1	65	-----	-----	-----
Total, national organ- izations or local unions versus system associations or unorganized em- ployees.....	89	17,877	83	11,025	-----	-----	6	6,781	71
National organizations ver- sus system associations...	47	16,608	41	9,783	-----	-----	6	6,781	44
Elections.....	46	16,592	40	9,767	-----	-----	6	6,781	44
Proved authorizations...	1	16	1	16	-----	-----	-----	-----	-----

¹ Or proved authorizations. Does not include void ballots.

² Includes only cases in which elections or checks of authorizations were held and certifications issued. See table 6 for distribution of all representation cases.

TABLE 8.—*Number of crafts or classes certified and votes, cast for various types of labor organizations in representation cases, by types of disputes, 1940-41—Con.*

Types of disputes	Number of crafts or classes certified to and votes cast for—								Number of votes cast for others
	All organiza-tions		National organiza-tions		Local unions		System associa-tions		
	Crafts or classes	Votes	Crafts or classes	Votes	Crafts or classes	Votes	Crafts or classes	Votes	
National organizations versus unorganized employees.....	42	1, 269	42	1, 242	-----	-----	-----	-----	27
Elections.....	8	406	8	379	-----	-----	-----	-----	27
Proved authorizations.....	34	863	34	863	-----	-----	-----	-----	-----
Total interunion disputes.....	50	3, 494	41	2, 737	9	735	-----	-----	22
National organizations versus national organizations.....	28	1, 688	28	1, 684	-----	-----	-----	-----	4
Elections.....	26	1, 658	26	1, 654	-----	-----	-----	-----	4
Proved authorizations.....	2	30	2	30	-----	-----	-----	-----	-----
National organizations versus local unions.....	19	1, 646	13	1, 053	6	575	-----	-----	18
Elections.....	16	1, 267	11	739	5	510	-----	-----	18
Proved authorizations.....	3	379	2	314	1	65	-----	-----	-----
Local unions versus local unions.....	3	160	-----	-----	3	160	-----	-----	-----
Elections.....	3	160	-----	-----	3	160	-----	-----	-----
Proved authorizations.....	-----	-----	-----	-----	-----	-----	-----	-----	-----

Table 9 shows the extent to which efforts to obtain representation were successful in cases in which certifications were issued. Of the total of 139 crafts or classes for which certifications were issued representation was acquired for the first time by 58, changed for 71, and remained unchanged for 10. Of the total of employees involved the percentages in the above 3 categories were 11, 83, and 6 respectively. In this connection it is important to note the advances made by organizations national in scope. In those cases where representation was acquired national organizations were certified for 97 percent of the crafts or classes and 87 percent of the employees. In cases where representation was changed national organizations were certified for 90 percent of the crafts or classes and 98 percent of the employees.

5. EXTENT AND NATURE OF LABOR REPRESENTATION

One of the principal features of the Railway Labor Act is the machinery it provides for the orderly designation and certification of collective bargaining representatives of employees. During the 7-year period this portion of the law has been in effect, there has been a continuous trend toward more complete representation by labor organizations of employees on the principal carriers. At the same time national labor organizations have steadily increased the proportion of railroad employees they represent at the expense of system associations and local unions. For shop-craft employees, representation by national organizations has made greatest gains since the law was amended, and for train and engine service, clerical and tele-

graph employees; representation of employees by national organizations is now practically complete.

TABLE 9.—Number of crafts or classes certified and employees involved in representation cases,¹ by types of results, fiscal year, 1941

Results	Total		Certifications issued to—					
			National organizations		Local unions		System associations	
	Crafts or classes	Employees involved	Crafts or classes	Employees involved	Crafts or classes	Employees involved	Crafts or classes	Employees involved
Grand total, 108 cases.....	139	24,368	124	22,478	9	634	6	1,256
Elections.....	99	22,424	85	20,624	8	544	6	1,256
Proved authorizations.....	40	1,944	39	1,854	1	90		
Representation acquired.....	58	2,777	56	2,421	1	7	1	349
Elections.....	23	1,673	21	1,317	1	7	1	349
Proved authorizations.....	35	1,104	35	1,104				
Representation changed.....	71	20,139	64	19,684	7	455		
Elections.....	66	19,299	60	18,934	6	365		
Proved authorizations.....	5	840	4	750	1	90		
Representation unchanged.....	10	1,452	4	373	1	172	5	907
Elections.....	10	1,452	4	373	1	172	5	907
Proved authorizations.....								

Results	Percentage distribution of—							
	Number of employees involved in representation cases according to types of organizations certified to represent them by types of results				Number of employees certified to various types of labor organizations, by types of results			
	Certifications issued to—				Certifications issued to—			
	Total	National organizations	Local unions	System associations	Total	National organizations	Local unions	System associations
Grand total, 108 cases.....	100	92	3	5	100	100	100	100
Elections.....	92	85	2	5	92	92	86	100
Proved authorizations.....	8	7	1		8	8	14	
Representation acquired.....	11	10		1	11	11	1	28
Elections.....	7	6		1	7	6	1	28
Proved authorizations.....	4	4			4	5		
Representation changed.....	83	81	2		83	87	72	
Elections.....	79	78	1		79	84	58	
Proved authorizations.....	4	3	1		4	3	14	
Representation unchanged.....	6	1	1	4	6	2	27	72
Elections.....	6	1	1	4	6	2	27	72
Proved authorizations.....								

¹ Or proved authorizations. Does not include void ballots.

Table 10 shows, by organizations and crafts or classes, the number and mileage of principal carriers by rail whose employees were represented by organizations as of June 30, 1941. For comparative purposes the table also includes columns showing percentages of total

mileage of the carriers on which the employees were represented during previous years.

Table 10-A shows comparable information for marine service and related employees of the principle carriers by rail. Because the mileage of carriers is of no particular importance, insofar as such employees are concerned, it is omitted from this section of the table.

TABLE 10.—*Number and mileage of principal carriers by railroad where employees are represented by various labor organizations, by crafts or classes, June 30, 1941*

Organization and craft or class	Extent of representation on June 30, 1941		Percent of total mileage covered on June 30—					
	Number of carriers	Mileage covered	1941	1940	1939	1938	1937	1936
Total.....	139	232, 023						
Brotherhood of Locomotive Engineers:								
Locomotive engineers.....	126	227, 369	98	98	98	97	97	96
Locomotive firemen, hostlers, hostler helpers.....	2	424	(1)	(1)	(1)	1	1	1
Brotherhood of Locomotive Firemen and Enginemen:								
Locomotive firemen, hostlers, hostler helpers.....	128	228, 055	98	98	98	98	98	96
Locomotive engineers.....	8	2, 371	1	1	1	1	1	
Hostlers.....	1	685	(1)	(1)	(1)			
Order of Railway Conductors of America:								
Conductors (road).....	128	226, 790	98	98	98	99	99	97
Brakemen, flagmen, baggagemen (road).....	4	748	(1)	(1)	(1)			
Yard foremen, helpers, and switch tenders.....	3	9, 106	4	4	4	4	4	4
Yardmasters.....	9	13, 704	6	6	5	5	4	1
Dining-car stewards.....	2	8, 888	4	10	10			
Dining-car cooks.....	2	15, 040	6	6	6			
Brotherhood of Railroad Trainmen:								
Brakemen, flagmen, baggagemen (road).....	132	230, 432	99	99	99	99	99	97
Conductors (road).....	10	5, 183	2	2	2	1	1	1
Yard foremen, helpers, and switch tenders.....	123	212, 822	92	92	92	86	87	85
Yardmasters.....	15	30, 000	13	7	7	6	6	1
Stewards (dining cars).....	41	163, 706	71	63	59	55	48	15
Switchmen's Union of North America:								
Yard foremen, helpers, and switch tenders.....	13	24, 069	10	10	10	9	9	8
Yardmasters.....	2	2, 287	1	1	1			
Railroad Yardmasters of America: Yardmasters.....	25	97, 114	42	41	34	40	29	24
Railroad Yardmasters of North America:								
Yardmasters.....	6	10, 683	5	5	4	4	4	1
Stationmasters.....	2	11, 599	5	2	3	2		
Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees: Clerical, office, station and storehouse.....	116	226, 386	98	96	96	94	93	87
United Transport Service Employees of America:								
Red caps, ushers, and station attendants.....	17	65, 657	28	10	12	4		
Train porters.....	1	685	(1)					
The Order of Railroad Telegraphers:								
Telegraphers, towermen, agents.....	122	229, 508	99	99	98	99	99	90
Train dispatchers.....	6	5, 250	2	2	2	2	2	2
Telegraph and telephone linemen.....	12	14, 375	6	6	4	2	2	2
Brotherhood of Railroad Signalmen of America:								
Signal department employees.....	83	206, 992	89	89	87	86	86	82
Telegraph and telephone linemen.....	2	2, 764	1	1				
American Train Dispatchers Association:								
Train dispatchers.....	83	181, 778	78	78	78	74	68	66
Railway Employees' Department, A. F. of L.: Supervisors of mechanics.....	1	4, 308	2					
Brotherhood of Maintenance of Way Employees:								
Maintenance-of-way employees.....	121	214, 828	93	93	92	92	89	82
Shop laborers.....	6	9, 119	4	4	3	2	2	1
International Association of Machinists: Machinists.....	117	200, 649	86	82	81	72	70	63
International Brotherhood of Boilermakers Iron Ship Builders and Helpers of America: Boilermakers.....	116	193, 300	83	80	76	72	68	64

¹ Less than one-half of 1 percent.

TABLE 10.—Number and mileage of principal carriers by railroad where employees are represented by various labor organizations, by crafts or classes, June 30, 1941—Continued

Organization and craft or class	Extent of representation on June 30, 1941		Percent of total mileage covered on June 30—					
	Number of carriers	Mileage covered	1941	1940	1939	1938	1937	1936
International Brotherhood of Blacksmiths, Drop Forgers and Helpers: Blacksmiths.....	112	182, 167	79	77	77	68	66	64
Sheet Metal Workers International Association: Sheet Metal Workers.....	114	198, 828	86	83	76	73	68	62
International Brotherhood of Electrical Workers:								
Electrical workers.....	108	191, 585	83	82	79	69	64	63
Telegraph and telephone linemen.....	21	69, 803	30	20				
Signalmen.....	2	1, 210	(1)	1	1			
Brotherhood Railway Carmen of America: Carmen.....	118	199, 298	86	83	78	68	64	60
International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers:								
Powerhouse employees and railway shop laborers.....	103	183, 395	79	79	71	57	55	42
Hotel and Restaurant Employees' International Alliance:								
Cooks and waiters.....	45	154, 942	67	66	58	38	25	18
Dining car stewards.....	1	959	(1)	(1)	(1)			9
Sleeping car porters.....	4	11, 709	5	1				
Train porters.....	3	16, 416	7	4				
American Railway Supervisors Association:								
Yardmasters.....	2	9, 244	4	4	4	4	4	
Supervisors of mechanics.....	12	31, 162	13	14	6	4		
Brotherhood of Dining Car Employees: Chefs, cooks, waiters and pantrymen.....	3	13, 545	6	6	6	6	10	15
Brotherhood of Sleeping Car Porters:								
Sleeping car porters.....	9	43, 310	19	16	10	7		
Train porters.....	9	20, 417	9	5				
Railway Patrolmen's Union: Railway patrolmen.....	4	12, 535	5					
System Associations:								
Locomotive engineers.....	4	2, 233	1	1	1	2	2	2
Locomotive firemen.....	8	3, 494	2	1	2	1	1	1
Brakemen, flagmen, baggagemen (road).....	2	793	(1)	(1)	(1)		1	1
Yard foremen, helpers, switchtenders.....	2	793	(1)	(1)	(1)	1	1	1
Yardmasters.....	10	15, 472	7	6	6	17	17	21
Clerical, office, station and storehouse employees.....	6	2, 504	1	2	5	5	6	11
Telegraphers, towermen and agents.....	5	1, 431	1	(1)	(1)			
Telegraph and telephone linemen.....	3	9, 265	4	13				
Signal department employees.....	3	6, 416	3	3	3	3	3	3
Train dispatchers.....	10	25, 260	11	11	11	17	18	14
Maintenance-of-way employees.....	10	15, 808	7	8	8	7	9	15
Machinists.....	14	30, 189	13	18	19	24	25	28
Boilermakers.....	15	37, 355	16	19	23	25	27	27
Blacksmiths.....	18	48, 377	21	22	23	27	28	29
Sheet metal workers.....	13	31, 252	13	16	22	21	24	28
Electrical workers.....	17	37, 683	16	16	23	28	28	28
Carmen.....	15	31, 914	14	16	22	27	26	26
Powerhouse employees and railway shop laborers.....	10	35, 125	15	18	22	24	24	20
Dining car stewards.....	2	6, 720	3	3	4	8	8	16
Cooks and waiters.....	10	36, 317	16	15	15	27	26	16
Train porters.....	4	12, 794	6	7	14	15	14	9
Supervisors of mechanics.....	8	26, 700	12	19	17	17	21	25
Sleeping car porters.....	1	325	(1)	(1)	1	(1)	(1)	(1)
Railway patrolmen.....	1	224	(1)					
¹ Less than ½ of 1 percent.								
Local unions:								
Waiters.....	1	9, 892	4					
Train porters.....	7	23, 624	10					
Sleeping car porters.....	4	16, 696	7					
Supervisors of mechanics.....	3	7, 929	3					
Powerhouse employees and railway shop laborers.....	1	98	(1)					
Machinists.....	1	98	(1)					
Carmen.....	1	233	(1)					
Boilermakers.....	1	98	(1)					

¹ Less than ½ of 1 percent.

TABLE 10-A.—Representation of marine department and related miscellaneous groups of employees, by organization and craft or class

Organization and craft or class	Number of railroads as of June 30—					
	1941	1940	1939	1938	1937	1936
National Organization Masters, Mates, and Pilots:						
Licensed deck	21	22	23	20	27	22
Unlicensed deck	7	6	4	3	2	1
Float watchmen	3	2				
National Marine Engineers' Beneficial Association:						
Licensed engine	19	19	19	18	18	15
Unlicensed engine	1	3	1	1		
United Licensed Officers' Association: Licensed engine	1	1	1	1		1
Seafarers' International Union of North America:						
Unlicensed deck	1	4	7	8	4	4
Unlicensed engine	3	4	4	6	5	5
Marine cooks and stewards	1	3	4	4	4	4
International Longshoremen's Association:						
Licensed deck	5	6	9	10	9	8
Licensed engine	3	3	5	6		
Unlicensed deck	5	5	6	8	2	
Unlicensed engine	4	4	5	7		
Coal-dumper employees	5	5	1			
Float watchmen	2	3	1	1	1	1
Inland Boatmen's Union:						
Licensed engine	1					
Unlicensed deck	4	2	3	1		
Unlicensed engine	6	3	3	2	1	1
Marine cooks and stewards	1	1				
International Brotherhood of Firemen and Oilers:						
Unlicensed deck	3	3				
Unlicensed engine	3	3				
Coal-dumper employees	1	1				
National Maritime Union:						
Unlicensed deck	1					
Unlicensed engine	1					
International Seamen's Union:						
Unlicensed deck	2	1				
Unlicensed engine	1	1				
Car Ferries Workers' Independent Union of the Great Lakes:						
Unlicensed deck	2					
Unlicensed engine	2					
Marine cooks and stewards	2					
System associations:						
Licensed deck	2	1		4	4	4
Licensed engine	2	3	1	7	7	7
Unlicensed deck	1	1		1	2	3
Unlicensed engine	1	1		1	4	3
Coal-dumper employees	1	1				
Float watchmen	1	1	2	2	1	1

IV. DISPUTES MEDIATED—SETTLEMENTS

The fiscal year 1941 was the second largest in the history of the Board in the number of mediation disputes docketed and settled. On June 30, 1941, there were 73 unadjusted disputes on docket. During the fiscal year 174 new disputes were docketed and 171 were settled, leaving a total of 76 cases pending as of June 30, 1941. Of the pending cases three involved refrigerator car companies, one an express company, one a commercial airline, and the remaining 71 involved carriers by railroad. During the year there was a decline, from the fiscal year 1940, of 17 in disputes docketed and 11 in disputes settled.

1. MEDIATION AND ARBITRATION AGREEMENTS

Of the 171 mediation disputes settled during the year 115, or 67 percent, were settled by mediation agreements. This number is substantially greater than during any previous year. For the 7-year period 1935-41 the proportion of mediation disputes settled by mediation agreements was 51 percent. Thus, although there was a slight decline from the previous year in total mediation cases settled during 1941, the number of mediation agreements continued to increase as has been true in each year since the Board was established. Table 11 shows this trend for the 7-year period with the disputes classified by the type of issues involved.

TABLE 11.—*Issues involved in cases disposed of by mediation agreements, fiscal years 1935-1941*

Issues involved	7-year period	1941	1940	1939	1938	1937	1936	1935
Total, all cases	¹ 476	115	93	76	63	62	¹ 43	24
Negotiation of new agreements covering rates of pay, rules and working conditions	85	17	9	12	13	15	14	5
Changes in rates of pay	161	41	51	23	27	5	10	4
Changes and revisions in rules of existing agreements	210	53	32	36	22	42	17	8
Miscellaneous cases	20	4	1	5	1	-----	2	7

¹ Includes 6 disposed of by agreements negotiated directly by the parties after mediation, but not signed as mediation agreements, and 1 case disposed of by an arbitration agreement.

As previously indicated ¹ the best method for disposing of a dispute, respecting rates of pay, rules, and working conditions, is by a mediation agreement. This is true because it reflects the effectiveness of mediation in getting the parties to settle their respective questions in the interest of a peaceable solution of their differences. The fact that the number of mediation agreements has increased each year since the Board was created indicates that mediation is becoming increasingly effective as a technique for settling industrial disputes.

¹ See p. 6, chapter II.

This trend is due to a number of factors. In the years the Railway Labor Act has been in effect carrier managements and officials of organizations representing their employees have gradually come to place more confidence in mediation as a method of settling their disputes over labor matters. This acceptance of the method implies acceptance of the mediator as an intermediary in the true sense of the word. The mediator to be successful must have the confidence of both parties to the dispute. With the confidential information thus obtained he is in a position to work out a solution that has the best possibilities of acceptance by both sides. He is a friend of both parties. His function is not to promote the interests or views of either side. This function is adequately discharged by the negotiators on both sides. On the contrary the basic duty of the mediator is to harmonize the differences between the opposing parties and thus insure uninterrupted common carrier transportation service. In short, the mediator represents the public interest.

During the past year four mediation cases were disposed of by inducing the parties to submit their disputes to arbitration boards for decision. A discussion of the arbitration awards in these cases is given in the next chapter.

2. OTHER ADJUSTMENTS OF MEDIATION CASES

Of the 171 mediation cases settled during the year, 52 were settled by other means than mediation agreements or agreements to arbitrate. Twenty-four cases were closed as a result of the applications for mediation service being withdrawn while mediation was in progress. In 12 cases the applications were withdrawn prior to the start of mediation proceedings. Nine cases were closed by Board action after the parties had declined to arbitrate. In 5 of the cases in this group the carrier declined arbitration, in 3 cases the employees declined and in 1 case both parties declined. Seven dockets were closed as a result of four Emergency Boards appointed by the President, in accordance with his discretionary authority under section 10 of the Act. A discussion of the Emergency Board reports in these cases is given in chapter V.

3. AIR LINE MEDIATION CASES

Of the 171 mediation cases settled during the year, 5 involved commercial air lines and their employees. Although the number is small it can be expected that it will increase with the growth of the industry and as more air line employees select collective bargaining representatives and seek agreements covering their rates of pay, rules, and working conditions. The 5 air line mediation cases disposed of during 1941 is 1 more than during 1940, and since the air lines were made subject to the law in 1936, there has been a total of 16 such settlements. Of the 5 cases, 4 involved pilots and copilots and the other case involved air line mechanics.

V. ARBITRATION AND EMERGENCY BOARDS

1. ARBITRATION BOARDS

If the efforts of the Board to bring about an amicable settlement of a dispute through mediation are unsuccessful it is required under section 5, First, to endeavor to induce the parties to submit their controversy to arbitration. There is, of course, no legal compulsion on either party to arbitrate. The act contains detailed provisions for the conduct of arbitration proceedings.

During the fiscal year 1941, four agreements to arbitrate were signed in accordance with sections 7 and 8 of the Act. Arbitration awards were rendered in three of these four cases prior to the close of the fiscal year and the fourth award was not made until July 23, 1941. Summaries of the three awards rendered during the fiscal year are given below in chronological order:

Brotherhood of Locomotive Engineers
Brotherhood of Locomotive Firemen and Enginemen
Order of Railway Conductors of America
Brotherhood of Railroad Trainmen
Switchmen's Union of North America

v.

Spokane International Railway Company

Members of the arbitration board were Mr. John W. Cornell, Chairman, of the Idaho Public Utilities Commission, Boise, Idaho; Mr. E. Hollister, Acting Assistant Grand Chief, Brotherhood of Locomotive Engineers; and Mr. Harold V. Davis of Spokane, Wash.

Messrs. Davis and Hollister were selected as arbitrators for the carrier and employees, respectively, and by agreement designated Mr. Cornell as the third arbitrator and chairman of the board.

The question in dispute was a request by the employees for time and one-half for overtime. Arbitration hearings were begun in Spokane, Wash., on September 16, and concluded on September 19. The award was issued on September 25, 1940, to become effective July 1, 1941, and provided for time and one-half for overtime after 8 hours to train and engine employees except those in passenger service of the carrier.

Brotherhood of Locomotive Firemen and Enginemen

v.

Belt Railway Company of Chicago

Members of the arbitration board were Mr. George W. Stocking, Antitrust Division, Department of Justice, Washington, D. C.; Mr. M. F. Stokes, President, Belt Railway Co. of Chicago; and Mr. C. F. Thomas, vice president, Brotherhood of Locomotive Firemen and Enginemen, Cleveland, Ohio.

Messrs. Stokes and Thomas, arbitrators for the carrier and employees, respectively, were unable to agree upon the third arbitrator whereupon the National Mediation Board, in accordance with its authority under the Railway Labor Act, designated Mr. Stocking as the remaining member of the arbitration board. Mr. Stocking was named chairman by agreement of the other two members.

The subject of the dispute was a request by the employees for an agreement providing that outside hostler helpers, taken from the ranks of locomotive firemen on this railway, will be used on all locomotives moved by hostlers in territory and on tracks outside of enginehouse and/or ash pit tracks.

Arbitration hearings were held in Chicago, Ill., beginning on March 26 and ending on April 2, 1941. The award, issued under date of April 3, 1941, granted the employees' request.

International Association of Machinists

v.

Pan American Airways, Inc.

Members of the arbitration board were Mr. Frank W. Swacker, attorney, New York City, N. Y.; Mr. Edward T. Paxton, Pan American Airways System, New York City, N. Y., and Mr. Rufino Lopez of Brownsville, Tex.

Messrs. Lopez and Paxton, the arbitrators for the employees and carrier respectively, were unable to agree upon the remaining arbitrator. Thereupon the National Mediation Board appointed Mr. Swacker as the neutral member of the arbitration board. Mr. Swacker was selected as chairman by the other two members.

The question in dispute arose out of the desire of the employees for an adjustment of the wage structure under which the number of hours worked per week determined the hourly rate of pay.

Arbitration hearings were held in Brownsville, Tex., beginning June 24, 1941, and ending on the following date. The arbitration award, issued on June 25, 1941, was to the effect that hourly wage rates based upon the number of hours worked per week were not currently justified. In addition the award granted certain changes in the rates of pay of mechanics first class, mechanics second class, and helpers.

2. EMERGENCY BOARDS

In the event a dispute is not amicably disposed of by mediation and arbitration and a situation arises which, in the judgment of the Mediation Board, threatens to interrupt interstate commerce to a degree such as to deprive a section of the country of essential transportation service, the Board, under section 10 of the act is required to notify the President, who may, in his discretion, create a special board to investigate the dispute and make a report thereon within 30 days. For 30 days after such a special board makes its report to the President no change, except by agreement, may be made by the parties to the controversy in the conditions out of which the dispute arose. Boards of this kind are usually referred to as emergency boards.

Four emergency boards were appointed by the President during the fiscal year 1941. The reports to the President of these boards were printed for distribution. A summary of each of the four reports is given below:

Case A-801

Railway Express Agency, Incorporated.

v.

Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees

The Emergency Proclamation of the President dated July 10, 1940, resulted in the appointment of a board composed of the late John P. Devaney, former chief

justice of Supreme Court of Minnesota, Minneapolis, Minn.; Dexter M. Keezer, President, Reed College, Portland, Oreg., and Harry A. Millis, Professor of Economics and Sociology, University of Chicago, Chicago, Ill. The latter two members named Mr. Devaney as chairman. Public hearings were held in Washington, D. C., beginning on July 20 and concluding on July 26, 1940. The board's report was made to the President on August 2, 1940.

The dispute in this case grew out of the fact that the agency reduced the workweek from 48 to 44 hours without reduction in weekly pay for all employees represented by the International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers of America, but declined to extend similar consideration to those of its employees who were represented by the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees. Instead, when requested by the latter organization for the reduction in the number of hours in the workweek, the Agency countered with a proposal for changes in certain rules.

The emergency board attempted to effect an agreement between the disputing parties but without success. In its report to the President the board recommended that, "platform and depot foremen, warehouse and platform clerks, warehouse and platform laborers, truckers, car loaders, and all others functioning in a coordinated way in handling incoming and outgoing shipments as well as vehicle employees should be granted the 44-hour week without reduction in compensation."

The recommendations of the board were effected by the carrier as of October 1, 1940.

Case A-577

Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen; Order of Railway Conductors of America; Brotherhood of Railroad Trainmen; The Order of Railroad Telegraphers; Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees; Brotherhood of Maintenance-of-Way Employees; International Association of Machinists; International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America; International Brotherhood of Blacksmiths, Drop Forgers and Helpers; Sheet Metal Workers' International Association; International Brotherhood of Electrical Workers; Brotherhood Railway Carmen of America; International Brotherhood of Firemen and Oilers, Helpers, Roundhouse and Railway Shop Laborers; and American Train Dispatchers' Association.

v.

The Rutland Railroad Company

The Emergency Proclamation dated February 14, 1941 resulted in the appointment of a board composed of Dr. I. L. Sharfman, professor of economics, University of Michigan, Ann Arbor, Mich.; Mr. Walter C. Clephane, attorney, Washington, D. C.; and Mr. Ordway Tead, Editor, Harper & Bros., New York, N. Y. The board selected Dr. Sharfman as chairman. Public hearings were held in Rutland, Vt., and extended from February 19 to 28 inclusive. The board's report to the President was made on March 10, 1941.

The dispute which necessitated the appointment of this board grew out of the carrier's proposal to reduce the wages of employees. Following public hearings the board was able, after a series of conferences, to consummate an agreement between the parties and thus disposed of the dispute. The agreement provided for reductions in wages on a compromise basis, and included other provisions designed to alleviate the carrier's financial distress.

Cases A-867, A-878, A-879, and A-880

Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees

v.

*The Duluth, Missabe & Iron Range Railway Company;
Chicago & North Western Railway Company;
Great Northern Railway Company;
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.*

As indicated above the dispute which necessitated an emergency board in this case involved four separate dockets, one for each carrier. The emergency proclamation was dated May 9, 1941, and the board consisted of Mr. G. Stanleigh Arnold, attorney, San Francisco, Calif., who was elected chairman; Maj. Gen. William H. Tschappat, former chief of Army Ordnance, Falls Church, Va.; and Mr. Arthur E. Whittemore, attorney, Boston, Mass.

The dispute in this case resulted from notices served by the employees on the carrier managements for increases of 12½ cents in hourly rates of pay. The board conducted hearings on the matter at Duluth, Minn., from May 15 to 24 inclusive and, after a series of conferences, secured an agreement between the parties and thereby disposed of the dispute. The agreement was a compromise settlement for both sides in that it provided an increase of 10 cents in the hourly wage rates. The board's report to the President was made on June 6, 1941.

Case A-896

Brotherhood of Locomotive Firemen and Enginemen, and Brotherhood of Railroad Trainmen

v.

The Atlanta, Birmingham & Coast Railroad Company

The emergency proclamation was dated May 16, 1941, and appointed to serve on the board were Dr. George W. Stocking, Antitrust Division, Department of Justice; Mr. Huston Thompson, attorney, and Brig. Gen. Hamilton S. Hawkins, all of Washington, D. C. The board elected Dr. Stocking to serve as chairman. Hearings were held in Atlanta, Ga., from May 21 to 24 inclusive, and the board's report to the President was made on June 6, 1941.

The dispute in this case arose out of certain provisions of proposed rules submitted to the carrier by the employees, relating to rates of pay, promotions, rights of seniority, limitations on mileage, starting time for yardmen, furnishing hostlers and hostlers' helpers, responsibility of hostlers for engines, and the use of engineers and firemen on other than steam locomotives should they be installed. The proposals relating to rates of pay represented the heart of the controversy. Following the close of public hearings the board conferred with the representatives of the parties and as a result an agreement was effected disposing of the matters in dispute. The agreement provided for wage increases which averaged 17½ percent and brings the wages of all employees involved up to 81 percent of the standard wage. This settlement represents a compromise in the original positions taken by both sides.

VI. WAGE AND RULE AGREEMENTS

Under the Railway Labor Act the primary duty of both carriers and their employees is to make and maintain agreements concerning rates of pay, rules, and working conditions. Thus when a labor organization has established its right to represent a craft or class of employees one of the most important tasks confronting it, and the carrier, is to negotiate a labor agreement. The number of such agreements thus made is an index of the extent to which labor relations on the railroads and commercial air lines have been stabilized under the Railway Labor Act.

1. AGREEMENTS COVERING RATES OF PAY, RULES, AND WORKING CONDITIONS

In the Board's first annual report for the fiscal year 1935 it was stated that 3,021 labor agreements had been filed with the Board by carriers in compliance with section 5, third (e) of the act. The number of agreements on file has increased steadily each year until by the end of the fiscal year 1940 it had reached a total of 4,193. During the past year 84 new railroad and 15 new air-line labor agreements were consummated and filed with the Board. This brings the total of labor agreements on file to 4,292 as of June 30, 1941. There are 59 air-line agreements now on file with the Board. The 15 added during the past year represents an increase of 34 percent over those on file as of the end of 1940. These agreements are for the most part confined to pilots and copilots and air-line mechanics. Other air-line employee groups have not yet, to any great extent, taken advantage of their rights under the Railway Labor Act to designate collective bargaining representatives for purposes of negotiating labor agreements. An examination of table 14 will show the extent to which the various classes or crafts of air-line employees are covered by labor agreements on the air lines covered by the act.

TABLE 12.—Number of labor agreements¹ on file with the National Mediation Board according to types of labor organizations, by class of carriers, fiscal years 1935-41

Types of labor organizations and fiscal years	All carriers	Class I	Class II	Class III	Switching and terminal	Electric	Express and pullman	Miscellaneous rail carriers ²	Air-line carriers
All organizations:									
1941.....	4,292	2,744	500	102	628	121	8	40	59
1940.....	4,193	2,708	582	102	603	108	8	38	44
1939.....	4,095	2,666	573	101	578	98	8	37	34
1938.....	4,055	2,730	548	98	541	77	8	37	16
1937 ³	3,836	2,698	471	98	501	47	6	11	4
1936.....	3,485	2,448	451	98	464	19	5	0	0
1935.....	3,021	2,335	329	18	334	0	5	0	0
National organizations:									
1941.....	3,761	2,456	508	86	538	99	8	32	34
1940.....	3,672	2,421	501	86	516	89	8	31	20
1939.....	3,570	2,367	492	86	491	81	8	31	14
1938.....	3,372	2,258	467	83	451	66	8	31	8
1937 ³	3,125	2,184	389	83	414	36	6	11	2
1936.....	2,721	1,864	370	83	384	15	5	0	0
1935.....	2,222	1,652	265	6	294	0	5	0	0
System associations:⁴									
1941.....	462	247	81	15	72	20	0	7	20
1940.....	456	247	79	15	72	17	0	7	19
1939.....	466	262	79	14	74	16	0	6	15
1938.....	571	380	79	14	76	10	0	6	6
1937 ³	597	418	81	14	74	10	0	0	0
1936.....	651	487	81	14	65	4	0	0	0
1935.....	718	602	64	12	40	0	0	0	0
Local unions:									
1941.....	69	42	2	1	17	2	0	0	5
1940.....	65	40	2	1	15	2	0	0	5
1939.....	59	37	2	1	13	1	0	0	5
1938.....	112	92	2	1	14	1	0	0	2
1937 ³	114	96	1	1	13	1	0	0	2
1936.....	113	97	0	1	15	0	0	0	0
1935.....	81	81	0	0	0	0	0	0	0

¹ An agreement is defined as the written terms of employment concerning rates of pay, rules, and working conditions, negotiated by the representatives of a carrier and of a craft or class of employees. The agreement may be embodied in more than one schedule or document or may be a part of a schedule or document.

² Included demurrage bureaus, refrigerator transit companies, etc.

³ Revised.

⁴ Includes local committees or individuals.

Table 12 shows, for the 7-year period 1935-41, how the agreements filed with the Board are divided by classes of carriers and types of labor organizations. In addition to the formal agreements which are recorded in this table, the Board also receives each year hundreds of supplements or amendments to existing basic agreements. Largely these documents deal with changes in the scope of agreements, revisions of rules and adjustments of wage rates. There were 573 such agreements filed during 1941. Of this number 506 were revised or amended agreements, 35 were special agreements dealing mainly with seniority rights of railroad employees serving in the Nation's military forces. Thirty-two of the agreements provided for transferring representation rights or transferring agreements. Combining the 573 supplemental or memorandum agreements with the 99 basic agreements, brings the total of agreements of all types filed with the Board during the year to 672.

2. CLASSES OF EMPLOYEES COVERED BY AGREEMENTS.

The extent to which the various crafts or classes of employees on the principal railroads of the country are covered by labor agreements is

shown in table 13. The data in this table summarizes the detailed information given in table 14, insofar as rail carrier employees are concerned. It will be noted that the total number of railway companies in both tables, 139, is less by 3 than the number carried in the report for the fiscal year 1940. This reduction resulted from carrier consolidations.

TABLE 13.—*Number of agreements between 139¹ carriers and their employees by crafts or classes of employees, according to types of labor organizations holding the agreements, June 30, 1941*

Craft or class of employees	Number of carriers on which agreements are held by—			No organization	Number of carriers employing no personnel in craft or class
	National labor organizations	System associations	Local unions		
Engineers.....	134	4	-----	1	-----
Firemen and hostlers.....	131	8	-----	1	-----
Conductors.....	138	-----	-----	1	-----
Brakemen, flagmen and baggage men.....	137	2	-----	1	-----
Yard foremen, helpers, and switch tenders.....	139	2	-----	1	4
Yardmasters.....	59	10	-----	-----	-----
Machinists.....	117	14	1	6	1
Boilermakers.....	116	15	1	5	2
Blacksmiths.....	112	18	-----	6	3
Sheet-metal workers.....	114	13	-----	7	5
Electrical workers.....	108	17	-----	9	5
Carmen.....	118	15	1	5	-----
Powerhouse employees and railway shop laborers.....	109	10	1	17	2
Clerical, office, station and storehouse.....	116	6	-----	17	-----
Maintenance-of-way employees.....	121	10	-----	8	-----
Telegraphers.....	122	5	-----	10	2
Signalmen.....	85	3	-----	24	27
Dispatchers.....	89	10	-----	34	6
Stewards.....	44	2	-----	12	81
Cooks and waiters.....	50	10	2	28	54
Marine service:					
Licensed deck.....	27	2	-----	5	106
Licensed engine.....	24	2	-----	7	106
Other marine employees.....	47	4	1	8	99

¹ See table 14.

² Included 1 carrier which has for this craft or class 2 complementary agreements 1 with a national organization and 1 with a system association.

³ Includes 3 carriers each having for this craft or class 2 complementary agreements both of which are with national organizations.

⁴ Includes 3 carriers each having for this craft or class 2 complementary agreements 1 with a national organization and 1 with a system association.

⁵ Includes 1 carrier having 2 complementary agreements with this craft or class 1 with a national organization and one with a local union.

⁶ Includes 1 carrier which has for this craft or class 2 complementary agreements both with a national organization.

⁷ Includes 16 agreements on carriers having more than 1 agreement with national organizations covering this craft or class of employees.

⁸ Includes 3 carriers each having for this craft or class 2 complementary agreements 1 with system association and 1 with national organization.

⁹ This carrier has complementary agreement with a national organization covering this craft or class of employees.

3. AGREEMENTS ON PRINCIPAL CARRIERS

A summary of the contracts between the principal carriers and organizations representing their employees is presented in table 14. The list includes practically all class I carriers together with a number of class I subsidiaries or leased roads which are included to show the extent to which system agreements are in effect. Also included is one class II carrier, the operations of which are closely associated with one large class I carrier.

The summary of agreements or contracts on the Pullman Co. and Railway Express Agency are shown in section B of the table, and those in effect on airline carriers are shown in section C.

Opposite the name of each company shown on the table are shown initials of the names of organizations holding the agreement for each craft or class of employees. National organizations are shown by the initials of their respective names, local unions by the designation, "LU", and system associations by "SA". The table lists all current agreements on file with the Board with effective dates not later than June 30, 1941.

(A) TABLE 14.—Collective labor agreements in effect between various labor organizations and carriers filed with the National Mediation Board, as of June 30, 1941

Line No.	Railroad	Engineers																			Marine employees			All other employees, miscellaneous groups	Line No.		
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22			23	24
1	Akron, Canton & Youngstown Ry. Co.	BLE	BLF&E	ORC	BRT	SUNA	SUNA	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	1
2	Alton R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	2
3	Ann Arbor R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	3
4	Atchafalaya & Santa Fe Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	4
5	Gulf, Colorado & Santa Fe Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	5
6	Panhandle & Santa Fe Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	6
7	Atlantic & Western R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	7
8	Western Ry. of Alabama	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	8
9	Atlanta, Birmingham & Coast R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	9
10	Atlantic Coast Line R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	10
11	Baltimore & Ohio R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	11
12	Bangor & Aroostook R. R. Co.	SA	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	12
13	Bessemer & Lake Erie R. R. Co.	SA	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	13
14	Boston & Maine R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	14
15	Burlington-Rock Island R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	15
16	Cambria & Indiana R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	16
17	Canadian National Lines in New England	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	17
18	Canadian Pacific Lines in Maine and Vermont	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	18
19	Central of Georgia Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	19
20	Central R. R. Co. of New Jersey	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	20
21	Central Vermont Ry. Inc.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	21
22	Charleston & Western Carolina Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	22
23	Chesapeake & Ohio Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	23
24	Chicago & Eastern Illinois Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	24
25	Chicago & Illinois Midland Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	25
26	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	26
27	Chicago, Burlington & Quincy R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	27
28	Chicago, Great Western R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	28
29	Chicago, Indianapolis & Louisville Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	29
30	Chicago, Milwaukee, St. Paul & Pacific R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	30
31	Chicago, Rock Island & Pacific Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	31
32	Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	32
33	Cincinnati, Hamilton & Dayton Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	33
34	Colorado & Southern Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	34
35	Columbia & Green Valley Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	35
36	Delaware & Hudson R. R. Corporation	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	36
37	Delaware Lackawanna & Western R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	37
38	Denver & Rio Grande Western R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	BRCA	IBFO	38
39	Denver & Salt Lake Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRCA	IBFO											

VII. INTERPRETATION AND APPLICATION OF AGREEMENTS

Labor agreements or contracts in accordance with the Railway Labor Act are of two kinds: first, agreements consummated as a result of direct negotiations between carriers and representatives of their employees establishing rates of pay, rules, and working conditions; second, mediation agreements made by the same parties and also dealing with rates of pay, rules, and working conditions, but consummated with the assistance and under the auspices of the National Mediation Board. These two types of agreements are generally designated as "wage and rule agreements" and "mediation agreements." The meaning, application, or interpretation of these two types of agreements occasionally leads to differences between those party to them.

1. INTERPRETATION OF WAGE AND RULE AGREEMENTS

Disputes of the first type are subject to the jurisdiction of the National Railroad Adjustment Board, in accordance with section 3 of the Railway Labor Act. How that Board, through its four divisions, discharged its functions during the fiscal year 1940, is described in the separate reports of the Divisions which are reproduced as appendix A to this report. Table 15 which follows is a tabulation of the cases handled by each division of the Adjustment Board for the 4-year period 1938-41, inclusive.

TABLE 15.—Cases docketed and disposed of by the National Railroad Adjustment Board, fiscal years 1938-41, inclusive

Cases	All divisions				First division				Second division				Third division				Fourth division			
	1941	1940	1939	1938	1941	1940	1939	1938	1941	1940	1939	1938	1941	1940	1939	1938	1941	1940	1939	1938
Open and on hand beginning of fiscal year.....	3,851	2,730	2,283	2,069	3,607	2,577	2,173	1,956	49	32	26	22	194	119	79	85	1	2	5	6
New cases docketed during year.....	3,446	3,613	2,083	1,835	2,923	3,120	1,705	1,546	150	140	111	83	333	327	245	201	40	26	22	5
Total number of cases on hand and docketed during year.....	7,297	6,343	4,366	3,904	6,530	5,697	3,878	3,502	199	172	137	105	527	446	324	286	41	28	27	11
Cases disposed of.....	1,713	1,801	1,636	1,621	1,160	1,399	1,301	1,329	170	123	105	79	346	252	205	207	37	27	25	6
Decided without referee.....	505	768	607	780	377	607	509	702	68	56	51	29	44	100	31	43	16	5	16	6
Decided with referee.....	819	663	641	339	489	463	492	196	72	27	27	22	238	152	122	121	20	21	0	0
Withdrawn.....	399	415	388	502	294	329	300	431	30	40	27	28	74	45	52	43	1	1	9	0
Open cases on hand close of fiscal year.....	5,584	4,542	2,730	2,283	5,370	4,298	2,577	2,173	29	49	32	26	181	194	119	79	4	1	2	5
Heard.....	642	402	568	187	534	317	466	133	19	37	24	13	87	47	76	41	2	1	2	0
Not heard.....	4,942	4,140	2,162	2,086	4,836	3,981	2,111	2,030	10	12	8	13	94	147	43	38	2	0	0	5

¹ The figure 3,607 does not include 691 cases appearing in the Sixth Annual Report as the number received and not docketed.

² In group of cases decided "with referee, without referee, and withdrawn," there were 10 double awards.

If the members of any of the four divisions of the Adjustment Board are unable to agree upon an award in any dispute under consideration because of a deadlock or inability to secure a majority vote, they are required under section 3 first (1) of the act, to attempt to agree upon and select a neutral person to sit with the division as a member and make an award. Failing to agree upon a neutral person within 10 days the act provides that this fact may be certified to the National Mediation Board, whereupon the latter body selects the neutral person, or referee.

The act, by designating a referee as "a neutral person," describes his qualifications. In addition, however, the law specifically requires that the Mediation Board be bound by the same provisions in appointing referees as for the appointment of arbitrators. These provisions require that appointees for such positions be wholly disinterested in the controversy, impartial and without bias as between the parties in dispute.

By these qualifications the Board is restricted to a relatively narrow field from which appointments may be made. It has long been recognized that the adjudication of labor disputes which arise out of employee grievances or the interpretation or application of labor agreements, constitutes one of the most difficult and delicate problems in the entire labor relations field. This is particularly true in the railroad industry where the agreements are quite comprehensive and exceedingly technical. This important task requires a person who is disinterested in the outcome of the controversy and without bias as between the parties. In securing persons who satisfy these requirements, the Board has followed the practice of selecting persons who have attained reputations of trust and integrity in their communities or States. These include educators, State supreme court justices and outstanding attorneys. Such persons being in highly responsible positions are often reluctant to withdraw from their duties and accept temporary appointments. Many decline to serve altogether and some are unable to serve except at specified times. A number of those who accepted appointments have found it necessary to resign before completing their assignments due to the difficulties of the tasks, the time required or the urgency of other obligations.

During the fiscal year 1941, the Board was required to appoint referees in 41 separate instances. The following tabulation gives the names and residences of all referees appointed for service as referees on the Adjustment Board during the past year.

FIRST DIVISION

Referee		Date of appointment	Number of cases for which appointed
Name	Residence		
Clark, Albert M. ^{1,2}	Jefferson City, Mo. ¹	July 25, 1940	116
Young, John C. ¹	Denver, Colo.	Aug. 20, 1940	116
Carter, Edward F. ¹	Lincoln, Nebr.	Oct. 18, 1940	61
McAllister, Thos. F.	Lansing, Mich.	Oct. 23, 1940	2
Simmons, Robert G. ¹	Lincoln, Nebr.	Nov. 4, 1940	77
Hilliard, Benjamin C.	Denver, Colo.	Mar. 6, 1941	78
Wolfe, James H. ¹	Salt Lake City, Utah	Mar. 18, 1941	49
Simmons, Robert G. ¹	Lincoln, Nebr.	Apr. 4, 1941	1
Richards, Paul A.	Red Oak, Iowa	do	1
Smith, St. Clair ¹	Pierre, S. Dak.	May 21, 1941	23
Fox, Fred L. ¹	Charleston, W. Va.	do	33

SECOND DIVISION

McAllister, Thos. F.	Lansing, Mich.	July 24, 1940	1
Do.	do	Sept. 9, 1940	1
Lapp, John A.	Chicago, Ill.	Oct. 23, 1940	1
Do. ³	do	Nov. 4, 1940	1
Swacker, Frank M.	New York, N. Y.	Nov. 12, 1940	1
Helander, Wm. E. ^{1,2}	Chicago, Ill.	Nov. 18, 1940	32
Swacker, Frank M. ³	New York, N. Y.	Nov. 25, 1940	1
Helander, Wm. E. ^{1,2}	Chicago, Ill.	Dec. 19, 1940	4
Devaney, John P. ³	Minneapolis, Minn.	Apr. 17, 1941	15
Do.	do	Apr. 29, 1941	8

THIRD DIVISION

Danner, Harris L. ^{1,4}	Oklahoma, City Okla.	Aug. 22, 1940	13
Tipton, Ernest M. ¹	Jefferson City, Mo.	Oct. 12, 1940	37
Rudolph, Herbert B. ¹	Pierre, S. Dak.	Nov. 7, 1940	25
Wolfe, Jas. H. ¹	Salt Lake City, Utah	Nov. 23, 1940	9
Rudolph, Herbert B. ^{1,2}	Pierre, S. Dak.	Dec. 5, 1940	1
Richards, Paul W.	Red Oak, Iowa	Mar. 6, 1941	21
Stone, Royal A.	St. Paul, Minn.	do	30
Bushnell, George E. ¹	Detroit, Mich.	Mar. 10, 1941	31
Mitchell, Richard F.	Fort Dodge, Iowa	Mar. 15, 1941	7
Do	do	Mar. 26, 1941	19
McAllister, Thos. F.	Lansing, Mich.	Apr. 24, 1941	13
Tipton, Ernest M. ^{1,2}	Jefferson City, Mo.	May 3, 1941	2
McAllister, Thos. F.	Lansing, Mich.	May 12, 1941	1
Thaxter, Sidney St. F. ¹	Portland, Me.	May 31, 1941	11
Shaw, Elwyn H. ¹	Freeport, Ill.	June 19, 1941	12

FOURTH DIVISION

Sharfman, I. L. ³	Ann Arbor, Mich.	July 25, 1940	1
McAllister, Thos. F. ³	Lansing, Mich.	Dec. 11, 1940	1
Messmore, Fred W. ¹	Lincoln, Nebr.	May 8, 1941	14
Do. ^{1,3}	do	June 13, 1941	5
Do. ¹	do	June 20, 1941	2

¹ Appointed for first time during fiscal year 1941.² Notified Board on Aug. 3, 1940, that he was unable to serve. Mr. Young was then appointed as referee for the 116 cases.³ Selected by National Railroad Adjustment Board Division.⁴ Deceased.

A study of the above tabulation reveals that most of those appointed during the year had not previously served. All of the new appointees except Mr. Wm. E. Helander, are justices in their respective State supreme courts. This is also true of the referees who served during previous years with the exception of I. L. Sharfman, Chairman, Department of Economics, University of Michigan, John P. Devaney, deceased, formerly chief justice, Minnesota State Supreme Court, Frank M. Swacker, attorney, John A. Lapp, labor consultant, Rural Electrification Administration, and formerly a member of the Petroleum Labor Policy Board. William E. Helander is presently serving

as Assistant Commissioner, Illinois State Commerce Commission and is a former judge of the municipal court, Chicago, Ill.

In most cases where the Adjustment Board deadlocks due to inability to secure a majority vote in a dispute under consideration, it is also unable to agree upon a person to be selected as a referee. This is especially true of the first division which did not agree on the selection of a referee in a single instance during the past year. Similarly, the Third Division agreed on a person to serve as referee for only 3 out of a total of 232 cases where referee services were necessary. The Second Division has the best record for agreeing upon referee selections. During the past year referees were required to sit as members of the Second Division and render awards in 65 cases. Of this number, the Division agreed upon the referee selection in all but 4 cases.

2. INTERPRETATION OF MEDIATION AGREEMENTS

Disputes which arise over the meaning or application of mediation agreements are subject to interpretation by the National Mediation Board under section 5, second, of the Railway Labor Act. When such controversies arise either of the disputants may apply to the Board for an interpretation which it must give within 30 days following a hearing at which both sides are given full opportunity to present their respective cases.

In such interpretations the Board may consider only the specific terms of the mediation agreement, and not the application of the agreement in specific situations or matters incident or corollary thereto. These restrictions upon the interpretative duties of the Mediation Board are necessary in order to prevent confusion and overlapping between its responsibilities and those of the National Railroad Adjustment Board, or any other adjustment board provided for by the act. The act makes it the duty of adjustment boards to decide disputes which arise out of employee grievances or the "interpretation or application" of individual rules composing labor agreements or contracts. During 1941, in keeping with these limitations of the law, the Mediation Board rendered interpretations of three mediation agreements.

The first of the interpretations involved the Chicago, Rock Island and Pacific Railway Co., together with its subsidiary, the Chicago Rock Island and Gulf Railway Co., and their employees as represented by the Brotherhood of Maintenance of Way Employees. The mediation agreement¹ in question was made on April 18, 1935, and provided for an increase in wage rates for maintenance of way laborers on certain southern divisions of the carrier. The second interpretation was closely related to the first. It involved the same companies and also another subsidiary, the Peoria Terminal Co., and the same employee organization. The mediation agreement² in this case was made on August 16, 1937, and also provided for a wage increase but carried a stipulation that the agreement did "not cover extra gang laborers." The dispute which arose over the scope of the two mediation agreements, was clarified by the Board's interpretation.

The third interpretation was requested by the Chesapeake & Ohio Railway Co. in connection with a mediation agreement³ consummated

¹ Case No. A-131.

² Case No. A-395.

³ Case No. A-225.

on May 20, 1936, between that company and the New York, Chicago, and St. Louis, R. R. Co. on the one hand and their clerical, office, station, and storehouse employees as represented by the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees. In its investigation the Board determined that by subsequent agreements between the Chesapeake & Ohio and its employees, the mediation agreement in question had been incorporated into the basic agreement on rates of pay, rules, and working conditions between the disputants. Thus, instead of rendering an interpretation, the Board found that what originally was a mediation agreement has now become part of the basic labor agreement, and accordingly any issues respecting the interpretation or application of this agreement, if not settled by direct negotiations between the parties, may be submitted to the National Railroad Adjustment Board for further consideration in accordance with section 3 of the Act.

VIII. ORGANIZATION AND FINANCES OF THE NATIONAL MEDIATION BOARD

1. ORGANIZATION

The National Mediation Board consists of three members appointed by the President, by and with the advice and consent of the Senate. The terms of office, except in the case of a vacancy or an unexpired term, are 3 years, one member being appointed each year. The Board annually designates one of its members to serve as chairman.

Administration of the affairs of the Board, and subject to its direction, is in charge of a secretary. The nature of the Board's work requires that the great bulk of it be performed in the field. The mediation of disputes between carriers and their employees over rates of pay, rules and working conditions, the investigation of disputes over representation and the conduct of elections or checks of authorizations incident thereto are handled by members of the Board and a field force of mediators. Some mediation cases are handled by the Board as a whole. In addition, members of the Board either together or singly, conduct necessary hearings in connection with disputes among employees over representation as well as in connection with the interpretation of mediation agreements. The staff of mediators consists of 12 men. All are selected through the civil service.

2. FINANCIAL STATEMENT

The unexpended balance of \$487.00 at the end of the fiscal year in the operating account of the National Mediation Board is subject to outstanding bills incurred prior to July 1, 1941, but not paid as of that date.

The unexpended balances for arbitration and emergency boards have been reappropriated from year to year. The unexpended 1940 balances of \$45,962 for arbitration boards and \$26,076 for emergency boards were reappropriated and made available for the fiscal year 1941. In past years the appropriations for such boards were kept separate but with Public, No. 146, Seventy-Seventh Congress, the appropriation act for the fiscal year 1942, these appropriations were consolidated.

Annual expenditures for arbitration and emergency boards cannot be accurately budgeted due to fluctuations in the need for such boards. In addition, the expenses incurred by such boards vary greatly depending on the nature and extent of the disputes to be arbitrated or investigated, as the case may be. Since the needs for such boards cannot be anticipated, it is necessary to have available adequate funds to meet such contingencies.

Financial Statement Ending June 30, 1941

Regular appropriations:	
Salaries and expenses	\$148, 700
Printing and binding	2, 300
Total operating	151, 000
Salaries and expenses, arbitration boards ¹	45, 949
Emergency boards, Railway Labor Act ¹	26, 076
Grand Total	223, 025
Expenditures:	
Salaries—National Mediation Board	114, 960
Travel expense	25, 850
Printing and binding	2, 300
Other operating expenses	7, 403
Total operating expenses	150, 513
Unexpended balance:	
Operating, National Mediation Board	487
Expenses, arbitration, and emergency boards	43, 145

¹ Reappropriations.

APPENDIX A

SEVENTH ANNUAL REPORT OF THE NATIONAL RAILROAD ADJUSTMENT BOARD, CHICAGO, ILL., FISCAL YEAR 1941

NATIONAL RAILROAD ADJUSTMENT BOARD

(Created June 21, 1934)

E. W. FOWLER, *Chairman*
J. H. SYLVESTER, *Vice Chairman*

Allison, R. H.
Anderson, J. A.
Bishop, Wm.
Blake, J. H.
Blake, R. W.
Carr, H. J.
Carter, Paul M.
Coile, F. A.
Cook, C. C.
Cowley, F. F.
Davis, R. A.
Deal, C. W.¹
Dugan, C. P.
Edrington, R. E.
Faherty, T. K.
Fox, J. M.
Hamner, E. J.
Hassett, M. W.

Helt, D. W.
Hemenway, Harry
Hogan, S. J.¹
Hudson, W. C.
Jones, A. H.
Knoff, R. A.
Lewis, Fred
Losey, T. E.
MacGowan, Chas. J.
McDonald, L. L.
Murdock, L. O.
Murrin, E.
Peck, C. E.
Ray, R. F.
Walther, A. G.
Walton, R. A.
Williams, F. J.
Wright, George.

¹ Resigned.

STATEMENT

On June 21, 1934, by the passage of Public, No. 442, Seventy-third Congress, there was created the National Railroad Adjustment Board.

CLASSES OF DISPUTES TO BE HANDLED

The disputes between an employee or group of employees and a carrier or carriers growing out of grievances or out of the interpretation or application of agreements concerning rates of pay, rules, or working conditions, including cases pending and unadjusted on the date of approval of this act, shall be handled in the usual manner up to and including the chief operating officer of the carrier designated to handle such disputes; but, failing to reach an adjustment in this manner, the disputes may be referred by petition of the parties or by either party to the appropriate divisions of the Adjustment Board with a full statement of the facts and all supporting data bearing upon the disputes.

52 ANNUAL REPORT OF THE NATIONAL MEDIATION BOARD

Accounting of all moneys appropriated by Congress for the fiscal year 1941, pursuant to the authority conferred by "an act to amend the Railway Labor Act, approved May 20, 1926" [approved June 21, 1934]

Regular appropriations:

Salaries and expenses, National Railroad Adjustment Board, National Mediation Board.....	\$188, 900. 00
Printing and binding.....	28, 000. 00

Deficiency appropriation:

Urgent deficiency Appropriation Act, 1941. (This act authorized the transfer of not to exceed \$15,000 from the appropriation for printing and binding to salaries and expenses; provided an additional amount of \$15,000 for salaries and expenses, and increased the limitation for services of referees from \$35,000 to \$60,000.)

Therefore, amounts were available as follows:

Salaries and expenses.....	218, 900. 00
Printing and binding.....	13, 000. 00

Total appropriated, fiscal year 1941..... 231, 900. 00

Expenditures:

Salaries of employees.....	\$107, 416. 37
Salaries of referees.....	57, 488. 50
Supplies.....	3, 972. 19
Telegraph service.....	209. 52
Telephone service.....	2, 036. 49
Postage.....	17. 98
Travel and subsistence.....	7, 809. 33
Transportation of things.....	88. 18
Printing and binding.....	12, 615. 33
Electric service.....	1, 529. 92
Rent.....	33, 500. 00
Repairs and alterations.....	390. 73
Special and miscellaneous.....	650. 67
Equipment.....	1, 214. 97

Total expenditures..... 228, 940. 18

Unexpended balances:

Salaries and expenses (referees)	2, 511. 50
Salaries and expenses (other).....	63. 65
Printing and binding.....	384. 67

Total unexpended..... 2, 959. 82

Organization, National Railroad Adjustment Board, Government employees, salaries and duties

ADMINISTRATIVE

Name	Title	Salary Per Annum	Amount Paid	Duties
Howard, Leland.....	Administrative officer.	\$4, 000	\$3, 999. 84	Under direction of Board, administers its governmental affairs.
More, Lala K.....	Clerk-stenographer..	2, 100	2, 100. 00	Secretarial, stenographic, and clerical.
House, Beatrice E.....	Telephone operator.	1, 560	1, 560. 00	Operates switchboard and serves as information clerk.
Klein, Joe.....	Messenger.....	1, 080	1, 044. 00	Usual duties of messenger.
Treanor, Francis J.....	Do.....	1, 080	66. 00	Do.

FIRST DIVISION

McFarland, Thomas S.....	Executive secretary.	\$4, 200	\$4, 200. 00	Administration of affairs of division and subject to its direction.
Young, Herbert W.....	Assistant executive secretary.	3, 200	3, 199. 92	Assists executive secretary.
Frohning, Wm. C.....	Principal clerk-stenographer.	2, 300	2, 299. 92	Digests and briefs cases and awards, takes hearings, etc.

Organization, National Railroad Adjustment Board, Government employees, salaries and duties—Continued

FIRST DIVISION—Continued

Name	Title	Salary Per Annum	Amount Paid	Duties
Bishop, Willetta.....	Clerk-stenographer..	2, 100	2, 047. 50	Secretarial, stenographic, and clerical.
Carmody, Lenore M.....	do.....	2, 100	2, 100. 00	Do.
Cressey, C. B.....	do.....	2, 100	2, 100. 00	Do.
Fostol, Evelyn F.....	do.....	2, 100	2, 100. 00	Do.
Israel, Bertha.....	do.....	2, 000	166. 66	Do.
Israel, Bertha.....	do.....	2, 100	1, 925. 00	Do.
Mayberry, Margaret E.....	do.....	2, 100	875. 00	Do.
Miller, Velma.....	do.....	2, 100	2, 100. 00	Do.
Schofield, Amelia.....	do.....	2, 100	2, 100. 00	Do.
Smith, Margaret J.....	do.....	2, 100	2, 100. 00	Do.
Carter, Mildred E.....	do.....	2, 000	1, 999. 92	Do.
Marchant, Leta M.....	do.....	2, 000	666. 64	Do.
Parrish, G. David.....	do.....	2, 000	1, 999. 92	Do.
Gillespie, Vincent E.....	File clerk.....	1, 560	1, 560. 00	Maintaining files, etc.
REFEREES				
Carter, Edward F., 59 days at \$50 per day.....			\$2, 950. 00	Sat with division as member to make awards upon failure of division to agree or secure majority vote.
Fox, Fred L., 20 days at \$50 per day.....			1, 000. 00	Do.
Hilliard, Benjamin C., 56 days at \$50 per day.....			2, 800. 00	Do.
McAllister, Thomas F., 3 days at \$50 per day.....			150. 00	Do.
Mitchell, Richard F., 90 days at \$50 per day.....			4, 500. 00	Do.
Richards, Paul W., 89½ days at \$50 per day.....			4, 475. 00	Do.
19 days at \$1 per year.....			1. 00	Do.
Simmons, Robert G., 54 days at \$50 per day.....			2, 700. 00	Do.
Smith, St. Clair, 23½ days at \$50 per day.....			1, 175. 00	Do.
Stone, Royal A., 4½ days at \$50 per day.....			225. 00	Do.
Swacker, Frank M., 6¼ days at \$50 per day.....			312. 50	Do.
Wolfe, James H., 48 days at \$50 per day.....			2, 400. 00	Do.
Young, John C., 121. days at \$50 per day.....			6, 050. 00	Do.

SECOND DIVISION

Mindling, John L.....	Executive secretary..	\$4, 200	\$4, 200. 00	Administration of affairs of division and subject to its direction.
Anderson, Ellie D.....	Clerk-stenographer..	2, 100	2, 100. 00	Secretarial, stenographic, and clerical.
Bassett, Rose.....	do.....	2, 100	2, 100. 00	Do.
Glenn, Allise N.....	do.....	2, 000	916. 63	Do.
Glenn, Allise N.....	do.....	2, 100	1, 137. 50	Do.
Lindberg, Robert L.....	do.....	2, 100	2, 100. 00	Do.
Morrison, Margaret E.....	do.....	2, 000	1, 916. 59	Do.
Morrison, Margaret E.....	do.....	2, 100	87. 50	Do.
Williams, Dorothy M.....	do.....	2, 100	2, 100. 00	Do.
Bodenbender, Henry J.....	do.....	2, 000	533. 31	Do.
O'Brien, Mary L.....	do.....	2, 000	1, 999. 92	Do.
Shaughnessy, Margaret V.....	do.....	2, 000	1, 999. 92	Do.
Simonsen, Helen A.....	do.....	2, 000	1, 997. 54	Do.
Tracy, Charles G.....	do.....	2, 000	1, 444. 38	Do.
Wagner, Mary A.....	do.....	2, 000	1, 999. 92	Do.
REFEREES				
Devaney, John P., 45 days at \$50 per day.....			\$2, 250. 00	Sat with division as member to make awards upon failure of division to agree or secure majority vote.
Helander, William E., 42 days at \$50 per day.....			2, 100. 00	Do.
Lapp, John A., 12 days at \$50 per day.....			600. 00	Do.
McAllister, Thomas F., 10 days at \$50 per day.....			500. 00	Do.
Swacker, Frank M., 17 days at \$50 per day.....			850. 00	Do.

Organization, National Railroad Adjustment Board, Government employees, salaries and duties—Continued

THIRD DIVISION

Name	Title	Salary Per Annum	Amount Paid	Duties
Johnson, Howard A.....	Executive secretary..	\$4, 200	\$4, 200. 00	Administration of affairs of division and subject to its direction.
Dixon, Thomas L.....	Clerk-stenographer..	2, 100	2, 100. 00	Secretarial, stenographic, and clerical.
Groble, Agatha E.....	do.....	2, 100	2, 100. 00	Do.
Klenzendorf, Frances.....	do.....	2, 100	2, 100. 00	Do.
Lightner, Hazel I.....	do.....	2, 100	2, 100. 00	Do.
Morse, Frances.....	do.....	2, 100	2, 100. 00	Do.
Toczyl, Josephine T.....	do.....	2, 100	40. 83	Do.
Tummon, A. Ivan.....	do.....	2, 100	2, 100. 00	Do.
Zienter, Russell J.....	do.....	2, 100	1, 942. 50	Do.
Capra, Alfred L.....	do.....	2, 000	599. 98	Do.
Gardiner, James L.....	do.....	2, 000	1, 388. 83	Do.
McCaffery, Mary L.....	do.....	2, 000	1, 999. 92	Do.
Myers, David L.....	do.....	2, 000	1, 999. 92	Do.
Sylvester, J. Paul.....	do.....	2, 000	1, 649. 93	Do.
Sylvester, Mary L.....	do.....	2, 000	311. 09	Do.
Drabek, David J.....	File clerk.....	1, 440	1, 440. 00	Maintaining files, etc.
REFEREES				
Bushnell, George E. 14½ days at \$50 per day.	-----	-----	725. 00	Sat with division as member to make awards upon failure of division to agree or secure majority vote.
Danner, Harris L., 39¼ days at \$50 per day.	-----	-----	1, 962. 50	Do.
Garrison, Lloyd K., 10 days at \$50 per day.	-----	-----	500. 00	Do.
Hilliard, Benjamin C., 46 days at \$50 per day.	-----	-----	2, 300. 00	Do.
McAllister, Thomas F., 13 days at \$50 per day.	-----	-----	650. 00	Do.
Mitchell, Richard F., 60¾ days at \$50 per day.	-----	-----	3, 487. 50	Do.
Richards, Paul W., 31 days at \$50 per day.	-----	-----	1, 550. 00	Do.
Rudolph, Herbert B., 42 days at \$50 per day.	-----	-----	2, 100. 00	Do.
Sharfman, Isaiah L., 41 days at \$50 per day.	-----	-----	2, 050. 00	Do.
Shaw, Elwyn R., 8 days at \$50 per day.	-----	-----	400. 00	Do.
Stone, Royal A., 18½ days at \$50 per day.	-----	-----	925. 00	Do.
Thaxter, Sidney St. F., 17 days at \$50 per day.	-----	-----	850. 00	Do.
Tipton, Ernest M., 43 days at \$50 per day.	-----	-----	2, 150. 00	Do.
Wolfe, James H., 29 days at \$50 per day.	-----	-----	1, 450. 00	Do.

FOURTH DIVISION

Parkhurst, Raymond B....	Executive secretary..	\$4, 200	\$4, 200. 00	Administration of affairs of division and subject to its direction.
Zimmerman, R. Hazel.....	Clerk-stenographer..	2, 100	2, 100. 00	Secretarial, stenographic, and clerical.
Gould, Lois H.....	do.....	2, 000	1, 999. 92	Do.
Long, Muriel E.....	do.....	2, 000	1, 999. 92	Do.
REFEREES				
McAllister, Thomas F., 2 days at \$50 per day.	-----	-----	100. 00	Sat with division as member to make awards upon failure of division to agree or secure majority vote.
Messmore, Fred W., 22 days at \$50 per day.	-----	-----	1, 100. 00	Do.
Sharfman, Isaiah L., 3 days at \$50 per day.	-----	-----	150. 00	Do.

FIRST DIVISION NATIONAL RAILROAD ADJUSTMENT BOARD

E. W. FOWLER, *Chairman*.
 FRED W. LEWIS, *Vice Chairman*.
 WM. BISHOP.
 PAUL M. CARTER.
 R. E. EDRINGTON.

T. K. FAHERTY.
 R. A. KNOFF.
 L. L. McDONALD.
 L. O. MURDOCK.
 F. J. WILLIAMS.

T. S. McFARLAND, *Executive Secretary*

ORGANIZATION

The First Division of the National Railroad Adjustment Board was established by Congress by Amendment (Public No. 442, 73d Cong.) to the Railway Labor Act.

Pursuant to and in accordance with section 3, subdivision (u) of said amendment, the First Division was organized on July 31, 1934, by the election of a chairman, a vice chairman, and a secretary.

The First Division consists of 10 members; five selected, designated, and paid by the carriers; and five selected, designated, and paid by five labor organizations of railroad employees, national in scope, which were organized in accordance with the provisions of the Railway Labor Act.

JURISDICTION

The First Division took over the work of the four regional train service boards, adding thereto the representation of many carriers not parties to any of the regional boards, and also the Switchmen's Union of North America as parties to the Division.

The First Division has jurisdiction over disputes involving train and yard-service employees of carriers; that is, engineers, firemen, hostlers, and outside hostler helpers, conductors, trainmen and yard service employees.

Cases docketed and disposed of during fiscal year 1940-41:

Number pending on docket July 1, 1940.....	3, 607	
Number received and docketed.....	2, 923	
		6, 530
Number decided by issuing awards:		
Without referee.....	377	
With referee.....	489	866
Withdrawn (no awards issued).....		294
		1, 160
Number pending June 30, 1941.....		5, 370
Number of cases heard.....		1, 089
Number of cases deadlocked.....		436
Number of cases heard and not decided.....		534
Number of cases awaiting hearing.....		4, 836
Total cases docketed to June 30, 1941.....		13, 137

TABLE NO. I.—*Number of cases docketed during the fiscal year by the First Division classified as to carriers*

<i>Railroad</i>	<i>Docketed</i>		
Abilene & Southern.....	1	Baltimore & Ohio	Chicago
Alabama Great Southern.....	2	Terminal.....	3
Alabama, Tennessee & Northern.....	1	Bangor & Aroostook.....	7
Alton.....	8	Belt Ry. of Chicago.....	9
Alton & Southern.....	2	Bessemer & Lake Erie.....	1
Ann Arbor.....	6	Boston & Maine.....	13
Atchison, Topeka & Santa Fe:		Bush Terminal.....	1
Coast.....	46	Camas Prairie.....	1
Proper.....	19	Central R. R. of New Jersey.....	53
Atlantic Coast Line.....	27	Central Vermont.....	8
Baltimore & Ohio.....	32	Charleston & Western Carolina.....	1
Buffalo Division.....	4	Chesapeake & Ohio.....	11

TABLE NO. I.—*Number of cases docketed during the fiscal year by the First Division classified as to carriers—Continued*

<i>Railroad</i>	<i>Docketed</i>	<i>Railroad</i>	<i>Docketed</i>
Chicago & Eastern Illinois.....	5	Missouri-Kansas-Texas.....	17
Chicago & North Western.....	113	Mississippi Central.....	1
Chicago, Burlington & Quincy..	20	Missouri & Arkansas.....	1
Chicago Great Western.....	3	Missouri Illinois.....	2
Chicago, Indianapolis & Louis- ville.....	16	Missouri Pacific.....	43
Chicago, Milwaukee, St. Paul & Pacific (West).....	15	Mobile & Ohio.....	1
Chicago, Rock Island & Pacific..	91	Monongahela.....	2
Chicago, St. Paul, Minneapolis & Omaha.....	1	Nashville, Chattanooga & St. Louis.....	21
Chicago, West Pullman & South- ern.....	1	Nevada Northern.....	2
Cincinnati, New Orleans & Texas Pacific.....	44	New Orleans & Northeastern....	3
Cincinnati Union Terminal.....	34	New Orleans Terminal R. R....	1
Cleveland, Cincinnati, Chicago & St. Louis.....	50	New York Central: Lines East.....	3
Cleveland, Union Terminal.....	8	Lines West.....	4
Cowlitz, Chehalis & Cascade....	1	Ohio Central.....	5
Delaware & Hudson.....	9	New York, New Haven & Hart- ford.....	1
Delaware, Lackawanna & West- ern.....	29	Norfolk & Western.....	3
Denver & Rio Grande Western... 73		Northwestern Pacific.....	7
Denver & Salt Lake.....	7	Northern Pacific.....	23
Detroit, Toledo & Ironton.....	11	Ogden Union Ry. & Depot.....	1
Duluth, Missabe & Iron Range....	5	Pacific Electric.....	1
Elgin, Joliet & Eastern.....	7	Peoria & Eastern.....	4
Florida East Coast.....	36	Pennsylvania R. R.....	336
Fort Dodge, Des Moines & South- ern.....	2	Pere Marquette.....	2
Fort Street Union Depot.....	1	Piedmont Northern.....	1
Fort Worth & Denver City.....	1	Pittsburgh & Lake Erie.....	28
Georgia & Florida.....	6	Pittsburgh & West Virginia....	3
Georgia, Southern & Florida.....	4	Port Terminal R. R.....	1
Grand Trunk Western.....	16	Pueblo Union Depot & Railroad..	1
Great Northern R. R.....	72	Sacramento Northern.....	2
Gulf Coast Lines.....	2	San Antonio, Uvalde & Gulf... 9	
Gulf, Colorado & Santa Fe.....	8	San Diego & Arizona Eastern....	2
Houston Belt & Terminal Ry....	3	St. Louis, Brownsville & Mexico	1
Illinois Central.....	9	Seaboard Air Line.....	2
Indiana Harbor Belt.....	40	St. Louis-San Francisco.....	12
International-Great Northern....	38	Southern.....	44
Kansas City Southern.....	6	Southern Pacific: Pacific.....	275
Kansas, Oklahoma & Gulf.....	3	T. & L.....	59
Kentucky & Indiana Terminal....	9	Terminal Railroad Association of St. Louis.....	7
Lehigh & New England.....	9	Texas & Pacific.....	78
Lehigh Valley.....	5	Tidewater Southern.....	3
Louisville & Nashville.....	287	Toledo Shore Line.....	1
Louisville & Jefferson Bridge & R. R.....	2	Toledo Terminal.....	1
Louisiana & Arkansas.....	1	Union Pacific: NW. district.....	4
Maine Central.....	2	SW. district.....	21
Michigan Central.....	52	Central district.....	3
Midland Terminal.....	1	Wabash.....	59
Midland Valley.....	10	Western Pacific.....	61
Minneapolis & St. Louis.....	24	Wheeling & Lake Erie.....	21
Minneapolis & St. Louis-Chicago & North Western.....	2	Wichita Falls & Southern....	3
Minneapolis, St. Paul & Sault Ste. Marie.....	20	Yazoo & Mississippi Valley....	2
		Miscellaneous.....	265
		Total.....	2, 923

TABLE NO. II.—Number of cases docketed during the fiscal year by First Division classified as to organizations

Organization	Docketed	Organization	Docketed
Engineers-Firemen-Conductors, Trainmen.....	44	Firemen.....	364
Engineers-Firemen-Trainmen.....	11	Conductors-Trainmen.....	153
Engineers-Firemen.....	250	Conductors.....	171
Engineers-Firemen-Conductors.....	3	Trainmen.....	1, 234
Engineers-Conductors-Trainmen.....	1	Switchmen's Union of North America.....	23
Engineers-Conductors.....	4		
Engineers-Trainmen.....	1	Total.....	2, 658
Engineers.....	379	Unclassified.....	265
Firemen-Conductors-Trainmen.....	3		
Firemen-Trainmen.....	16		2, 923
Firemen-Switchmen's Union.....	1		

SECOND DIVISION—NATIONAL RAILROAD ADJUSTMENT BOARD

A. G. WALTHER, *Chairman*.
T. E. LOSEY, *Vice Chairman*.
J. A. ANDERSON.
R. W. BLAKE.
HARRY J. CARR.

M. W. HASSETT.
W. C. HUDSON.
CHARLES J. MACGOWAN.
C. E. PECK.
GEORGE WRIGHT.

J. L. MINDLING, *Secretary*

JURISDICTION

Second Division: To have jurisdiction over disputes involving machinists, boilermakers, blacksmiths, sheet metal workers, electrical workers, carmen, the helpers and apprentices of all the foregoing, coach cleaners, powerhouse employees, and railroad shop laborers. This Division shall consist of 10 members, five of whom shall be selected by the carriers and 5 by the National labor organizations of the employees.

Report of cases handled by the second division—Fiscal year ending June 30, 1941

	Number of cases
Docketed.....	150
Heard.....	113
Decided.....	170
Decided with referee.....	72
Decided without referee.....	69
Withdrawn.....	29
Deadlocked.....	62

CARRIERS PARTY TO CASES DOCKETED

The Alton.....	1	Maine Central.....	3
Atlantic Coast Line.....	24	Missouri-Kansas-Texas.....	1
Bangor & Aroostook.....	1	Missouri Pacific.....	7
Boston & Maine.....	19	Montour.....	2
Charleston & Western Carolina.....	1	The New York Central.....	2
Chicago & North Western.....	1	The New York, New Haven & Hartford.....	3
Chicago, Indianapolis & Louisville.....	11	Norfolk & Western.....	4
The Chicago, Rock Island & Pacific.....	7	Ogden Union Ry. & Depot.....	2
The Cincinnati Union Terminal.....	1	Portland Terminal.....	1
The Colorado & Southern.....	1	St. Louis Southwestern.....	1
The Delaware, Lackawanna & Western.....	8	Tennessee Central.....	1
The Denver & Rio Grande Western.....	2	Texas & New Orleans.....	3
The Denver & Salt Lake Ry.....	1	The Texas & Pacific.....	10
Erie.....	14	Texas Pacific-Missouri Pacific Terminal R. R. of New Orleans.....	1
Florida East Coast.....	1	The Virginian.....	2
Great Northern.....	2	Wabash Ry.....	1
Illinois Central.....	6	Western Pacific.....	1
Indiana Harbor Belt.....	1		
Kansas City Southern.....	1	Total.....	150
Kansas City Terminal.....	1		
Litchfield & Madison.....	1		

ORGANIZATIONS PARTY TO CASES DOCKETED

International Association of Machinists.....	53
International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.....	9
International Brotherhood of Blacksmiths, Drop Forgers and Helpers.....	1
Sheet Metal Workers' International Association.....	7
International Brotherhood of Electrical Workers.....	12
Brotherhood Railway Carmen of America.....	48
International Brotherhood of Firemen and Oilers, Roundhouse and Shop Laborers.....	12
Federated Trades.....	6
Individually submitted cases.....	2
Total.....	150

COMMENT

In addition to the regular docketed cases, this division has been called upon to handle a substantial volume of potential cases. Many of the communications received were from correspondents asking information as to the method and procedure necessary to properly present cases to the division. Others recite complaints of alleged violations of rules in existing agreements, while others made an attempt to file cases with the division from properties on which system boards of adjustment exist, and still others presented disputes that may develop into cases that should properly be referred to this division for adjudication.

These potential cases, 210 in number, developed during the fiscal year ending June 30, 1941, and in addition much correspondence was carried on in connection with similar potential cases listed in our report of the previous fiscal year. Many of these required special study and consideration which involved a great amount of correspondence and consumed a considerable portion of the time of the Division in an effort to secure the information necessary to direct the proper presentation and/or handling of these matters to a conclusion.

THIRD DIVISION—NATIONAL RAILROAD ADJUSTMENT BOARD

C. C. COOK, <i>Chairman.</i>	D. W. HELT.
F. F. COWLEY, <i>Vice Chairman.</i>	H. HEMENWAY.
R. H. ALLISON.	A. H. JONES.
R. A. DAVIS.	R. F. RAY.
C. P. DUGAN.	J. H. SYLVESTER.
H. A. JOHNSON, <i>Executive Secretary.</i>	

JURISDICTION

Third Division: To have jurisdiction over disputes involving station, tower and telegraph employees, train dispatchers, maintenance of way men, clerical employees, freight handlers, express, station and store employees, signalmen, sleeping car conductors, sleeping car porters and maids, and dining car employees. This division shall consist of 10 members, 5 of whom shall be selected by the carriers and 5 by the national labor organizations of employees (pars. (h) and (c), sec. 3, first, Railway Labor Act, 1934).

Report of cases handled by the third division—Fiscal year 1941

	Number of cases		Number of cases
Docketed.....	333	Withdrawn.....	74
Heard.....	333	Deadlocked.....	223
Decided.....	356	Decided by referee.....	238

CARRIERS PARTY TO CASES DOCKETED

Alton.....	2	Butte, Anaconda & Pacific.....	1
Atchison, Topeka & Santa Fe.....	28	Canadian National.....	3
Atlanta, Birmingham & Coast.....	1	Central of Georgia.....	1
Baltimore & Ohio.....	2	Central R. R. of New Jersey.....	1
Boston & Maine.....	2	Chesapeake & Ohio.....	3
Brooklyn Eastern District Termi- nal.....	1	Chicago, Burlington & Quincy.....	9
		Chicago & Eastern Illinois.....	2

Report of cases handled by the third division—Fiscal year 1941—Continued

CARRIERS PARTY TO CASES DOCKETED—continued

	<i>Number of cases</i>		<i>Number of cases</i>
Chicago Great Western.....	3	Richmond, Fredericksburg & Potomac.....	1
Chicago, Indianapolis & Louisville.....	5	St. Louis-San Francisco.....	5
Chicago, Milwaukee, St. Paul & Pacific.....	3	St. Louis Southwestern.....	1
Chicago & North Western.....	13	St. Paul Union Depot.....	1
Chicago, Rock Island & Pacific.....	16	Seaboard Air Line-Railway Express.....	1
Chicago, St. Paul, Minneapolis & Omaha.....	2	Southern.....	2
Cincinnati, New Orleans & Texas Pacific.....	1	Southern Pacific (Pacific Lines).....	32
Cleveland, Cincinnati, Chicago & St. Louis.....	2	Southern Pacific (Texas & Louisiana).....	3
Colorado & Southern.....	2	Texas Mexican.....	7
Columbus & Greenville.....	4	Texas & Pacific.....	2
Delaware & Hudson.....	4	Union Terminal Co. of Dallas.....	1
Denver & Rio Grande Western.....	3	Wabash.....	4
Erie.....	17	Washington Terminal.....	1
Florida East Coast.....	3	Western Pacific.....	2
Grand Central Terminal.....	1		
Gulf Coast-IGN.....	8	Total.....	333
Gulf, Colorado & Santa Fe.....	5		
Houston Belt & Terminal.....	3	ORGANIZATIONS PARTY TO CASES DOCKETED	
Illinois Central.....	9	American Train Dispatchers Association.....	2
Indiana Harbor Belt.....	3	Brotherhood of Maintenance of Way Employees.....	38
Kansas City Terminal.....	1	Brotherhood of Railroad Signalmen of America.....	9
Kansas, Oklahoma & Gulf.....	1	Brotherhood of Railroad Trainmen.....	8
Lehigh Valley.....	1	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.....	154
Litchfield & Madison.....	1	Brotherhood of Sleeping Car Porters.....	16
Long Island.....	2	Joint Council of Dining Car Employees.....	14
Louisville & Nashville.....	4	Order of Railroad Telegraphers.....	83
Midland Valley.....	15	Order of Railway Conductors.....	2
Minneapolis, St. Paul & Sault Ste. Marie.....	3	Order of Sleeping Car Conductors.....	5
Minnesota Transfer.....	1	United Transport Service Employees of America.....	2
Missouri-Kansas-Texas.....	6		
Missouri Pacific.....	14	Total.....	333
New York Central.....	3		
Northern Pacific.....	11		
Northwestern Pacific.....	1		
Pennsylvania.....	22		
Pere Marquette.....	3		
Pullman Co.....	16		
Quanah, Acme & Pacific.....	1		
Reading.....	1		

FOURTH DIVISION—NATIONAL RAILROAD ADJUSTMENT BOARD

E. J. HAMNER, *Chairman.*R. A. WALTON, *Vice chairman.*

J. H. BLAKE.

F. A. COLLE.

C. W. DEAL.¹

J. M. FOX.

S. J. HOGAN.²

E. MURRIN.

R. B. PARKHURST, *Secretary*

JURISDICTION

Fourth Division: To have jurisdiction over disputes involving employees of carriers directly or indirectly engaged in transportation of passengers or property by water, and all other employees of carriers over which jurisdiction is not given

¹ Resigned; replaced by J. M. Fox on March 31, 1941.² Resigned; replaced by J. H. Blake on March 31, 1941.

60. ANNUAL REPORT OF THE NATIONAL MEDIATION BOARD

to the first, second, and third divisions. This division shall consist of six members, three of whom shall be selected by the carriers and three by the national labor organizations of the employees. (Paragraph (h), Section 3, First, Railway Labor Act, 1934.)

Report of cases handled by the fourth division for the fiscal year ending June 30, 1941

	Number of cases		Number of cases
Docketed.....	40	Decided with referee.....	20
Heard.....	27	Withdrawn.....	1
Decided.....	37	Deadlocked ¹	22

OPEN CASES ON HAND JULY 1, 1941

Heard.....	2
Not Heard.....	2
	<hr/> 4

CARRIERS PARTY TO CASES DOCKETED

	Number of cases		Number of cases
Chicago & North Western.....	16	Northwestern Pacific.....	1
Chicago, Rock Island & Pacific.....	1	Pennsylvania.....	1
Chesapeake & Ohio.....	1	Sacramento Northern.....	1
Fort Worth & Denver City.....	6	St. Louis-San Francisco.....	1
Illinois Central.....	2	Western Pacific.....	1
Jacksonville Terminal.....	7		<hr/> 40
Louisville & Nashville.....	1		
Northern Pacific.....	1		

ORGANIZATIONS—EMPLOYEES PARTY TO CASES DOCKETED

	Number of cases		Number of cases
Alabama State Federation of Labor (Police).....	1	National Marine Engineers' Bene- ficial Association (No. 97) ²	
American Railway Supervisors' As- sociation, Inc.....	16	National Organization Masters, Mates and Pilots of America, (Local No. 40). ²	
Brotherhood of Railroad Train- men.....	1	Police Department Employees.....	4
Brotherhood of Sleeping Car Por- ters.....	2	Railroad Yardmasters of America.....	15
Inlandboatmen's Union of the Pa- cific.....	1		<hr/> 40

¹ In addition to the 22 deadlocked cases, a jurisdictional issue was referred to a referee, his opinion to be presented in next fiscal year.

² Joined with I. B. U. of P. in one case.

COMMENT

In addition to cases docketed, inquiries and/or miscellaneous claims have been made or filed during fiscal year ending June 30, 1941. Some of these inquiries and/or miscellaneous claims were referred to other divisions of the adjustment board, the files closed in some instances due to various reasons and others have not reached a status for formal action.

APPENDIX B

MEDIATION CASES UNDER THE RAILWAY LABOR ACT

FISCAL YEAR JULY 1, 1940 TO JUNE 30, 1941

Case No.	Application		Parties involved	Approximate mileage operated	Class or craft of employees	Mediation began (date)	Conference place (city)	Disposition	
	Date received	Made by						Closed by 1	Date closed
1	2	3	4	5	6	7	8	9	10
A-4	Aug. 4, 1934	Employees	Brotherhood of Locomotive Firemen and Engineers v. Elgin, Joliet & Eastern Ry. Co.	390	Engineers	Aug. 9, 1934	Chicago, Ill.	AD	Aug. 3, 1940
A-294	Sept. 17, 1936	...do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express & Station Employees, v. Chicago, South Shore & South Bend R. R. Co.	77	Clerical, office station and storehouse.	Aug. 30, 1938	Michigan City, Ind.	MA	Nov. 20, 1940
A-310	Dec. 11, 1936	...do.....	Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen & Enginemen v. Jacksonville Terminal Co.	51	Engineers, firemen and hostlers.	Mar. 22, 1937	Jacksonville, Fla.	WM	July 16, 1940
A-375	May 3, 1937	...do.....	Brotherhood of Railroad Trainmen v. Texas & New Orleans R. R. Co.	4, 416	Trainmen	Mar. 31, 1938	Houston, Tex.	WM	June 17, 1941
A-427	Nov. 3, 1937	...do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, v. Southern Pacific Co.	8, 623	Clerical, office, station and storehouse employees.	Mar. 22, 1941	San Francisco, Calif.	MA	May 22, 1941
A-477	Mar. 17, 1938	...do.....	Brotherhood of Railroad Trainmen v. Norfolk & Western Ry. Co.	2, 173	Trainmen	.....	Roanoke, Va.	WPM	June 17, 1941
A-490	April 30, 1938	...do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express & Station Employees v. Atchison, Topeka and Santa Fe System.	13 431	Clerical, office, station and storehouse	Jan. 13, 1939	Chicago, Ill.	WM	Sept. 19, 1940
A-575	Dec. 8, 1938	...do.....	Brotherhood of Railroad Trainmen v. Detroit, Toledo & Ironton Ry. Co.	472	Trainmen	July 14, 1939	Detroit, Mich.	WM	Apr. 9, 1941
A-577	Jan. 6, 1939- Jan. 18, 1939	Employees and carrier.	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen & Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen; The Order of Railroad Telegraphers; Brotherhood of Maintenance of Way Employees; American Train Dispatchers Association; Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees; Railway Employees' Department, A. F. of L., v. Rutland R. R. Co.	407	All employees	Feb. 21, 1939	Rutland, Vt. and Washington, D. C.	CBA	Mar. 10, 1941
A-617	July 31, 1939	Employees	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, v. Chicago Union Station Co.	13	Clerical, office station and storehouse	Sept. 8, 1939	Chicago, Ill.	AD	Sept. 25, 1940

See footnotes at end of table.

Mediation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1940 TO JUNE 30, 1941—Continued

Case No.	Application		Parties involved	Approximate mileage operated	Class or craft of employees	Mediation began (date)	Conference place (city)	Disposition	
	Date received	Made by						Closed by ¹	Date closed
1	2	3	4	5	6	7	8	9	10
A-653	July 10, 1939	Employees.	American Train Dispatchers Association v. Central of Georgia.	1, 927	Dispatchers.....	Jan. 15, 1940	Savannah, Ga.....	MA	Aug. 8, 1940
A-679	July 12, 1939	-----do-----	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen & Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen; The Order of Railroad Telegraphers v. Wabash Ry. Co., Ann Arbor R. R. Co.	2, 741	Trainmen, engine-men and telegraphers.	Oct. 31, 1939	St. Louis, Mo.....	WM	Aug. 1, 1940
A-705	Oct. 30, 1939	-----do-----	Brotherhood of Locomotive Firemen & Enginemen, v. Florida East Coast Ry. Co.	685	Engineers.....	Nov. 9, 1939	St. Augustine, Fla.	AD	Aug. 3, 1940
A-710	Oct. 23, 1939	-----do-----	The Order of Railroad Telegraphers v. Washington Terminal Co.	54	Telegraphers.....	Mar. 1, 1940	Washington, D.C.	WM	June 6, 1941
A-711	Oct. 26, 1939	-----do-----	Brotherhood of Maintenance of Way Employees v. Tennessee R. R. Co.	287	Maintenance of way employees.	Nov. 27, 1939	Oneida, Tenn.....	MA	May 2, 1941
A-722	Nov. 8, 1939	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, v. Kansas City Terminal Ry. Co.	172	Clerical, office, station and storehouse.	Mar. 1, 1940	Kansas City, Mo.	MA	Dec. 17, 1940
A-726	Nov. 13, 1939	-----do-----	Brotherhood of Railroad Signalmen of America v. Pacific Electric Ry. Co.	964	Signalmen.....	Sept. 27, 1940	Los Angeles, Calif.	MA	Oct. 15, 1940
A-729	Nov. 18, 1939	-----do-----	Brotherhood of Railroad Signalmen of America v. Ann Arbor R. R. Co.	294	-----do-----	June 20, 1940	St. Louis, Mo.....	MA	Oct. 7, 1940
A-731	Nov. 13, 1939	-----do-----	Brotherhood of Maintenance of Way Employees v. New York Central R. R. Co.	11, 366	Maintenance of way employees.	Mar. 15, 1940	New York, N. Y....	WM	June 30, 1941
A-736	Aug. 16, 1939	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees v. Midland Valley R. R. Co.	352	Clerical, office, station and storehouse	Feb. 27, 1940	Muskogee, Okla.	MA	July 9, 1940
A-740	Nov. 28, 1939	-----do-----	Order of Railway Conductors, v. Bingham & Garfield Ry. Co.	33	Conductors, brakemen, yard foremen and helpers.	Mar. 7, 1940	Salt Lake City and Magna, Utah	WM	Mar. 15, 1941
A-746	Jan. 24, 1940	-----do-----	National Organization Masters, Mates and Pilots of America; National Marine Engineers Beneficial Association; Inland Boatmen's Union of the Pacific v. Sacramento Northern Ry.	275	Ferryboat employees	Mar. 26, 1940	San Francisco, Calif.	AD	Sept. 16, 1940
A-754	Feb. 3, 1940	-----do-----	Brotherhood of Maintenance of Way Employees, v. Kansas City Southern and Arkansas Western Ry. Co.	56	Maintenance of way employees.	June 28, 1940	Kansas City, Mo..	MA	Aug. 20, 1940

A-756	Feb. 9, 1940	-----do-----	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen & Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen, v. Denver & Rio Grande & Western R. R. Co.	2, 555	Train and engine service.	Mar. 25, 1940	Denver, Colo.-----	MA	July 17, 1940
A-764	Mar. 16, 1940	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express & Station Employees, v. Wabash Ry. Co.	2, 447	Clerical, office, station, and storehouse employees.	Aug. 16, 1940	St. Louis, Mo.-----	MA	Sept. 7, 1940
A-765	-----do-----	Carrier-----	Wabash Ry. Co. v. Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	2, 447	do.	-----do-----	-----do-----	MA	Do.
A-766	Mar. 13, 1940	Employees.	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express & Station Employees, v. The Detroit Stock Yards.	-----	do.	June 25, 1940	Detroit, Mich.-----	WM	Nov. 27, 1940
A-768	Jan. 6, 1940	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, v. Kansas City Southern Ry. Co.	879	do.	July 26, 1940	Kansas City, Mo..	MA	July 30, 1940
A-769	Feb. 13, 1940	-----do-----	Brotherhood of Locomotive Firemen & Enginemen v. Maine Central R. R. Co., Portland Terminal Co.	992	Enginemen	July 15, 1940	Portland, Maine..	MA	Aug. 15, 1940
A-770	Mar. 15, 1940	-----do-----	Air Line Pilots Association, International, v. United Air Lines Transport Corporation.	5, 164	Air line pilots	June 24, 1940	Chicago, Ill.-----	MA	Sept. 25, 1940
A-771	Mar. 5, 1940	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, v. Louisville & Nashville R. R. Co.	4, 871	Clerical, office station and storehouse employees.	Apr. 19, 1940	Louisville, Ky.-----	AD	Aug. 3, 1940
A-773	Mar. 13, 1940	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, v. Union Terminal Ry. Co., St. Joseph, Mo.	25	do.	Aug. 1, 1940	St. Joseph, Mo.-----	MA	Feb. 5, 1941
A-776	Apr. 12, 1940	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, v. Chicago & Illinois Midland Ry. Co.	131	do.	Sept. 20, 1940	Springfield, Ill.---	MA	Sept. 21, 1940
A-777	Jan. 12, 1940	-----do-----	Railway Employees' Department, A. F. of L., v. Louisiana & Arkansas Ry. Co.	811	Machinists, boiler-makers, blacksmiths, sheet metal workers, electrical workers, carmen, their helpers and apprentices, powerhouse employees and railway shop laborers.	July 16, 1940	Kansas City, Mo..	AD	Dec. 7, 1940
A-779	Apr. 15, 1940	-----do-----	Order of Railway Conductors and Brotherhood of Railroad Trainmen, v. Denver & Rio Grande Western R. R. Co.	2, 555	Conductors and trainmen.	May 1, 1940	Denver, Colo. and Washington, D. C.	MA	Aug. 10, 1940
A-780	Apr. 13, 1940	-----do-----	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen & Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen, v. Denver & Rio Grande Western R. R. Co.	2, 555	Train and engine service employees.	-----do-----	-----do-----	MA	Do.

See footnotes at end of table.

Mediation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1940 TO JUNE 30, 1941—Continued

Case No.	Application		Parties involved	Approximate mileage operated	Class or craft of employees	Mediation began (date)	Conference place (city)	Disposition	
	Date received	Made by						Closed by ¹	Date closed
1	2	3	4	5	6	7	8	9	10
A-782	Mar. 30, 1940	Carrier.....	Michigan Central R. R. Co. (New York Central R. R. Co. lessee) <i>v.</i> Switchmen's Union of North America.	1,927	Yard service employees.	July 8, 1940	Detroit, Mich.....	MA	July 17, 1940
A-783	Apr. 19, 1940	.....do.....	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen & Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen; Switchmen's Union of North America, <i>v.</i> Spokane International Ry. Co.	164	Train, engine and yard service employees.	May 27, 1940	Spokane, Wash....	AA	Aug. 28, 1940
A-785	May 1, 1940	.....do.....	Brotherhood of Maintenance of Way Employees, <i>v.</i> Butte, Anaconda & Pacific Ry. Co.	65	Maintenance of way employees.	June 6, 1940	Anaconda, Mont..	WM	June 14, 1941
A-786	May 13, 1940	.....do.....	Brotherhood of Locomotive Engineers; Order of Railway Conductors, <i>v.</i> St. Louis Southwestern Ry. Co.	1,617	Engineers and conductors.	Aug. 1, 1940	St. Louis, Mo.....	MA	Aug. 14, 1940
A-787	May 4, 1940	.....do.....	Brotherhood of Locomotive Engineers; Brotherhood of Railroad Trainmen <i>v.</i> St. Louis Southwestern Ry. Co.	1,617	Firemen and trainmen.	.....do.....	.....do.....	MA	Do.
A-789	May 10, 1940	.....do.....	Railway Employees' Department, A. F. of L.; Brotherhood of Locomotive Engineers; Brotherhood of Railroad Trainmen; Brotherhood of Locomotive Firemen & Enginemen; Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express & Station Employees <i>v.</i> New Orleans Public Belt R. R. Co.	117	Train and engine service; clerical, office station and storehouse; and shop craft employees.	Nov. 18, 1940	New Orleans, La..	MA	Nov. 23, 1940
	Apr. 4, 1940	.....do.....							
	Mar. 29, 1940	.....do.....							
	Mar. 16, 1940	.....do.....							
	Nov. 22, 1940	.....do.....							
A-791	May 8, 1940	.....do.....	Switchmen's Union of North America <i>v.</i> Michigan Central R. R. Co.	1,927	Yard service employees.	July 11, 1940	Detroit, Mich.....	MA	July 17, 1940
A-792	May 10, 1940	.....do.....	Brotherhood of Locomotive Engineers, and Brotherhood of Railroad Trainmen, <i>v.</i> Campbell's Creek R. R. Co.	18	Engineers, Firemen, conductors and brakemen.	Aug. 5, 1940	Reed, W. Va. and Charleston, W. Va.	MA	Aug. 13, 1940
A-793	May 6, 1940	.....do.....	Brotherhood of Maintenance of Way Employees <i>v.</i> Denver & Rio Grande Western R. R. Co.	2,555	Maintenance of way employees.	Aug. 14, 1940	Denver, Colo.....	MA	Aug. 21, 1940
A-796	May 6, 1940	Employers.	Indiana Harbor Belt R. R. Co., <i>v.</i> Brotherhood of Railroad Trainmen.	628	Trainmen.....	Feb. 6, 1941	Chicago, Ill.....	MA	June 20, 1941

A-797	May 17, 1940	Employees.	Railway Employees' Department, A. F. of L. v. Denver & Rio Grande Western R. R. Co.	2, 555	Machinists, boiler-makers, black-smiths, sheet metal workers, electrical workers, and carmen.	Aug. 23, 1940	Denver, Colo.....	MA	Sept. 10, 1940
A-798	May 27, 1940	.....do.....	Railway Employees' Department, A. F. of L., v. Atlantic Coast Line R. R. Co.	5, 099	Machinists, boiler-makers, black-smiths, sheet metal workers, carmen and helpers and apprentices.	Nov. 7, 1940	Wilmington, N. C..	MA	Nov. 11, 1940
A-799	May 23, 1940	.....do.....	American Railway Supervisors' Association, Inc. v. Northern Pacific Terminal Co. of Oregon.	56	Supervisors of mechanics.	Jan. 8, 1941	Portland, Oreg....	MA	Jan. 11, 1941
A-800	June 6, 1940	.....do.....	United Transport Service Employees of America, v. New York Central System.	11, 366	Red caps.	-----	-----	WPM	July 13, 1940
A-801	July 2, 1940	Carrier.....	Railway Express Agency Inc. v. Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	-----	Drivers, teamsters and chauffeurs.	July 2, 1940	Washington, D. C. and New York, N. Y.	CBA	Aug. 13, 1940
A-802	April 8, 1940	Joint.....	Switchmen's Union of North America v. Detroit & Toledo Shore Line R. R. Co.	59	Yard service employees.	July 18, 1940	Detroit, Mich.....	MA	July 24, 1940
A-803	May 15, 1940	Employees.	Brotherhood of Locomotive Firemen & Engineers v. Indiana Harbor Belt R. R. Co.	628	Hostlers.....	July 1, 1940	Chicago, Ill.....	MA	Aug. 5, 1940
A-804	June 17, 1940	.....do.....	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen & Engineers; Brotherhood of Railroad Trainmen and Order of Railway Conductors v. Kansas City Southern and Louisiana & Arkansas Rys.	1, 690	Train and engine service employees.	July 5, 1940	Shreveport, La....	WM	Jan. 13, 1941
A-805	Feb. 9, 1940	.....do.....	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen & Engineers; Order of Railway Conductors; Brotherhood of Railroad Trainmen; The Order of Railroad Telegraphers v. Denver & Salt Lake Ry. Co.	231	Train and engine service employees and telegraphers.	April 18, 1940	Denver, Colo. and Washington, D. C.	MA	July 18, 1940
A-806	April 22, 1940	.....do.....	Order of Railway Conductors; Brotherhood of Railroad Trainmen v. Denver & Salt Lake Ry. Co.	231	Conductors and trainmen.	July 16, 1940	Washington, D. C.	WM	Aug. 23, 1940
A-807	July 15, 1940	.....do.....	Brotherhood of Locomotive Firemen & Engineers v. Denver & Salt Lake Ry. Co.	231	Firemen, hostlers and hostler helpers.	.....do.....	.....do.....	MA	Dec. 4, 1940
A-808	Feb. 2, 1940	.....do.....	Brotherhood of Locomotive Firemen & Engineers, v. Union Pacific R. R. Co. (Southwestern District).	3, 806	Locomotive firemen.	Feb. 3, 1941	Los Angeles, Calif.	MA	Feb. 15, 1941
A-809	May 13, 1940	.....do.....	Order of Railway Conductors; Brotherhood of Railroad Trainmen, v. Denver & Rio Grande Western R. R. Co.	2, 555	Conductors and trainmen.	July 18, 1940	Washington, D. C. and Denver, Colo.	MA	Aug. 10, 1940
A-811	Feb. 9, 1940	.....do.....	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen & Engineers; Order of Railway Conductors; Brotherhood of Railroad Trainmen, v. Denver & Rio Grande Western R. R. Co.	2, 555	Train and engine service employees.	.....do.....	.....do.....	MA	Do.

See footnotes at end of table.

Mediation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1940 TO JUNE 30, 1941—Continued

Case No.	Application		Parties involved	Approximate mileage operated	Class or craft of employees	Mediation began (date)	Conference place (city)	Disposition	
	Date received	Made by						Closed by ¹	Date closed
1	2	3	4	5	6	7	8	9	10
A-812	Feb. 9, 1940	Employees.	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen & Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen, <i>v.</i> Denver & Rio Grande Western R. R. Co.	2,555	Train and engine service employees.	July 18, 1940	Washington, D. C. and Denver, Colo.	MA	Aug. 10, 1940
A-813	.....do.....	.....do.....	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen & Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen <i>v.</i> Denver & Rio Grande Western R. R. Co.	2,555	Conductors.....	.....do.....	.....do.....	MA	Do.
A-814	.....do.....	.....do.....	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen & Enginemen; Order of Railway Conductors, Brotherhood of Railroad Trainmen <i>v.</i> Denver & Rio Grande Western R. R. Co.	2,555	Engine service employees.	.....do.....	.....do.....	MA	Do.
A-815	July 18, 1940	.....do.....	Brotherhood of Railroad Trainmen, <i>v.</i> Denver & Rio Grande Western R. R. Co.	2,555	Trainmen.....	Sept. 23, 1940	Denver, Colo.....	MA	Nov. 1, 1940
A-816	Apr. 27, 1940	.....do.....	Order of Railway Conductors, <i>v.</i> Chesapeake & Ohio Ry. Co.	3,131	Conductors and trainmen.	Aug. 26, 1940	Richmond, Va.....	MA	Sept. 5, 1940
A-817	Aug. 21, 1938	.....do.....	Railway Employees' Department, A. F. of L. <i>v.</i> Louisiana & Arkansas Ry. Co.	811	Powerhouse employees and railway shop laborers.	July 22, 1940	Kansas City, Mo.	WM	July 24, 1940
A-818	July 28, 1940	.....do.....	Brotherhood of Railroad Trainmen, <i>v.</i> Chicago & Western Indiana R. R. Co.	179	Yardmasters.....	Sept. 3, 1940	Chicago, Ill.....	MA	Sept. 9, 1940
A-819	June 25, 1940	.....do.....	Brotherhood of Locomotive Engineers; Order of Railway Conductors; Brotherhood of Railroad Trainmen, <i>v.</i> Houston & North Shore Ry. Co.	27	Motormen, conductors, and trainmen.	Nov. 26, 1940	Houston, Tex.....	MA	Nov. 29, 1940
A-820	May 3, 1940	.....do.....	Brotherhood of Locomotive Engineers; <i>v.</i> Union Pacific R. R. Co. (Northwestern District).	2,251	Locomotive engineers.	Jan. 15, 1941	Portland, Oreg.....	MA	Jan. 17, 1941
A-821	June 8, 1940	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	390	Clerical, office, station and storehouse employees.	Dec. 12, 1940	Chicago, Ill.....	MA	Jan. 16, 1941
A-822	Aug. 8, 1940	Carrier.....	Pittsburgh & West Virginia Ry. Co. <i>v.</i> Railway Employees' Department, A. F. of L.	136	Machinists, boiler-makers, blacksmiths, carmen, helpers and apprentices.	Aug. 13, 1940	Chicago, Ill., Pittsburgh, Pa., Rook, Pa., Washington, D. C.	MA	Aug. 16, 1940

A-824	July 22, 1940	Employees.	United Transport Service Employees of America, v. Illinois Central R. R. Co.	6,804	Red caps.....	Aug. 20, 1940	Chicago, Ill.....	MA	Aug. 20, 1940
A-825	Aug. 1, 1940	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, v. Northwestern Pacific R. R. Co.	352	Clerical, office, station and storehouse employees.	Apr. 18, 1941	San Francisco, Calif.	MA	May 9, 1941
A-827	July 22, 1940	.....do.....	The Order of Railroad Telegraphers, v. Northwestern Pacific R. R. Co.	352	Telegraphers.....	.....do.....	.....do.....	MA	Do.
A-828	Aug. 2, 1940	.....do.....	Brotherhood of Locomotive Engineers; v. Northwestern Pacific R. R. Co.	352	Locomotive Engineers.	.....do.....	.....do.....	MA	Do.
A-829	Aug. 3, 1940	.....do.....	Railway Employees' Department, A. F. of L., v. Northwestern Pacific R. R. Co.	352	Machinists, boiler-makers, blacksmiths, sheet metal workers, electrical workers, carmen, firemen and others.	.....do.....	.....do.....	MA	Do.
A-830	Aug. 5, 1940	.....do.....	Brotherhood of Railroad Trainmen, v. Northwestern Pacific R. R. Co.	352	Trainmen.....	.....do.....	.....do.....	MA	Do.
A-831	Aug. 7, 1940	.....do.....	Brotherhood of Maintenance of Way Employees, v. Northwestern Pacific R. R. Co.	352	Maintenance of way employees.	.....do.....	.....do.....	MA	Do.
A-833	June 3, 1940	Carrier.....	Illinois Central and Yazoo & Mississippi Valley railroads, v. Order of Railway Conductors and Brotherhood of Railroad Trainmen.	6,804	Conductors and trainmen.	Sept. 9, 1940	Chicago, Ill.....	WM	Sept. 13, 1940
A-834	June 4, 1940	Employees.	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen & Enginemen, Order of Railway Conductors and Brotherhood of Railroad Trainmen, v. Lehigh Valley R. R. Co.	1,269	Train and engine service employees.	Sept. 3, 1940	Bethlehem, Pa....	MA	Sept. 10, 1940
A-836	July 10, 1940	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, v. Mobile & Ohio R. R. Co., Meridian Terminal Co., and Gulf Terminal Co.	1,186	Clerical, office station and storehouse employees.	.....do.....	.....do.....	WPM	Nov. 6, 1940
A-837	Aug. 8, 1940	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, v. Midland Valley R. R. Co.	352	.....do.....	Sept. 23, 1940	Muskogee, Okla..	MA	Oct. 1, 1940
A-838	Aug. 9, 1940	.....do.....	Brotherhood of Locomotive Firemen & Enginemen, v. Missouri, Kansas & Texas Lines.	3,188	Firemen.....	Oct. 1, 1940	Dallas, Tex. and Washington, D. C.	MA	Dec. 12, 1940
A-839	Aug. 8, 1940	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees v. Kansas City Terminal Ry. Co.	172	Clerical, office station and storehouse employees.	Aug. 26, 1940	Kansas City, Mo. and Washington, D. C.	MA	Dec. 17, 1940
A-840	Aug. 12, 1940	.....do.....	United Transport Service Employees of America, v. Chicago & North Western Ry. Co.	8,319	Red caps.....	Sept. 3, 1940	Chicago, Ill.....	MA	Sept. 5, 1940
A-841	Aug. 7, 1940	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, v. Pacific Electric Ry. Co.	964	Clerical, office station and storehouse employees.	Feb. 19, 1941	Los Angeles, Calif.	MA	Mar. 18, 1941
A-842	Aug. 8, 1940	.....do.....	Brotherhood of Railroad Trainmen, v. Pacific Electric Ry. Co.	964	Trainmen.....	.....do.....	.....do.....	MA	Do.
A-843	Aug. 8, 1940	.....do.....	The Order of Railroad Telegraphers, v. Pacific Electric Ry. Co.	964	Telegraphers.....	.....do.....	.....do.....	MA	Do.

See footnotes at end of table.

Mediation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1940 TO JUNE 30, 1941—Continued

Case No.	Application		Parties involved	Approximate mileage operated	Class or craft of employees	Mediation began (date)	Conference place (city)	Disposition	
	Date received	Made by						Closed by ¹	Date closed
1	2	3	4	5	6	7	8	9	10
A-844	Aug. 12, 1940	Employees	Brotherhood of Railway Signalmen of America, <i>v.</i> Pacific Electric Ry. Co.	964	Signalmen	Feb. 19, 1941	Los Angeles, Calif.	MA	Mar. 18, 1941
A-845	Aug. 10, 1940	do	American Train Dispatchers Association, <i>v.</i> Pacific Electric Ry. Co.	964	Dispatchers	do	do	MA	Do.
A-846	Aug. 17, 1940	do	Railway Employees' Department, A. F. of L., <i>v.</i> Pacific Electric Ry. Co.	964	Machinists, blacksmiths, electrical workers, sheet metal workers, carmen, firemen and oilers, the helpers and apprentices of the foregoing.	do	do	MA	Do.
A-847	Aug. 21, 1940	do	Brotherhood of Maintenance of Way Employees, <i>v.</i> Pacific Electric Ry. Co.	964	Maintenance of way employees.	do	do	MA	Do.
A-848	May 18, 1940	do	Order of Railway Conductors, <i>v.</i> Monongahela Connecting Ry. Co.	37	Trainmen	Sept. 26, 1940	Pittsburgh, Pa.	MA	Oct. 17, 1940
A-850	Mar. 1, 1940	do	Order of Railway Conductors, <i>v.</i> McCloud River R. R. Co.	61	Conductors	Nov. 29, 1940	San Francisco, Calif.	WM	Jan. 16, 1941
A-851	June 5, 1940	do	The Order of Railroad Telegraphers, <i>v.</i> Chicago, Indianapolis & Louisville Ry. Co.	549	Agents and operators.			WPM	Oct. 10, 1940
A-852	Aug. 21, 1940	do	Brotherhood of Railroad Trainmen, <i>v.</i> Texas Mexican Ry. Co.	161	Train and yard service employees.	Oct. 21, 1940	Laredo, Tex.	MA	Oct. 24, 1940
A-853	Aug. 26, 1940	do	Brotherhood of Maintenance of Way Employees, <i>v.</i> Detroit & Mackinac Ry. Co.	242	Maintenance of way employees.			WPM	Dec. 24, 1940
A-854	Sept. 6, 1940	do	Brotherhood of Railway Signalmen of America <i>v.</i> Texas & New Orleans R. R. Co.	4,416	Signalmen	Oct. 17, 1940	Houston, Tex.	WM	Dec. 27, 1940
A-855	Aug. 21, 1940	do	Brotherhood of Locomotive Engineers <i>v.</i> Hudson & Manhattan R. R. Co.	8	Locomotive engineers.	Sept. 19, 1940	New York, N. Y.	MA	Feb. 10, 1941
A-856	Sept. 11, 1940	do	Brotherhood of Railroad Signalmen of America <i>v.</i> Hudson & Manhattan R. R. Co.	8	Signalmen	do	do	MA	Do.
A-857	June 7, 1940	do	Brotherhood of Railroad Trainmen <i>v.</i> Hudson & Manhattan R. R. Co.	8	Trainmen	do	do	MA	Do.
A-858	Sept. 9, 1940	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees <i>v.</i> Wallabout Union Freight Station, Inc.		Clerical, office, station and storehouse employees.	Feb. 3, 1941	do	WM	June 24, 1941

A-850	Sept. 13, 1940	.....do.....	Brotherhood of Railroad Trainmen v. Chicago South Shore & South Bend R. R. Co.	77	Trainmen.....	Oct. 21, 1940	Michigan City, Ind.	MA	Nov. 4, 1940
A-860	Feb. 12, 1940	.....do.....	American Railway Supervisors' Association, Inc. v. Union Pacific R. R. Co.	9,892	Supervisors of mechanics.	Oct. 14, 1940	Omaha, Nebr.....	MA	Oct. 16, 1940
A-861	Aug. 31, 1940	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees v. Grand Trunk Western R. R. Co., Canadian National Lines in New England.	172	Clerical, office, station, and storehouse.	Oct. 21, 1940	Detroit, Mich.....	MA	Mar. 25, 1941
A-862	July 5, 1940	.....do.....	Brotherhood of Maintenance of Way Employees v. Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	1,629	Maintenance-of-way employees.	Jan. 17, 1941	St. Paul, Minn....	WM	Jan. 22, 1941
A-863	Sept. 26, 1940	.....do.....	The Order of Railroad Telegraphers v. Los Angeles Union Passenger Station.	13	Tower employees....	Apr. 1, 1941	Los Angeles, Calif.	MA	Apr. 5, 1941
A-864	Apr. 6, 1940	.....do.....	Airline Pilots Association of America v. Northwest Airlines, Inc.	2,580	Pilots and copilots..	.....	.....	WPM	Nov. 1, 1940
A-865	Sept. 28, 1940	.....do.....	Brotherhood of Maintenance of Way Employees v. Macon, Dublin and Savannah R. R. Co.	92	Maintenance-of-way employees.	Jan. 28, 1941	Savannah, Ga.....	MA	Jan. 31, 1941
A-866	Oct. 3, 1940	Carrier.....	Texas & New Orleans R. R. Co. v. Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	4,416	Clerical, office, station, and storehouse employees.	Oct. 9, 1941	Houston, Tex.....	WM	Oct. 14, 1940
A-867	Oct. 2, 1940	Employees..	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees v. Duluth, Missabe & Iron Range Ry. Co.	541	do.....	Nov. 7, 1940	Duluth, Minn., and Washington, D. C.	CBA	June 6, 1941
A-868	Sept. 26, 1940	.....do.....	American Train Dispatchers Association v. Reading Co.	1,390	Train dispatchers...	Mar. 24, 1941	Philadelphia, Pa..	MA	Apr. 3, 1941
A-869	.....do.....	.....do.....	American Train Dispatchers Association v. Central R. R. of New Jersey.	710	do.....	.....do.....	do.....	MA	Do.
A-870	Oct. 4, 1940	.....do.....	Brotherhood of Sleeping Car Porters v. Chicago & North Western Ry. Co.	8,319	Parlor car, club car and coach porters.	Nov. 29, 1940	Chicago, Ill.....	MA	Jan. 13, 1941
A-871	Oct. 7, 1940	.....do.....	The Order of Railroad Telegraphers v. Macon, Dublin & Savannah R. R. Co.	92	Telegraphers.....	Jan. 27, 1941	Savannah, Ga.....	MA	Feb. 1, 1941
A-872	Oct. 17, 1940	.....do.....	Brotherhood of Sleeping Car Porters v. Gulf, Mobile & Ohio R. R. Co.	1,960	Sleeping car porters..	Mar. 3, 1941	Mobile, Ala.....	MA	Mar. 13, 1941
A-873	.....do.....	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees v. Chicago, Burlington & Quincy R. R. Co.	8,958	Clerical, office, station, and storehouse employees.	Jan. 16, 1941	Chicago, Ill.....	WM	Feb. 11, 1941
A-874	Oct. 21, 1940	.....do.....	Brotherhood of Locomotive Firemen & Engineers v. Chicago, South Shore & South Bend R. R. Co.	77	Motormen, helpers, hostlers, and hostler helpers.	Oct. 25, 1940	Michigan City, Ind.	MA	Nov. 7, 1940
A-875	.....do.....	.....do.....	International Longshoremen's Association (Lighter Captains' Union Local 996) v. Baltimore & Ohio R. R. Co.; Central Railroad of New Jersey; Delaware, Lackawanna and Western R. R. Co.; Erie R. R. Co.; Lehigh Valley R. R. Co.; New York Central System; New York, New Haven & Hartford R. R. Co.; and Pennsylvania R. R.	.....	Lighter captains....	Nov. 7, 1940	New York, N. Y..	MA	Nov. 13, 1940
A-876	Oct. 23, 1940	.....do.....	Brotherhood of Locomotive Engineers v. Kansas, Oklahoma & Gulf Ry. Co.	327	Locomotive engineers.	Nov. 18, 1940	Muskogee, Okla..	MA	Apr. 22, 1941

See footnotes at end of table.

Mediation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1940 TO JUNE 30, 1941—Continued

Case No.	Application		Parties involved	Approximate mileage operated	Class or craft of employees	Mediation began (date)	Conference place (city)	Disposition	
	Date received	Made by						Closed by ¹	Date closed
1	2	3	4	5	6	7	8	9	10
A-878	Oct. 2, 1940	Employees.	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes <i>v.</i> Chicago & North Western Ry. Co.	8,319	Clerical, office, station, and storehouse employees.	Nov. 7, 1940	Duluth, Minn., and Washington, D. C.	CBA	June 6, 1941
A-879	.....do.....	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes <i>v.</i> Great Northern Ry. Co.	8,066	.....do.....	.....do.....	.....do.....	CBA	Do.
A-880	Oct. 28, 1940	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes <i>v.</i> Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	4,297	.....do.....	.....do.....	.....do.....	CBA	Do.
A-884	Nov. 4, 1940	.....do.....	Order of Railway Conductors and Brotherhood of Railroad Trainmen <i>v.</i> Atchison, Topeka & Santa Fe Ry. Co. (Coast lines south of Ash Fork and east of Parker).	2,521	Conductors and trainmen.	Feb. 24, 1941	Los Angeles, Calif.	MA	Apr. 15, 1941
A-885	Nov. 1, 1940	.....do.....	Association of Colored Railway Trainmen and Firemen <i>v.</i> Virginian Ry. Co.	653	Car riders.....	.....do.....	.....do.....	WPM	Feb. 10, 1941
A-886	Nov. 7, 1940	.....do.....	Railway Employes' Department, A. F. of L. <i>v.</i> Texas & New Orleans R. R. Co.	4,416	Shop craft employees.	Mar. 31, 1941	Houston, Tex.....	MA	Apr. 4, 1941
A-887	Nov. 8, 1940	.....do.....	Brotherhood of Railroad Trainmen <i>v.</i> Missouri, Kansas & Texas R. R. Co. and Missouri, Kansas & Texas R. R. Co. of Texas.	3,188	Dining car stewards.	Mar. 25, 1941	Dallas, Tex.....	MA	Apr. 1, 1941
A-888	Nov. 9, 1940	.....do.....	Brotherhood of Locomotive Firemen & Enginemen <i>v.</i> Belt Ry. Co. of Chicago.	460	Hostler helpers.....	Jan. 27, 1941	Chicago, Ill.....	AA	Feb. 7, 1941
A-889	Nov. 15, 1940	.....do.....	Brotherhood of Locomotive Firemen & Enginemen and Brotherhood of Railroad Trainmen <i>v.</i> Philadelphia, Bethlehem and New England R. R. Co.	59	Train and engine service employees.	Nov. 25, 1940	Bethlehem, Pa., and New York, N. Y.	MA	Mar. 15, 1941
A-890	Nov. 18, 1940	.....do.....	Brotherhood of Locomotive Engineers <i>v.</i> Denver & Rio Grande Western R. R. Co.	2,555	Locomotive engineers.	Feb. 14, 1941	Denver, Colo.....	MA	Feb. 27, 1941
A-891	Nov. 20, 1940	.....do.....	Railway Employes' Department, A. F. of L. <i>v.</i> Colorado & Wyoming Ry. Co.	114	Shop craft employees.	.....do.....	.....do.....	WPM	Jan. 10, 1941
A-892	Nov. 27, 1940	.....do.....	American Train Dispatchers Association <i>v.</i> Pennsylvania R. R.	9,880	Train dispatchers...	Apr. 7, 1941	Philadelphia, Pa...	WM	May 5, 1941
A-893	Nov. 28, 1940	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes, <i>v.</i> Gulf Coast Lines.	1,772	Clerical, office, station and storehouse employees.	Feb. 3, 1941	Houston, Tex.....	WM	Mar. 27, 1941

A-896	Dec. 6, 1940	-----do-----	Brotherhood of Locomotive Firemen & Engineers and Brotherhood of Railroad Trainmen, v. Atlanta, Birmingham and Coast R. R. Co.	637	Engineers, firemen, hostlers, hostler helpers, conductors, trainmen and yardmen.	Jan. 10, 1941	Atlanta, Ga. and Washington, D. C.	CBA	June 6, 1941
A-897	Dec. 7, 1939	-----do-----	Brotherhood of Railroad Trainmen, v. Pennsylvania R. R.	9,880	Yard service employees.	-----	-----	WPM	April 4, 1941
A-898	Sept. 26, 1940	-----do-----	Brotherhood of Locomotive Engineers v. Union R. R. Co. (Pittsburgh, Pa.).	45	Locomotive engineers.	Jan. 14, 1941	Pittsburgh, Pa....	AD	Mar. 13, 1941
A-899	Nov. 28, 1940	-----do-----	American Train Dispatchers Association, v. Chicago & North Western Ry. Co.	8,319	Train dispatchers...	Jan. 6, 1941	Chicago, Ill.	MA	Jan. 16, 1941
A-901	Jan. 3, 1941	Carrier-----	Transcontinental & Western Air, Inc., v. Airline Pilots Association of America.	5,370	Pilots and Copilots..	Jan. 20, 1941	Kansas City, Mo..	AA	Apr. 29, 1941
A-905	Jan. 16, 1941	Employees.	Brotherhood of Locomotive Firemen & Engineers, v. Atlantic Coast Line R. R. Co., et al. (21 southeastern railroads).	30,512	Locomotive firemen.	Jan. 27, 1941	Washington, D.C.	MA	Feb. 18, 1941
A-906	Dec. 16, 1940	-----do-----	Order of Railway Conductors and Brotherhood of Railroad Trainmen, v. Atchison, Topeka and Santa Fe Ry. Co. (Coast lines south of Ash Fork and east of Parker).	2,521	Conductors and trainmen.	Feb. 24, 1941	Los Angeles, Calif.	MA	Apr. 15, 1941
A-907	Jan. 8, 1941	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, v. Southern Pacific Co.	8,623	Clerical, office, station and storehouse employees.	May 13, 1941	San Francisco Calif.	MA	May 23, 1941
A-908	Jan. 10, 1941	-----do-----	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen & Engineers; Order of Railway Conductors; Brotherhood of Railroad Trainmen and The Order of Railroad Telegraphers, v. Wabash Ry. Co.	2,447	Train and engine service employees and telegraphers.	Mar. 21, 1941	St. Louis, Mo.	MA	Apr. 7, 1941
A-909	-----do-----	-----do-----	Brotherhood of Locomotive Engineers, v. Valley & Siletz R. R. Co.	41	Locomotive engineers and firemen.	Feb. 12, 1941	Portland, Oreg....	MA	Feb. 24, 1941
A-910	Jan. 15, 1941	-----do-----	Brotherhood of Locomotive Engineers, v. Missouri, Kansas & Texas R. R. Co.	3,188	Locomotive engineers.	Feb. 19, 1941	Dallas, Tex.	AD	Apr. 14, 1941
A-911	Jan. 16, 1941	-----do-----	American Train Dispatchers Association, v. Seaboard Air Line Ry. Co.	4,308	Train dispatchers...	May 5, 1941	Norfolk, Va.	MA	May 10, 1941
A-914	Jan. 25, 1941	-----do-----	Intl. Association of Machinists v. Pan American Airways, Inc.	(?)	Mechanics, helpers and apprentices.	Apr. 9, 1941	Brownsville, Tex. and Washington, D. C.	AA	Apr. 22, 1941
A-915	Jan. 30, 1941	-----do-----	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen & Engineers; Order of Railway Conductors and Brotherhood of Railroad Trainmen, v. Macon, Dublin & Savannah R. R. Co.	92	Train, engine and yard service employees.	Feb. 3, 1941	Savannah, Ga. and Washington, D. C.	WM	Mar. 15, 1941
A-917	Dec. 28, 1940	Carrier-----	New York Central System, v. Dining Car Employees' Union, Locals No. 351 and 370.	11,366	Dining car cooks and waiters.	Mar. 3, 1941	New York City, N. Y.	MA	Mar. 10, 1941
A-918	Jan. 21, 1941	Employees.	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen & Engineers; Order of Railway Conductors and Brotherhood of Railroad Trainmen, v. Kansas City Southern Ry. Co.	879	Train and engine service employees.	Feb. 7, 1941	Kansas City, Mo.	MA	Feb. 26, 1941
A-919	Jan. 30, 1941	-----do-----	Brotherhood of Railroad Trainmen v. Texas & Pacific Ry. Co.	1,887	Trainmen.....	Mar. 17, 1941	Dallas, Tex.	MA	Mar. 24, 1941

See footnotes at end of table.

Mediation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1940 TO JUNE 30, 1941—Continued

Case No.	Application		Parties involved	Approximate mileage operated	Class or craft of employees	Mediation began (date)	Conference place (city)	Disposition	
	Date received	Made by						Closed by ¹	Date closed
1	2	3	4	5	6	7	8	9	10
A-920	Feb. 3, 1941	Employees.	Brotherhood of Maintenance of Way Employees v. Kansas City Terminal Ry. Co.	172	Maintenance-of-way employees.	Apr. 10, 1941	Kansas City, Mo.	MA	Apr. 11, 1941
A-921	Feb. 6, 1941	do	Brotherhood of Locomotive Engineers v. Union Pacific R. R. Co. (South Central District).	3, 806	Locomotive engineers.	Feb. 7, 1941	Los Angeles, Calif.	MA	Feb. 28, 1941
A-922	Feb. 14, 1941	do	Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen & Enginemen, Order of Railway Conductors, and Brotherhood of Railroad Trainmen v. Georgia & Florida R. R.	408	Train, engine, and yard service employees.	Mar. 18, 1941	Augusta, Ga. and Washington, D. C.	AD	June 14, 1941
A-923	do	do	Brotherhood of Locomotive Engineers v. Texas & Pacific Ry. Co.	1, 887	Locomotive engineers.	Mar. 3, 1941	Dallas, Tex.	AD	Mar. 14, 1941
A-925	Jan. 21, 1941	do	Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America v. Union Electric Ry. Co. (Coffeyville, Kans.).	86	Transportation operation and maintenance employees.	Apr. 4, 1941	Coffeyville, Kans.	MA	Apr. 7, 1941
A-926	Jan. 17, 1941	do	Association of Colored Railway Trainmen and Locomotive Firemen v. Louisiana & Arkansas Ry. Co.	811	Locomotive firemen and trainmen.	Apr. 24, 1941	Shreveport, La.	MA	May 3, 1941
A-927	Feb. 6, 1941	do	Brotherhood of Maintenance of Way Employees v. Davenport, Rock Island and Northwestern Ry. Co.	48	Maintenance-of-way employees.		Davenport, Iowa.	WPM	June 30, 1941
A-931	Mar. 1, 1941	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees v. Denver & Rio Grande Western R. R. Co.	2, 555	Clerical, office, station, and storehouse employees.	Mar. 1, 1941	Denver, Colo.	MA	Apr. 25, 1941
A-933	Feb. 5, 1941	do	Brotherhood of Locomotive Firemen & Enginemen and Brotherhood of Railroad Trainmen v. Susquehanna & New York R. R. Co.	65	Train, engine and yard service employees.	Apr. 28, 1941	Williamsport, Pa.	MA	May 3, 1941
A-935	Mar. 15, 1941	do	Brotherhood of Maintenance of Way Employees v. Bangor & Aroostook R. R. Co.	597	Maintenance of way employees.	May 6, 1941	Bangor, Maine.	MA	May 12, 1941
A-936	Mar. 19, 1941	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees v. Denver & Rio Grande Western R. R. Co.	2, 555	Clerical, office, station, and storehouse employees.	Mar. 24, 1941	Denver, Colo.	MA	May 10, 1941
A-938	Mar. 26, 1941	Carrier.	American Airlines, Inc., v. Air Line Mechanics Association, International.		Mechanics.	May 19, 1941	New York, N. Y.	MA	June 6, 1941
A-939	Mar. 13, 1941	Employees.	Railway Patrolmen's Union No. 22287 v. Chicago & North Western Ry. Co.	8, 319	Railway patrolmen.	Apr. 8, 1941	Chicago, Ill.	MA	Apr. 10, 1941
A-940	Apr. 3, 1941	do	Brotherhood of Railroad Trainmen v. Belt Ry. of Chicago.		Yard service employees.	May 29, 1941	do.	MA	June 2, 1941

A-941	Mar. 29, 1941	.....do.....	National Organization Masters, Mates and Pilots of America v. Missouri-Illinois R. R. Co.	-----	Deck employees on steamer <i>Ste. Genevieve</i> .	May 13, 1941	St. Louis, Mo.....	MA	June 16, 1941
A-942	Apr. 7, 1941	.....do.....	National Marine Engineers Beneficial Association v. Missouri-Illinois R. R. Co.	-----	Engine-room employees on steamer <i>Ste. Genevieve</i>.	.....do.....	.....do.....	MA	Do.
A-944	Apr. 14, 1941	.....do.....	Steel Workers Organizing Committee, Local Union No. 2203 v. Monongahela Connecting R. R. Co.	-----	Sheet metal workers, machinists, boilermakers, blacksmiths, their helpers and apprentices and maintenance-of-way employees.	May 14, 1941	Pittsburgh, Pa.....	MA	June 3, 1941
A-949	Apr. 25, 1941	.....do.....	Brotherhood of Railroad Signalmen of America v. Delaware & Hudson R. R. Co.	846	Signalmen.....	June 9, 1941	Albany, N. Y.....	MA	June 13, 1941
A-959	May 29, 1941	Carrier.....	Wabash Ry. Co. v. National Maritime Union	-----	Car-ferry employees.	June 2, 1941	Detroit, Mich.....	MA	June 25, 1941
A-960	May 17, 1941	Employees.....	Brotherhood of Maintenance of Way Employees v. Chicago, Burlington & Quincy R. R. Co.	8,958	Maintenance-of-way employees.	-----	Chicago, Ill.....	WPM	June 30, 1941
A-968	May 8, 1941	.....do.....	Railway Employees' Department, A. F. of L. v. Burlington Refrigerator Co., Fruit Growers Express Co., Western Fruit Express Co.	-----	Maintenance-of-equipment employees.	-----	Washington, D. C.	WPM	June 25, 1941

MA = Mediation agreement.

AA = Arbitration agreement.

WM = Withdrawn during mediation.

WPM = Withdrawn prior to mediation.

AD = Arbitration declined.

CBA = Closed by Board action.

D = Dismissed by Board

¹ Approximate.

² Mileage not obtainable.

APPENDIX C

REPRESENTATION CASES UNDER THE RAILWAY LABOR ACT

FISCAL YEAR JULY 1, 1940, TO JUNE 30, 1941

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by 1	Date closed	
1	2	3	4	5	6	7	8	9
R-457	Brotherhood of Railroad Trainmen.	Texas & New Orleans R. R. Co.	Brakemen.....	750	None.....	WI	July 17, 1941	4,416
R-491	American Railway Supervisors' Association	Seaboard Air Line Ry. Co.	Mechanical department. Foremen or supervisors of mechanics.	86	Railway Employees' Department..... American Federation of Labor.....	MV-MB	Nov. 15, 1940	4,308
R-606	Brotherhood of Railroad Trainmen.	Bangor & Aroostook R. R. Co.	Road conductors.....	24	Brotherhood of Railroad Trainmen.....	MV-MB	Oct. 28, 1940	597
R-607	do.....	Maine Central R. R. Co.	do.....	77	Order of Railway Conductors of America.	MV-PB	Oct. 30, 1940	964
R-615	do.....	Minnesota Transfer Ry. Co.	Yardmen (foremen, helpers and switch tenders).	92	Brotherhood of Railroad Trainmen.....	MV-PB	Aug. 6, 1940	140
R-623	do.....	South Buffalo Ry. Co.	Yardmen (foremen and helpers).	266	do.....	MV-PB	Dec. 31, 1940	6
R-635	International Brotherhood of Red Caps. ²	St. Paul Union Depot Co.	Station porters.....	45	None.....	D	Nov. 26, 1940	14
R-637	Brotherhood of Sleeping Car Porters.	Seaboard Air Line Ry. Co.	Train porters.....	99	do.....	MV-MB	Oct. 9, 1940	4,308
R-639	Union Pacific Mechanical Supervisors' Association.	Union Pacific R. R. Co.	Supervisors, motive power and machinery department.	300	do.....	WI	Sept. 18, 1940	9,892
R-640	United Transport Service Employees of America.	Fort St. Union Depot Co.	Ushers (red caps).....	26	United Transport Service Employees of America.	CA	Sept. 11, 1940	7
	International Assn. of Machinists.	Louisville & Nashville R. R. Co.	Machinists.....	1,925	International Assn. of Machinists.....			
	International Brotherhood of Boilermakers, Iron Ship Builders & Helpers of America.	do.....	Boilermakers.....	937	International Brotherhood of Boilermakers, Iron Ship Builders & Helpers of America.			
	International Brotherhood of Blacksmiths, Drop Forgers & Helpers.	do.....	Blacksmiths.....	342	Association of Maintenance of Equipment Employes of L. & N. R. R. Co.			
	Sheet Metal Workers' International Assn.	do.....	Sheet metal workers.....	368	Sheet Metal Workers' International Assn.			

R-641	International Brotherhood of Electrical Workers.	.....do.....	Molders.....	96	Association of Maintenance of Equipment Employees of L. & N. R. R. Co.	MV-PB	July 24, 1940	4,871
	Brotherhood Railway Carmen of America.	.....do.....	Carmen, helpers and apprentices.	3,574	Brotherhood Railway Carmen of America.			
	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers, operating through Railway Employees' Department, American Federation of Labor.	.....do.....	Electrical workers.....	209	Association of Maintenance of Equipment Employees of L. & N. R. R. Co.			
		.....do.....	Coach cleaners.....	204	Brotherhood Railway Carmen of America.			
		.....do.....	Powerhouse employees and railway shop laborers.	2,217	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers, operating through Railway Employees' Department, American Federation of Labor.			
			Total.....	9,872				
R-642	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Duluth, Missabe & Iron Range Ry. Co.	Ore dock employees, other than clerks, switchtenders, and foremen who supervise subforemen.	261	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	MV-PB	Aug. 6, 1940	541
R-645	Brotherhood of Railroad Trainmen.	Atchison, Topeka & Santa Fe Ry. Co. (Fred Harvey Service, Inc.)	Dining car stewards.....	78	Brotherhood of Railroad Trainmen.....	MV-MB	Nov. 7, 1940	13,431
R-646	Brotherhood of Railway Technical Engineers, Architects and Draftsmen's Union, A. F. of L.	Southern Pacific Co. (Pacific Lines).	Technical engineers, architects, draftsmen, and allied workers.	349	Association of Railway Technical Employees.	MV-PB	Aug. 28, 1940	8,623
R-647	Brotherhood of Sleeping Car Porters.	Missouri Pacific R. R. Co.	Train porters.....	129	Brotherhood of Sleeping Car Porters..	MV-PB	Aug. 15, 1940	7,154
R-648	National Marine Engineers' Beneficial Association.	Missouri-Illinois R. R. Co.	Marine engineers and firemen.	4	National Marine Engineers' Beneficial Association.	CA	July 24, 1940	193
R-649	Brotherhood of Locomotive Firemen & Enginemen.	Atlanta & St. Andrews Bay Ry. Co.	{Locomotive engineers.....	9	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	Aug. 17, 1940	82
			{Locomotive firemen.....	7	.....do.....			
R-650	.....do.....	Chicago South Shore & South Bend R. R. Co.	Motormen.....	37	.....do.....	MV-PB	July 24, 1940	77
R-651	.....do.....	Toledo, Peoria & Western R. R. Co.	Locomotive firemen, hostlers and hostler helpers.	32	.....do.....	MV-PB	Oct. 21, 1940	239
R-653	United Transport Service Employees of America.	Tulsa Union Depot Co..	Ushers (red caps).....	17	United Transport Service Employees of America.	CA	Sept. 25, 1940	-----
R-654	Brotherhood of Sleeping Car Porters.	Atlantic Coast Line R. R. Co.	{Train porters.....	67	Brotherhood of Sleeping Car Porters.	MV-MB CA	Feb. 5, 1941	5,099
			{Chair car attendants and maids.	15	.....do.....			

See footnotes at end of table.

Representation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1940, TO JUNE 30, 1941—Continued

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by	Date closed	
1	2	3	4	5	6	7	8	9
R-655	Railroad Yardmasters of America.	Minneapolis & St. Louis R. R. Co. including Minneapolis Railway Transfer Co.	Yardmasters.....	7	Railroad Yardmasters of America.....	CA	Aug. 6, 1940	1,409
R-656	International Association of Machinists.	Delaware & Hudson R. R. Co.	Machinists.....	470	International Association of Machinists.	MV-PB	Sept. 11, 1940	846
	International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.	do.....	Boilermakers.....	151	International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.			
	International Brotherhood of Blacksmiths, Drop Forgers and Helpers.	do.....	Blacksmiths.....	39	International Brotherhood of Blacksmiths, Drop Forgers and Helpers.			
	Sheet Metal Workers' International Association.	do.....	Sheet metal workers (including molders).	55	Sheet Metal Workers' International Association.			
	International Brotherhood of Electrical Workers.	do.....	Electrical workers.....	50	International Brotherhood of Electrical workers			
	Brotherhood Railway Carmen of America.	do.....	Carmen.....	560	Brotherhood Railway Carmen of America			
	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers, operating through Railway Employees' Department, A. F. of L.	do.....	Powerhouse employees and railway shop laborers.	287	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse & Railway Shop Laborers, operating through Railway Employees' Department, A. F. of L.			
			Total.....	1612				
R-657	International Brotherhood of Electrical Workers operating through Railway Employees' Department, A. F. of L.	Ann Arbor R. R. Co....	Linemen.....	2	International Brotherhood of Electrical Workers operating through Railway Employees' Department, A. F. of L.	CA	July 24, 1940	294
R-658	Car Ferry Workers' Independent Union of the Great Lakes.	Pere Marquette Ry. Co.	Unlicensed employees on car ferries operating on Lake Michigan.	172	None.	WI	Nov. 1, 1940	2,116

R-659	Car Ferry Workers' Independent Union of the Great Lakes.	Ann Arbor R. R. Co....	Deck Department (Wheelmen, watchmen, look-outs and deck hands).	83	Car Ferry Workers' Independent Union of the Great Lakes.	MV-PB	Dec. 6 1940	
			Engine room department (oilers, firemen, water-tenders, wipers, and coal passers)	94	-----do-----			
			Stewards department (cooks, porters, maids, waiters, cabin watchmen).	46	-----do-----			
			Total.....	223				
R-660	Brotherhood of Railroad Trainmen.	Chicago, Burlington & Quincy R. R. Co.	Tap room attendants.....	8	Brotherhood of Railroad Trainmen.	CA	Sept. 11, 1940	8,958
R-661	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers, operating through Railway Employees' Department, A. F. of L.	Boston & Maine R. R. Co.	Power house employees and railway shop laborers.	44	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers, operating through Railway Employees' Department, A. F. of L.	CA	Sept. 11, 1940	1,906
R-662	Brotherhood of Railroad Trainmen.	Chicago, Milwaukee, St. Paul & Pacific R. R. Co.	Yardmasters.....	103	Brotherhood of Railroad Trainmen.	CA	Oct. 26, 1940	10,530
R-663	Brotherhood of Locomotive Firemen and Enginemen.	Chicago & Western Indiana R. R. Co.	Locomotive engineers.....	18	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	Aug. 6, 1940	179
R-664	International Brotherhood of Electrical Workers, operating through Railway Employees' Department, A. F. of L.	Chicago, Rock Island & Pacific Ry. Co.	Electrical workers, their helpers and apprentices including linemen.	63	International Brotherhood of Electrical Workers operating through Railway Employees' Department, A. F. of L.	MV-MB	Sept. 11, 1940	7,997
R-665	-----do-----	Spokane, Coeur d' Alene and Palouse Ry. Co.	Electrical workers (including linemen, groundmen, substation operators and helpers).	24	-----do-----	MV-MB	Oct. 21, 1940	165
R-666	International Association of Machinists.	Texas & New Orleans R. R. Co.	Machinists.....	743	International Association of Machinists.	MV-PB	Oct. 4, 1940	4,416
	International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.	-----do-----	Boilermakers and their helpers and apprentices.	222	Association of Shop Craft Employees of the Southern Pacific Lines in Texas and Louisiana.			
	Sheet Metal Workers' International Association.	-----do-----	Power house employees and railway shop laborers.	672	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers.			
			Total.....	1,637				

See footnotes at end of table.

Representation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1940, TO JUNE 30, 1941—Continued

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by	Date closed	
1	2	3	4	5	6	7	8	9
R-667	International Association of Machinists.	Colorado and Wyoming Ry. Co.	Machinists.....	25	International Association of Machinists.	MV-PB	Sept. 28, 1940	114
	International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.	do.....	Boilermakers.....	19	International Brotherhood of Boilermakers, Iron Ship Builders, and Helpers of America.			
	International Brotherhood of Blacksmiths, Drop Forgers and Helpers.	do.....	Blacksmiths.....	4	International Brotherhood of Blacksmiths, Drop Forgers and Helpers.			
	Sheet Metal Workers' International Association.	do.....	Sheet Metal Workers.....	2	Sheet Metal Workers' International Association.			
	Brotherhood Railway Carmen of America.	do.....	Carmen and their helpers.	32	Brotherhood Railway Carmen of America.			
	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers, operating through Railway Employees' Department, A. F. of L.	do.....	Powerhouse employees and railway shop laborers.	7	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers, operating through Railway Employees' Department, A. F. of L.			
			Total.....	89				
R-668	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers, operating through Railway Employees' Department, A. F. of L.	La Salle St. Station, Chicago, Ill.	Powerhouse employees.....	12	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers operating through Railway Employees' Department, A. F. of L.	CA	Sept. 10, 1940	-----
R-669	Brotherhood of Locomotive Firemen and Enginemen.	Bessemer & Lake Erie R. R. Co.	Locomotive engineers.....	85	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	Nov. 7, 1940	224
R-670	Brotherhood of Railway and Steamship clerks, freight handlers, express and station employees.	Denver & Salt Lake Ry. Co.	Clerical, office, station, and storehouse employees.	92	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	MV-PB	Sept. 17, 1940	231

R-671	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America in behalf of Joint Council Dining Car Employees Local No. 354.	Kansas City Southern Ry. Co.	Dining car chefs, cooks, waiters and waiters in charge.	17	Joint Council Dining Car Employees, Local No. 354, Hotel and Restaurant Employees' International Alliance.	MV-PB	Sept. 19, 1940	879
R-672	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America in behalf of Joint Council Dining Car Employees Local No. 384.	Denver & Rio Grande Western R. R. Co.	Lounge car attendants.	7	Joint Council Dining Car Employees, Local No. 384, Hotel and Restaurant Employees' International Alliance.	MV-PB	Oct. 26, 1940	2,555
R-674	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America in behalf of Joint Council Dining Car Employees Local No. 354.	Missouri-Pacific R. R. Co.	Dining car chefs, cooks, pantrymen and waiters.	47	None.	RR	Oct. 28, 1940	7,154
R-675	Steel Workers' Organizing Committee. ³	Monongahela Connecting R. R. Co.	Machinists.	22	Steel Workers' Organizing Committee.	MV-PB	Oct. 29, 1940	37
			Boilermakers.	9	do.			
			Blacksmiths.	5	do.			
			Electrical workers.	7	American Federation of Railroad Workers.			
			Carmen and their helpers.	80	No certification.			
			Railway shop laborers.	23	do.			
			Total.	146				
R-676	Int'l Association of Machinists	Peoria & Pekin Union Ry. Co.	Machinists, their helpers and apprentices.	24	Employees' Representative Committee of the Peoria & Pekin Union Ry. Co.	MV-PB	Oct. 8, 1940	153
R-677	Int'l Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America. Int'l Brotherhood of Blacksmiths, Drop Forgers, and Helpers. Sheet Metal Workers' Int'l Association, operating through Railway Employees' Department, A. F. of L.	Lehigh Valley R. R. Co.	Boilermakers.	283	International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.	MV-PB	Dec. 19, 1940	1,269
			Blacksmiths.	57	International Brotherhood of Blacksmiths, Drop Forgers and helpers.			
			Sheet metal workers.	117	Sheet Metal Workers' International Association operating through Railway Employees' Department, A. F. of L.			
			Total.	457				
R-678	Int'l Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers, operating through Railway Employees' Department, A. F. of L.	Pittsburgh & West Virginia Ry. Co.	Powerhouse employees and railway shop laborers.	35	International Brotherhood of Firemen, Oilers, Helpers Roundhouse and Railway Shop Laborers operating through Railway Employees' Department, A. F. of L.	MV-PB	Nov. 1, 1940	136

See footnotes at end of table.

Representation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1940, TO JUNE 30, 1941—Continued

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		
			Class or craft	Number of eligibles		Closed by	Date closed	Mileage
1	2	3	4	5	6	7	8	9
R-679	Brotherhood of Railroad Trainmen.	Colorado & Southern Ry. Co.	Dining car stewards.....	2	Brotherhood of Railroad Trainmen...	CA	Oct. 18, 1940	786
R-680	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Norfolk & Western Ry. Co.	Clerical, office, station, and storehouse employees.	2,699	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	MV-PB	Dec. 17, 1940	2,173
R-681	Brotherhood of Railroad Station Porters.	Pennsylvania Reading Seashore Lines.	Station porters (red caps).	30	Brotherhood of Railroad Station Porters.	MV-PB	Dec. 6, 1940	413
R-682	American Railway Supervisors' Association, Inc.	Chicago, Rock Island & Pacific Ry. Co.	Mechanical department foremen or supervisors of mechanics.	106	American Railway Supervisors' Association, Inc.	MV-PB	Nov. 18, 1940	7,997
R-683	Brotherhood of Railroad Trainmen.	Fort Worth & Denver City Ry. Co.	Dining car stewards.	2	Brotherhood of Railroad Trainmen...	CA	Oct. 29, 1940	804
R-684	-----do-----	Toledo, Peoria & Western R. R. Co.	Road conductors.....	14	Association of Train Service Employees of Toledo, Peoria & Western R. R. Co.	MV-PB	Oct. 21, 1940	239
			Road trainmen.....	30	Brotherhood of Railroad Trainmen....			
			Yardmen (foremen), helpers and switch tenders.	14	Brotherhood of Railroad Trainmen....			
R-685	Railroad Yardmasters of America.	Kansas City Terminal Ry. Co.	Yardmasters.....	9	Railroad Yardmasters of America.....	CA	Sept. 30, 1940	172
R-686	United Transport Service Employees of America.	Lehigh Valley R. R. Co.	Ushers (red caps).....	10	United Transport Service Employees of America.	MV-PB	Dec. 19, 1940	1,269
R-687	Hotel and Restaurant Employees International Alliance and Bartenders International League of America in behalf of Dining Car Employees' Union No. 495.	Atlantic Coast Line R. R. Co.	Dining car cooks, waiters, waiters in charge, pantrymen and bartenders.	172	Brotherhood of Dining Car Employees.	MV-PB	Jan. 14, 1941	5,099
R-688	United Transport Service Employees of America.	Chicago, Burlington & Quincy R. R. Co.	Ushers (red caps).....	14	United Transport Service Employees of America.	CA	Nov. 7, 1940	8,958
R-689	-----do-----	Missouri-Kansas-Texas R. R. Co.-Missouri-Kansas-Texas R. R. Co. of Texas.	-----do-----	20	None.....	D	Oct. 28, 1940	3,188

R-691	Brotherhood of Railroad Trainmen.	New York, Susquehanna & Western R. R. Co.	Car riders (coal dumping plant, Edgewater, N.J.).	9	...do.....	WI	Feb. 12, 1941	129
R-692	Railway Employees' Department, A. F. of L.	New York, Susquehanna & Western R. R. Co.	Power plant employees, coal-pier operators and coal-pier dumpers.	16	...do.....	WPI	Jan. 8, 1941	129
R-693	Brotherhood of Locomotive Firemen & Enginemen.	Toledo, Peoria & Western R. R. Co.	Locomotive Engineers....	15	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	Oct. 21, 1940	239
R-694	United Transport Service Employees of America.	International Great Northern R. R. Co.	Red caps.....	11	None.....	WI	Mar. 10, 1941	1,155
R-695	...do.....	Atchison, Topeka and Santa Fe Ry. System.	Ushers (red caps).....	38	...do.....	D	Nov. 18, 1940	13,431
R-696	...do.....	Chicago, Rock Island & Pacific Ry. Co.	...do.....	133	...do.....	D	Dec. 2, 1940	7,997
R-697	Steel Workers' Organizing Committee.	Monongahela Connecting Ry. Co.	Maintenance of way employees.	110	Steel Workers' Organizing Committee.	MV-PB	Oct. 29, 1940	37
R-698	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Norfolk Southern R. R. Co.	Clerical, office, station, and storehouse employees.	132	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	CA	May 7, 1941	733
R-699	Brotherhood of Maintenance of Way Employees.	Atlanta, Birmingham & Coast R. R. Co.	Maintenance of way employees.	396	Brotherhood of Maintenance of Way Employees.	MV-PB	Dec. 6, 1940	637
R-700	Order of Railway Conductors of America.	Indianapolis Union Ry. Co.	Yardmen (conductors and brakemen).	67	Order of Railway Conductors of America.	MV-PB	Dec. 17, 1940	16
R-701	Brotherhood of Railroad Trainmen.	St. Louis-San Francisco Ry. Co.	Dining car stewards.....	16	None.....	CWC *	Feb. 26, 1941	4,968
R-702	American Railway Supervisors' Association, Inc.	Indiana Harbor Belt R. R. Co.	Mechanical department foreman or supervisors of mechanics.	35	American Railway Supervisors' Association, Inc.	MV-PB	Jan. 28, 1941	628
R-703	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers, operating through Railway Employees' Department, A. F. of L.	Toledo, Peoria & Western R. R. Co.	Powerhouse employees and railway shop laborers.	19	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers operating through Railway Employees' Department, A. F. of L.	MV-PB	Nov. 18, 1940	239
R-704	Brotherhood of Railroad Trainmen.	Pennsylvania R. R.	Hump motor car operators.	44	Brotherhood of Railroad Trainmen..	CA	Dec. 19, 1940	9,880
R-705	Order of Railway Conductors of America.	Union R. R. Co. (Pittsburgh, Pa.).	Yardmen (foremen, helpers, and switch-tenders.).	628	Order of Railway Conductors of America.	MV-PB	Jan. 25, 1941	45
R-706	National Marine Engineers Beneficial Association.	Natchez & Louisiana Ry. Transfer Co.	Engineers, firemen and water tenders on car ferry.	5	National Marine Engineers Beneficial Association.	CA	Dec. 26, 1940	
R-707	Brotherhood of Railroad Trainmen.	Toledo, Peoria & Western R. R. Co.	Road conductors.....	14	Brotherhood of Railroad Trainmen....	MV-PB	Dec. 6, 1940	239
R-708	National Organization Masters, Mates and Pilots of America.	Missouri-Illinois R. R. Co.	Captains, mates and deckhands.	6	National Organization Masters, Mates and Pilots of America.	CA	Feb. 5, 1941	193
R-709	International Association of Machinists, operating through Railway Employees' Department, A. F. of L.	Washington Terminal Co.	Machinists, their helpers and apprentices.	193	International Association of Machinists, operating through Railway Employees' Department, A. F. of L.	MV-PB	Dec. 31, 1940	54 54

Representation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1940, TO JUNE 30, 1941—Continued

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		
			Class or craft	Number of eligibles		Closed by	Date closed	Mileage
1	2	3	4	5	6	7	8	9
R-710	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Chicago, Rock Island & Pacific Ry. Co.	Ushers and red caps.....	138	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	MV-PB	Mar. 20, 1941	7907
R-713	Brotherhood of Locomotive Firemen and Enginemen. Brotherhood of Railroad Trainmen.	Philadelphia, Bethlehem and New England R. R. Co.	Locomotive engineers.....	51	Brotherhood of Locomotive Firemen and Enginemen.	CA	Dec. 26, 1940	59
			Locomotive firemen and hostlers.	41	Brotherhood of Locomotive Firemen and enginemen.	CA		
			Yardmen (conductors and brakemen.).	167	Brotherhood of Railroad Trainmen.....	CA		
			Total.....	259				
R-714	Brotherhood of Maintenance of Way Employees.	New Orleans Public Belt R. R. Co.	Maintenance of way employees.	59	None.....	WPI	Feb. 21, 1941	117
R-716	Brotherhood of Locomotive Firemen and Enginemen.	Donora Southern R. R. Co.	Locomotive firemen.....	24	None.....	WPI	Mar. 21, 1941	42
R-717	Railway Employees' Department, A. F. of L.	Pueblo Joint Interchange Bureau.	Carmen (including coach cleaners) their helpers and apprentices.	19	Brotherhood Railway Carmen of America, operating through Railway Employees' Department, A. F. of L.	CA	Mar. 17, 1941	
R-718	Railway Employees' Department, A. F. of L.	Richmond, Fredericksburg & Potomac R. R. Co.	Sheet metal workers (Including molders), their helpers and apprentices.	51	Sheet Metal Workers' International Association, operating through Railway Employees' Department, A. F. of L.	MV-PB	Jan. 28, 1941	118

R-719	National Maritime Union Inland Boatmen's Division.	Reading Co.....	Unlicensed personnel, deck and engine room: Captains on barges covered lighters and grain elevators.	93	Inland Boatmen's Division, National Maritime Union.	MV-PB	Mar. 18, 1941	
			Total.....	112				
R-720	Brotherhood of Railroad Trainmen.	Santa Fe Northwestern Ry. Co.	Conductors, brakemen, and yardmen.	5	None.....	WPI	Apr. 1, 1941	38
R-721	Brotherhood of Locomotive Firemen and Enginemen.	do.....	Locomotive engineers, firemen and hostlers.	7	do.....	WPI	do.....	38
R-722	International Brotherhood of Blacksmiths, Drop Forgers and Helpers operating the Railway Employees' Department, A. F. of L.	Texas & New Orleans R. R. Co.	Blacksmiths, their helpers and apprentices.	112	do.....	CWC *	Feb. 28, 1941	4,416
R-723	International Brotherhood of Electrical Workers, operating through Railway Employees' Department, A. F. of L.	Northern Pacific Ry Co	Electrical workers and helpers (including equipment inspectors, installers and repairmen, foremen, assistant foremen, linemen, assistant linemen, framers and groundmen in the telegraph and telephone maintenance and construction department.)	82	International Brotherhood of Electrical Workers.	MV-MB	Feb. 19, 1941	6,721
R-724	Brotherhood of Maintenance of Way Employees.	Monongahela Ry. Co...	Maintenance of way employees.	175	Brotherhood of Maintenance of Way employees.	MV-PB	Apr. 10, 1941	172
R-726	Railway Patrolmen's Union No. 22433, A. F. of L.	Pere Marquette Ry. Co.	Patrolmen (including shop, police and watchmen) in the police department.	37	Railway Patrolmen's Union No. 22433, A. F. of L.	MV-PB	Apr. 30, 1941	2,116
R-727	Sheet Metal Workers' International Association, functioning through Railway Employees' Department, A. F. of L.	Chicago, Burlington, & Quincy R. R. Co.	Sheet metal workers (including steamfitters in the engineering department and molders), their helpers and apprentices.	10	Sheet Metal Workers' International Association, functioning through Railway Employees' Department, A. F. of L.	CA	Mar. 31, 1941	8,958
R-728	Brotherhood of Railroad Trainmen.	Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	Yardmasters.....	22	Railroad Yardmasters of America.....	MV-MB	Mar. 17, 1941	4,297
R-729	Brotherhood of Maintenance of Way Employees.	Pittsburgh, Chartiers & Youghiogheny Ry. Co.	Maintenance of way employees.	21	Brotherhood of Maintenance of Way Employees.	CA	Apr. 17, 1941	23
R-730	United Transport Service Employees of America.	New Orleans Terminal Co.	Ushers (red caps).....	5	United Transport Service Employees of America.	MV-PB	Feb. 27, 1941	88
R-731	International Association of Railway Employees, Inc.	Gulf & Ship Island R. R. Co.	Locomotive firemen.....	36	None.....	WI	Feb. 27, 1941	259

See footnotes at end of table.

Representation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1940, TO JUNE 30, 1941—Continued

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by	Date closed	
1	2	3	4	5	6	7	8	9
R-732	Brotherhood of Locomotive Engineers.	Florida East Coast Ry. Co.	Locomotive engineers.....	123	Brotherhood of Locomotive Engineers.	MV-PB	Mar. 4, 1941	685
R-733	Brotherhood of Locomotive Firemen and Enginemen.	Union R. R. Co. (Pittsburgh, Pa.)	.....do.....	266	.....do.....	MV-PB	Mar. 31, 1941	45
R-734	Brotherhood of Railroad Trainmen.	The Northern Pacific Terminal Co. of Oregon.	Yardmasters	10	Brotherhood of Railroad Trainmen...	MV-PB	Feb. 28, 1941	56
R-735	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers, operating through Railway Employees Department, A. F. of L.	Texas & Pacific Ry. Co.	Powerhouse employees and railway shop laborers.	328	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers, operating through Railway Employees' Department, A. F. of L.	MV-PB	Apr. 17, 1941	1,887
R-736	Railroad Yardmasters of America.	Los Angeles Union Passenger Terminal.	Yardmasters	4	None.....	WI	Apr. 7, 1941	13
R-737	.....do.....	Central of Georgia Ry. Co.	.....do.....	24	.....do.....	CWC	June 3, 1941	1,927
R-738	.....do.....	Harbor Belt Line R. R. Co.	.....do.....	6	.....do.....	WI	Apr. 7, 1941	125
R-739	American Railway Supervisors' Association, Inc.	Western Pacific Ry. Co.	Mechanical department foremen or supervisors of mechanics.	39	American Railway Supervisors' Association, Inc.	MV-MB	June 17, 1941	1,195
R-740	Railway Patrolmen's Union No. 22435, A. F. of L.	Reading Co.....	Patrolmen (including watchmen) in the police department.	119	Railway Patrolmen's Union No. 22435, A. F. of L.	MV-PB	Apr. 30, 1941	1,390
R-741	Brotherhood of Railroad Trainmen.	Florida East Coast Ry. Co.	Yardmasters.....	5	Brotherhood of Railroad Trainmen...	CA	May 15, 1941	685
R-742	Railroad Yardmasters of North America.	Detroit Terminal R. R. Co.	.....do.....	8	Switchmen's Union of North America.	MV-MB	Apr. 26, 1941	18
R-743	Brotherhood Railway Carmen of America, operating through Railway Employees' Department, A. F. of L.	Kentucky & Indiana Terminal R. R. Co.	Carmen (including coach cleaners) their helpers and apprentices.	127	Brotherhood Railway Carmen of America, operating through Railway Employees' Department, A. F. of L.	CA	Apr. 17, 1941	125

R-744	International Brotherhood of Blacksmiths, Drop Forgers and Helpers; International Brotherhood of Boilermakers. Iron Ship Builders and Helpers of America; Brotherhood Railway Carmen of America, operating through the Railway Employees' Department, A. F. of L.	Atlanta, Birmingham & Coast R. R. Co. do. do.	Boilermakers. Blacksmiths. Carmen (including coach cleaners) the helpers and apprentices of the foregoing.	21	No certification ⁴	MV-PB	May 9, 1941	637A
				28	International Brotherhood of Blacksmiths, Drop Forgers and Helpers.			
				161	Brotherhood Railway Carmen of America, operating through Railway Employees' Department, A. F. of L.			
				Total	210			
R-745	Railway Patrolmen's Union Greater New York Local No. 22411, A. F. of L.	Central R. R. Co. of New Jersey.	Patrolmen (including watchmen) in the police department.	72	Railway Patrolmen's Union, Greater New York Local No. 22411, A. F. of L.	CA	June 2, 1941	710
R-746	Railway Patrolmen's Union, Local No. 22304 and Local No. 22411.	Delaware, Lackawanna & Western R. R. Co.	Patrolmen (sergeants) in the police department.	85	None.	WI	May 26, 1941	995
R-749	Brotherhood of Maintenance of Way Employees.	Boston & Maine R. R. Co.	Maintenance of Way Employees (including crossing tenders).	607	Brotherhood of Maintenance of Way Employees.	CA	June 30, 1941	1906
R-750	Railway Patrolmen's Union, Local No. 22595, A. F. of L.	Denver & Rio Grande Western R. R. Co.	Employees, special service department.	9	None.	WI	May 5, 1941	2,555
R-752	Air Line Mechanics Association, International.	Inland Air Lines, Inc.	Airline mechanics.	25	do.	WPI	May 26, 1941	1,170
R-753	National Maritime Union of America.	Wabash Ry. Co.	Unlicensed marine personnel, deck and engine departments.	85	National Maritime Union of America.	CA	Apr. 12, 1941	2,447
R-754	Brotherhood of Railroad Trainmen.	Port Terminal R. R. Association.	Yardmasters.	4	Brotherhood of Railroad Trainmen.	CA	Apr. 17, 1941	106
R-755	United Transport Service Employees of America.	Florida East Coast Ry. Co.	Train porters.	27	United Transport Service Employees of America.	MV-MB	May 15, 1941	635
R-756	Brotherhood of Locomotive Firemen & Enginemen	Charleston & Western Carolina Ry. Co.	Locomotive firemen, hostlers and hostler helpers.	50	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	May 9, 1941	343
R-758	Brotherhood of Maintenance of Way Employees.	Belt Ry. Co. of Chicago.	Maintenance of way employees.	17	Brotherhood of Maintenance of Way Employees.	CA	May 13, 1941	460
R-759	do.	Chicago & Western Indiana R. R. Co.	do.	70	do.	CA	do.	179
R-760	International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America, operating through Railway Employees' Department, A. F. of L.	Washington Terminal Co.	Boilermakers, their helpers and apprentices.	36	None.	MV-PB	May 29, 1941	54
R-761	Brotherhood of Railroad Trainmen.	Elgin, Joliet & Eastern Ry. Co.	Yardmasters.	76	Brotherhood of Railroad Trainmen.	MV-MB	May 23, 1941	390

See footnotes at end of table.

Representation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1940, TO JUNE 30, 1941—Continued

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by	Date closed	
1	2	3	4	5	6	7	8	9
R-762	Brotherhood of Maintenance of Way Employees.	Chicago, Burlington & Quincy R. R. Co.	Maintenance of way employees (stock yards employees).	28	Brotherhood of Maintenance of Way Employees.	CA	May 24, 1941	8,958
R-764	Sheet Metal Workers' International Association, operating through Railway Employees' Department, A. F. of L.	Maine Central R. R. Co.	Sheet metal workers (including the sheet metal workers in the maintenance of way department) their helpers and apprentices.	6	Sheet Metal Workers' International Association, operating through Railway Employees' Department, A. F. of L.	CA	June 17, 1941	964
R-765	Railroad Division Inland Boatmen's Union, Port of New York.	New York, New Haven & Hartford R. R. Co.	Unlicensed marine personnel (oilers and firemen).	90	Railroad Division, Inland Boatmen's Union, Port of New York.	CA	June 25, 1941	-----
R-767	Railway Patrolmen's Union, Greater New York Local No. 22411, A. F. of L.	Hudson and Manhattan R. R. Co.	Patrolmen in the police department.	19	Railway Patrolmen's Union, Greater New York Local No. 22411, A. F. of L.	CA	May 31, 1941	8
R-768	Brotherhood of Maintenance of Way Employees.	Montour R. R. Co.	Maintenance of way employees.	60	None.	RR	May 16, 1941	46
R-769	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers, operating through Railway Employees' Department, A. F. of L.	Washington Terminal Co.	Powerhouse employees and railway shop laborers.	150	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers, operating through Railway Employees' Department, A. F. of L.	MV-PB	May 27, 1941	54
R-772	National Organization Masters, Mates and Pilots of America.	Natchez & Louisiana Ry. Transfer Co.	Master pilot, coal passer, carpenter, carpenter helper and deck hands on car ferry.	6	National Organization Masters, Mates and Pilots of America.	CA	June 17, 1941	-----
R-773	Brotherhood of Railroad Trainmen.	Indiana R. R. Co.	Intercity bus drivers.	66	None.	WPI	May 29, 1941	6
R-775	United Transport Service Employees of America.	Hudson & Mahattan R. R. Co.	Ushers (red caps and station porters.)	42	United Transport Service Employees of America.	CA	June 25, 1941	8
R-776	-----do-----	Portland Terminal Co.	Ushers (red caps)	7	-----do-----	CA	June 17, 1941	128

B-777	Utility Workers Organizing Committee of the C. I. O.	Pittsburgh & Shawmut R. R. Co.	Machinists.....	19	Utility Workers Organizing Committee of the C. I. O.	MV-PB	June 30, 1941	98
			Boilermakers.....	9	do.....	MV-PB		
			Blacksmiths.....	2	No certification.....	MV-PB		
			Carmen, the helpers and apprentices of the foregoing:	16	Brotherhood Railway Carmen of America.	MV-PB		
			Electrical workers (including telephone and signal maintainers).	3	International Brotherhood of Electrical Workers, operating through Railway Employees' Department, A. F. of L.	CA		
			Powerhouse employees and railway shop laborers.	9	Utility Workers' Organizing Committee of the C. I. O.	MV-PB		
			Total.....	58				

ERRATA: In appendix C, page 115 of the annual report for the fiscal year ended June 30, 1940, the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees was erroneously shown as having been certified in cases R-540, R-541, and R-542. The correct name of the organization certified in these three cases was the International Brotherhood of Red Caps now known as the United Transport Service Employees of America.

¹ No organization received a majority of the valid ballots cast.

² Applications also received from American Federation of Railroad Workers and Railway Employees' Department, A. F. of L.

³ No contestant received a majority of legal votes cast, therefore case closed without certification. MV-PB.

⁴ No contestant received a majority of legal votes cast.

¹ MV=Majority votes cast. ME=Majority eligibles (For early cases only). PB = Personal ballot. MB=Mail ballot. CA=Check of authorizations. RR=Representation recognized. WI=Withdrawn during investigation. WPI=Withdrawn prior to investigation. CWC=Closed without certification. D=Dismissed by board.

