

*Eighth*  
ANNUAL REPORT OF THE  
NATIONAL  
MEDIATION  
BOARD

INCLUDING  
THE REPORT OF THE  
NATIONAL RAILROAD  
ADJUSTMENT BOARD



*For the Fiscal Year Ended JUNE 30, 1942*



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## NATIONAL MEDIATION BOARD

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DAVID J. LEWIS, *Chairman* (year 1941-42)

GEORGE A. COOK

OTTO S. BEYER (on indefinite leave since January 12, 1942, to serve as Director, Division of Transport Personnel, Office of Defense Transportation.)

ROBERT F. COLE, *Secretary*

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## LETTER OF TRANSMITTAL

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NATIONAL MEDIATION BOARD,  
OFFICE OF THE CHAIRMAN,  
Washington, D. C., November 1, 1942.

*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 Eighth Annual Report of the National Mediation Board for the fiscal year ended June 30, 1942, together with the annual report of the National Railroad Adjustment Board, as required by section 3, first, (v), of the same act.

GEORGE A. COOK,  
*Chairman, Year 1942-43.*





# **EIGHTH ANNUAL REPORT OF THE NATIONAL MEDIATION BOARD**

## **I. SUMMARY AND CONCLUSIONS**

### **1. GENERAL**

The fiscal year ended June 30, 1942, marks the end of the eighth year of the National Mediation Board and the sixteenth year of the Railway Labor Act. The National Mediation Board was created in 1934 by amendments to the original act of 1926. Thus, this report is the eighth annual report of the present Board.

Uninterrupted rail transportation service is an indispensable need to a nation in peacetime. But in time of war no part of the Nation's resources is more vital to the successful prosecution of the war than dependable orderly and rapid rail transport service. The importance of this basic necessity is demonstrated by the fact that continuously since 1888 there has been in effect some form of Federal legislation designed to prevent interruptions to the Nation's rail transport service due to disputes between the railroads and their employees over rates of pay, rules, and working conditions. Experience has resulted in many revisions and refinements in the original law, and the present Railway Labor Act, as amended, is the most advanced piece of legislation in the Nation today for the peaceful settlement of industrial disputes.

Very soon after the Pearl Harbor attack, the management and operating personnel of the railroads and airlines saw that winning the war was the first job confronting our Nation. Only by subordinating all other objectives to this main task have they been able to achieve the modern transportation miracle that has been wrought. The movement of military personnel and war matériel as well as the tremendous movement of freight incident to our war production program has confronted our carriers with an unprecedented demand for transportation service. The efficiency with which the army of nearly one and one-half million persons who manage and operate our rail and airline carriers has met this problem merits national commendation. Just as the Railway Labor Act has served for more than 16 years as an effective instrument for the orderly settlement of railway labor disputes in peacetime, so it is serving effectively with our Nation at war. With strikes and threatened strikes in various industries causing considerable national concern during our recent defense program and our current war effort, the railroads and airlines have been notably free from such interruptions. Compared with thousands of disputes between men and management

settled peaceably under the Railway Labor Act during 1942, there were only two instances in which strikes occurred.

The credit for this fine record is mainly due to the parties involved in the disputes for their willingness to exhaust the various procedures established in the law and their patience in following the disputes through to a peaceful disposition. By their past cooperative attitude in seeking peaceful settlements of their difficulties, the National Mediation Board feels assured that we can look forward to the next year with full confidence that the war effort will not be hampered by interruptions or threatened interruptions due to labor disputes on the railroads and airlines.

The fiscal year 1942 was the largest in the history of the National Mediation Board in disputes docketed and settled. This has been true of each of the past 3 successive years and evidences the larger number of labor disputes during periods of increased industrial activity as well as a tendency on the part of both the carriers and their employees to utilize to a greater extent the provisions of the Railway Labor Act in effecting settlements of their differences.

During 1942, the number of cases docketed increased 36 percent over the previous year; the increase in cases settled was 22 percent over 1941. Although the Board was able to dispose of a larger number of cases during 1942 than any previous year, it was not able to keep abreast of the large number of incoming applications for its services, and as the year closed there were 154 unsettled cases on the Board's docket. Not since the end of the fiscal year 1936, when the number of pending cases reached 185, has the backlog of unsettled disputes been larger. For the 5-year period 1937-41, the average number of unsettled disputes at the end of each fiscal year was 117. Abstractions from the Board's working staff to serve other purposes occasioned by the war, explain the backlog in part.

The most important dispute handled by the Board during the past year involved most of the Nation's railroads and their employees as represented by some 19 separate labor organizations. Involved in this dispute were nearly 400 railroads, the Railway Express Agency and over one million employees. The dispute arose over the efforts of the employees to secure wage increases. In addition, the employees in other than train and engine service sought vacations with pay. The Board was unable to effect a settlement in mediation and offered arbitration. The carriers were agreeable to submitting the dispute to arbitration but the employees declined. Following the setting of strike dates by the two employee groups involved, the threatened interruption to interstate commerce was reported to the President and an emergency board was created. After an extensive investigation and mediation, that board was able to effect a settlement of the dispute and the threatened stoppage was averted.

In the field of representation the Board conducted three large representation elections during the past year. One of these involved over 13,000 employees and the other two each involved approximately 7,000 employees.

The standard railway labor organizations, as represented by the Railway Labor Executives Association, have stated to the President their accord with the agreement of December 1941 between certain national representatives of labor and management that for the duration of the war there shall be no strikes or lockouts and that all disputes

shall be settled by peaceful means. Moreover, the Association has pledged itself and the employees it represents to the principle that successful prosecution of the war requires that every effort be made to the end that there shall be no interruption or threatened interruption to the Nation's railway transportation. In furtherance of this highly commendable objective, the Association suggested certain supplements to the procedures of the law for the peaceful settlement of all disputes between carriers and their employees for the duration of the war. As a result of their commitments and suggestions the National Railway Labor Panel was created by Executive Order 9172.<sup>1</sup> The order was issued of May 22, 1942, and constitutes the only supplement to the procedures of the Railway Labor Act necessitated by the war during the fiscal year 1942. The order provides for a panel of nine members appointed by the President. Dr. William M. Leiserson was designated to serve as chairman of the panel. The other eight members are as follows:

William H. Spencer, dean of the School of Business, University of Chicago.  
Walter P. Stacy, chief justice, Supreme Court of North Carolina.  
Wiley Rutledge, associate justice of the United States Court of Appeals for the District of Columbia.  
Edwin E. Witte, professor of economics, University of Wisconsin.  
Walter T. Fisher, lawyer, Chicago, Ill.  
John A. Lapp, publicist, Chicago, Ill.  
John A. Fitch, New York School of Social Work, Columbia University.  
Norman Ware, member of the Connecticut Board of Mediation and Arbitration.

As established by the order, the national interest demands that for the effective prosecution of the war there shall be no strike votes taken or dates fixed for the beginning of strikes, or strikes, lockouts or embargoes put into effect which would affect that part of the transportation industry covered by the Railway Labor Act.

The procedure established by the order facilitates the appointment of emergency boards. Under section 10 of the act, a dispute between a carrier and its employees, which threatens substantially to interrupt interstate commerce to a degree such as to deprive any section of the country of essential transportation service, may be reported to the President by the National Mediation Board. Upon receiving such notice the President may, in his discretion, create a board to investigate and report respecting the dispute. Such boards have generally been designated as "emergency boards." This procedure presupposes strike ballots and the fixing of strike dates as necessary preliminaries to any threatened interruption to interstate commerce. To obviate the disturbing effects of such actions, the order provides that if a dispute concerning changes in rates of pay, rules, or working conditions is not settled under the provisions of sections 5, 6, 7, 8, or 9 of the act, the duly authorized representative of the employees involved may notify the chairman of the panel of the failure of the parties to adjust the dispute and of their desire to avoid the taking of a strike vote and the setting of a strike date. If, in the judgment of the chairman, the dispute is such that if unadjusted even in the absence of a strike vote it will interfere with the prosecution of the war, he is empowered by the order to select from the panel three members to serve as an emergency board to investigate the dispute and report to the President.

<sup>1</sup> The complete text of the order is given in appendix D to this report.

Inasmuch as the order was issued on May 22, 1942, there was little time for its provisions to be used before June 30, 1942, the close of the fiscal year covered by this report.

## 2. MEDIATION PROCEEDINGS

As provided in section 5, first of the Railway Labor Act, the most important task of the National Mediation Board is the mediation of differences between carriers and their employees in the matter of labor agreements or changes in the terms of these agreements not previously adjusted in conference. As detailed in subsequent sections of this report, the mediation activities of the Board during the fiscal year 1942 resulted in the consummation of the largest number of agreements effected in mediation during any single year of the Board's existence.

The primary duty of carriers and their employees under the terms of the Railway Labor Act is to exert every reasonable effort to make and maintain labor agreements and to settle all disputes involving such agreements with all expedition in conference between representatives duly designated and authorized to speak for their principals. The law, therefore, places prime emphasis on direct conferences between the parties as the first and most important step leading to the accomplishment of the purposes of the act. The mediatory services of the Board are only in order and forthcoming where direct negotiations between the parties, diligently and conscientiously conducted, have exhausted all possibility of effecting agreement between them. Mediation by the Board of the matters specifically at issue thus operates to continue the negotiations already started by the parties themselves. From the time, however, that the Board steps into the picture, the negotiations proceed under its auspices and with the help of its representatives. It may be said, therefore, that mediation by the Board under the terms of the Railway Labor Act and in keeping with the methods and practices it has developed, operates to promote and extend the voluntary and democratic process of adjusting industrial disputes by conference between and with the parties directly concerned.

Under the law most disputes over changes in rates of pay, rules, or working conditions are settled in direct negotiations. Thus, mediation becomes necessary in only the more difficult controversies. These constitute only a small proportion of the total number.

In mediating disputes, the Board has found that in some instances the parties have not made a real effort to settle the dispute prior to invoking mediation. This is contrary to the intent of the law which contemplates exhaustive negotiations directly between the representatives of the disputing parties. Naturally where mediation is undertaken without thorough consideration of the issues in previous direct negotiations, more of the mediator's time is consumed in effecting a settlement. In such cases it frequently happens that the disputing parties do not have a thorough knowledge of the issues of the controversy or the views of the other party. For the mediator to effect a thorough airing of the opposing views requires time which could better be used in effecting a settlement. This difficulty arises chiefly in disputes involving a considerable number of issues such as the general revision of a rules agreement. In such cases mediation should be

reserved for disposal of the residue of issues that cannot be settled by the parties directly. The Board has taken steps to meet this problem by requiring of carriers or employees invoking mediation to give a full account of the extent of direct negotiations, the number of issues originally in dispute and the number disposed of by direct conferences. Where such information indicates inadequate consideration of the dispute in direct conferences, mediation is deferred pending further conferences between the disputing parties.

As stated previously, the Board considers mediation its most important duty under the act and is gratified that during each year since it was created in 1934, mediation has become increasingly effective as a means of settling disputes over changes in rates of pay, rules, and working conditions. During 1941, a total of 228 mediation disputes were disposed of, and of this number, 132 or 58 percent were settled by mediation agreements. The average number of mediation disputes settled annually during the previous 7-year period was 130 and the average number of mediation agreements each year was 67, or 51 percent. Other means of settling disputes through the process of mediation are disputes withdrawn from the Board's docket while in mediation status or settlements by agreement of the parties to submit their dispute to arbitration. During the past year, 56 mediation disputes were withdrawn and 4 disputes were settled by arbitration agreements.

### 3. REPRESENTATION DISPUTES

Under the Railway Labor Act 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. The act provides that the majority of any craft or class shall have the right to determine who shall represent the craft or class for purposes of determining rates of pay, rules, and working conditions. In addition, the law provides a procedure for settlement of disputes between employees as to their duly authorized representatives. In case such a controversy arises, the Board is authorized to investigate and take a secret ballot or use any other appropriate method for determining the majority choice of the employees, and to certify the name of the organization or individual authorized to represent the particular craft or class.

During the 8 years these provisions of the law have been in effect practically all crafts or classes of employees on the principal carriers have designated representatives. In spite of this, however, the number of representation disputes settled by the Board continues large year after year. During 1942 more such disputes were disposed of than any previous year, the number being 141. This compares with 129 representation disputes settled in 1941. The average for the 7-year period 1935-41 is 109.

The large number of such disputes is due to two factors. First, the protective features of the amended Railway Labor Act enable employees to organize and designate bona fide collective bargaining representatives on many carriers which formerly denied their employees such rights. Thus, organizing efforts continue apace on many carriers, especially the smaller lines. In most instances where the management declines to voluntarily recognize the duly authorized

representative of the employees, the services of the Board are invoked and the matter is disposed of under section 2, ninth, of the act. A second contributing factor to the continuing large number of representation disputes is the fact that as knowledge of the law has become more widespread, classes of employees not previously organized have effectuated their rights under the law by designating representatives for the first time. During recent years, this has been especially true of the "red caps" or station porters, and railway police or patrolmen. For instance, during 1941 the Board received its first application to investigate a representation dispute involving patrolmen. Before that year ended, however, 6 such applications had been filed with the Board. During 1942 the efforts of these employees to organize and designate representatives were extended and as a result a total of 13 cases involving representation of railway police were investigated and disposed of by the close of the year.

It is an established policy of the Board to require applications for its services in representation disputes to be accompanied by a convincing presentation of authorizations from the employees involved. The authorizations serve as prima facie evidence of a dispute and if subsequently verified by an investigation on the ground by one of the Board's mediators, he is directed to conduct an election, or use other appropriate means to ascertain the duly designated and authorized representative of the employees.

As stated previously the act gives the majority of a craft or class the right to determine representation. In dealing with this subject as it has arisen in various forms, the Board views with some concern the tendency to divide established and well recognized crafts or classes. Typical of such instances are applications to represent only a few selected occupations of an established craft or class or applications for representation of the employees of a craft or class at only one terminal or on only one division of a carrier whose lines may extend over hundreds of miles. To permit such divisions would give rise to more divisions and subdivisions. Once the bars are down, there is no logical stopping place and such a course would ultimately defeat real collective bargaining as contemplated by the law. On the other hand, stabilization of well recognized crafts or classes as they have been generally established on carriers under the act by the employees and managements after long years of negotiations will also tend to stabilize collective bargaining relationships.

Where the Board has conducted elections and issued certifications it has followed the practice of not conducting repeat elections until the incumbent organization has had sufficient time and opportunity to function as the duly authorized representative of the employees. In situations where there is no agreement covering rates of pay, rules, or working conditions in effect, the time for the representative to function should be sufficient to permit consummation of such agreement. Due to circumstances on individual carriers, the length of time required to negotiate an agreement varies. Accordingly, the time before a repeat election would be granted at the request of a rival organization would also vary.

The policy of the Board in this matter derives from the law which imposes upon both carriers and employees the duty of exerting every reasonable effort to make and maintain agreements concerning rates

of pay, rules, and working conditions, and to settle promptly all disputes whether arising out of the application of such agreements or otherwise. Obviously this basic purpose of the law cannot be realized if the representation issue is raised too frequently.

In conducting representation elections, the Board seeks agreement of the contesting parties on as many of the details of voting as possible. The advantages of this policy have been demonstrated many times in avoiding technical objections, especially of losing organizations, over the list of eligible voters, the manner in which the balloting was conducted or other details of elections. But where agreement cannot be effected, decisions are made by the mediator on controversial points. All decisions of the mediator govern in the immediate conduct of the election but may be appealed to the Board. In some disputes appeals are supported by briefs. In a few cases where the circumstances are unusual, the Board orders a hearing on its own initiative to give the interested parties opportunity to present pertinent data, evidence, and argument in support of their respective positions. During the past year, three hearings were held before the Board in connection with representation disputes. Two of these hearings were closely related and involved employees of two electric lines, the Chicago, North Shore & Milwaukee Railroad Co. and the Chicago, Aurora & Elgin Railroad Co.<sup>2</sup> Both of these hearings dealt with the question of what occupations were to be included in particular crafts or classes. The third hearing involved employees of the Nashville, Chattanooga & St. Louis Railway and was necessitated by a controversy over whether certain supervisory and confidential employees should be allowed to participate in a representation election.<sup>3</sup>

#### 4. LITIGATION

Most of the legal action involving the Board under the Railway Labor Act arises out of administrative rulings under section 2, ninth, incident to representation disputes. Very few court actions have resulted from the Board's mediation activity. This is due to the fact that the Board's actions in mediation are, as the term indicates, mostly of a conciliatory nature. However, in the investigation of representation disputes, consisting as it does of examination of carrier records, conduct of elections and checks of authorizations, the Board is placed in the role of a quasijudicial agency and must make administrative decisions which in some instances materially affect the interests of the parties involved. During the 8-year experience of the Board under the representation provisions of the law it is gratified to be able to report that in all but a few instances its actions in interpreting and applying these provisions of the law have been sustained by the courts. In all instances, however, the Board has benefited by court review and analysis of its actions and the facts of the disputes. The court rulings and opinions have clarified and settled many disputed points of the law and the Board's authority. Thus they constitute a valuable contribution in the solution of labor disputes.

<sup>2</sup> R-711 et al., R-864 and R-865.

<sup>3</sup> R-874 and R-875.

During the past year legal action was concluded in only one case involving the Board. This involved a test of a Board certification issued on April 29, 1939, in behalf of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees as the duly authorized representative of the craft or class of clerical, office, station, and storehouse employees of the Virginian Railway Co.<sup>4</sup> The carrier declined to recognize or bargain with the Brotherhood but, instead, recognized and bargained with the Committee Representing Clerical Employees of the Virginian Railway. The suit was instituted by the Brotherhood to enjoin the carrier from interfering with its employees in the exercise of their rights under the Railway Labor Act, and to require the carrier to recognize and bargain with the Brotherhood under the certification of the Board. In answering charges of the Brotherhood, the carrier charged that the Board's certification was void because it was based upon a check of employee authorization cards, and not as the result of an election.

The United States Circuit Court of Appeals, Fourth Circuit, issued its decision in the case on February 9, 1942,<sup>5</sup> and since this decision was not appealed it stands as the final court action in the matter. In its ruling the court observed that "the statute expressly requires that the Board shall determine the choice of representative to such manner as shall insure their choice without interference, influence, or coercion exercised by the carrier. \* \* \* While we think that a secret election is the preferable method for determining representation controversies, that is a matter which the law confides in the Board and not to us; and we cannot say that the method which the Board adopted was so arbitrary or unreasonable as to render its certification void." Evidence introduced in the case showed that representatives are certified on the basis of employee authorization cards in a large number of cases. Dealing further with this issue the court commented as follows:

There is nothing in this finding which would justify the court in disregarding the certification of the Board, whatever rule be applied as to the effect of fraudulent representations in obtaining authorization cards on a certificate by it. The Board had before it cards signed by a majority of the clerical employees, it satisfied itself as to the genuineness of these cards by affidavits and by the checking of signatures, and there is no evidence that it had reason to believe that the validity of any of the authorizations was challenged. In the absence of some abuse of discretion on its part, which does not appear, its determination as to the choice of representative is binding upon us, just as would be its determination with respect to questions arising in the holding of an election. There are, of course, opportunities for fraud in the use of cards, just as there are in the holding of elections; but it is for the Board to decide the genuineness of the choice in either case, and its decision is binding upon the courts in the absence of proof that it abused its discretion or acted without substantial evidence.

## 5. THREATENED EMERGENCIES AND STRIKES

As previously stated, during the fiscal year ending June 30, 1942, there were two strikes of employees on carriers covered by the Railway Labor Act. One of these involved slightly more than 100 employees on the Toledo, Peoria & Western Railroad Co., a small class I carrier in the Midwest. That interruption to service persisted from December 29, 1941, when the employees left the service, until March 21, 1942, when operation of the carrier was begun by the Federal Govern-

<sup>4</sup> Case No. R-539.

<sup>5</sup> Decision No. 4864.



ment. This action came only as a final resort after the management declined repeated requests of high Government officials including the President, to submit the dispute to arbitration, which the employees agreed to do. This one strike was characterized by much bitterness and recrimination on both sides as well as bloodshed and damaged property. In such conflicts, by a test of force, the entire community suffers. Thus, this strike serves to emphasize the desirability to the Nation of the effective use of peaceful procedures in the settlement of industrial disputes.

The second strike involved certain employees of the Railway Express Agency. Although there was a wage controversy between one of the unions and the company, the main issue in dispute, and the one which caused the strike, arose out of a jurisdictional conflict over representation between two unions, i. e., the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and the International Brotherhood of Teamsters, Chauffeurs, Warehousemen, and Helpers. The dispute involved only a few hundred workers and was confined to certain employees of the carrier in Detroit. Here again the strike was characterized by much bitterness and some violence resulting in a number of casualties and property damage. The most prominent fact demonstrated by this unfortunate dispute is the inadequacy of the authority of the National Mediation Board under the Railway Labor Act to deal with jurisdictional disputes between labor unions. On this point the emergency board, which had final jurisdiction over this dispute, reported to the President as follows:

At times there is as much, or even more, danger of strikes over disputes between rival labor organizations as of strikes due to disputes between labor organizations and employers. Hence it seems that the National Mediation Board should have authority under the law, if it does not now, to intervene just as it now does in direct disputes between employer and employees.

The issue from which this emergency arose was in origin and content between the two unions. Temporarily at least it has been settled. Its permanent adjustment remains a problem.

The Board feels that all such disputes should be settled finally by the unions, peaceably and without embroiling employers or interrupting service, with consequent damage to public interest.

That is plain and inescapable duty—emergency or no emergency. It is a duty primarily to Government and people. It is a duty also to labor, in the interest of which alone there should be prompt and complete performance.

In addition to 2 actual strikes during the past year, there were 15 disputes disposed of under the provisions of the act in which there was a definite threat of strike act. Emergency boards created under section 10 of the law were necessary to dispose of threatened strikes in 2 instances. A discussion of the investigations and reports of these boards is given in chapter V.

## 6. CONTRACTS

Under section 5 third (e) of the Railway Labor Act, all carriers are required to file with the Board a copy of each contract with their employees covering rates of pay, rules, and working conditions. Any changes in existing contracts must also be filed with the Board. Each year since 1934 when this requirement was established by law, there has been a steady increase in the number of new contracts filed with the Board. The Board's first annual report for 1935 shows that

during the first year of the Board's operation a total of 3,021 labor agreements were filed with it. By June 30, 1942, this number had increased to 4,390. In addition, it should be pointed out that, each year there are filed with the Board hundreds of supplemental agreements, revision, and memorandum 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. During 1942 the Mediation Board was called up to appoint referees in 50 separate instances.

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 1938-42, inclusive.

## 8. CONTRACTS IN THE AIR TRANSPORT INDUSTRY

Labor disputes involving commercial air lines and their employees became subject to the Railway Labor Act in 1936. Since that date there has been steady progress in the organization of employees in this industry and the consummation of agreements concerning rates of pay, rules, and working conditions. With a single exception, the organizing efforts and negotiation of contracts have been progressed peaceably as contemplated by the law. The one strike in this industry occurred in 1939 and was of limited duration.

As stated in our report for 1941, there were 59 contracts covering air-line employees in the files of the Board. During the past year, 12 new contracts have been added, bringing the total to 71 as of June 30, 1942. Of this number 39 are between carriers and national organizations representing their employees, 27 with system associations and 5 with local unions. Most highly organized of air-line employees are pilots and co-pilots and mechanics. The outstanding organization representing employees in the former occupations is the Air Line Pilots Association of America. For mechanics there are 2 national organizations, i. e., the Air Line Mechanics Association, International; and the International Association of Machinists. There is very little organization among air-line radio operators, stewards and stewardesses, clerical, office, station, and storehouse or miscellaneous employees.

## II. RECORD OF CASES

### 1. CASES HANDLED BY THE BOARD

During the fiscal year 1942, the Board for the third successive year, recorded a new high in cases docketed and disposed of under the Railway Labor Act. During the year 419 applications for the Board's services were received and docketed. In the same period 370 disputes were settled peaceably, as contemplated by the act, and the cases closed. The nearest approach to this record was in 1941 when 307 disputes were docketed and 303 settled. The year just concluded marks an increase of 36 percent in cases docketed and 22 percent in cases settled. The increase recorded in 1942 over the average for the 5-year period 1937-41, in cases docketed and settled, was 69 and 40 percent respectively.

On July 1, 1941, the start of the fiscal year covered by this report, there were on the Board's docket 105 cases pending and unsettled. Including these with the 419 new cases docketed during the year makes a total of 524 cases requiring the Board's services. This figure does not include approximately 60 applications on hand as of June 30, 1942, which had not yet been docketed or declined. During the year settlements were effected in 370 disputes leaving a total of 154 cases pending and unsettled on June 30, 1942, when the year ended.

The 154 disputes pending constitute the largest backlog of unsettled cases that have remained on the Board's docket at the close of any year since 1936. For each year, 1936 to 1939, the Board was able to reduce its backlog of unsettled disputes until the low point of 89 cases was reached on June 30, 1939. Since then, however, the backlog at the end of each year has increased with 101, 105, and 154 unsettled cases at the close of the past 3 respective years. The increase in unsettled cases during the fiscal year 1942 was 47 percent over the previous year. Thus, in spite of the fact that the Board and its staff of mediators were able to dispose of 22 percent more disputes during 1942 than 1941, the 36 percent increase in new applications caused an increase of 47 percent in the backlog of cases at the year's end. This increase in the backlog of unsettled cases is such as to give the Board concern, and suggests the necessity of enlarging the staff of mediators as well as a restoration to the Board of its full active membership.

Labor disputes subject to the jurisdiction of the National Mediation Board are 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 over the terms of proposed changes in rates of pay, rules, or working conditions.

(3) Interpretation of mediation agreements where controversy

arises between 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 of the different types of cases received and disposed of from July 21, 1934, when the Board was created, through June 30, 1942. During the 8-year period a total of 2,113 new cases were docketed. Adding to this the 96 pending and unadjusted cases inherited from the former United States Board of Mediation, which this Board replaced, makes a total of 2,209 cases requiring the services of the Board. During this period the disputed issues were resolved in 2,055 cases and the dockets closed. A total of 1,180 mediation cases were docketed during this 8-year period as compared to 919 representation disputes. The number of such cases disposed of during the period were 1,139 and 903 respectively. These 2 types of disputes are by far the most important numerically of the types of cases subject to the Board's jurisdiction. In the 8-year period there have been 14 interpretation cases docketed. By June 30, 1942, interpretations had been rendered in all except 1 of these cases.

As evidenced by table 1 there have been substantially more mediation than representation cases settled during the 8-year period of the Board's operation. Although the number of representation disputes settled was larger during the first 2 years, settlements of mediation cases have maintained a substantial lead since 1938. In spite of this, however, the number of disputes of both types settled during 1942 exceeded any previous year.

In the field of representation the reason for the number of disputes continuing large year after year is that more and more, on carriers both large and small, employees are taking advantage of the Railway Labor Act and selecting collective bargaining representatives. Among crafts or classes where collective bargaining representation is well established, many representation disputes arise where employees seek to replace representation by a local union or system association with representation by a national organization. But largest by far, as a group among representation disputes settled during the past year, are those in which employees acquired collective bargaining representatives for the first time. Many such disputes have involved groups of employees to whom such representation is relatively new, such as station porters, or red caps, and railroad police.

TABLE 1.—Number of cases received and disposed of during 8 fiscal years 1935-42

Status of cases	All types of cases									Representation cases								
	8-year period	Fiscal year								8-year period	Fiscal year							
		1942	1941	1940	1939	1938	1937	1936	1935		1942	1941	1940	1939	1938	1937	1936	1935
Cases pending and unsettled at beginning of period.....	96	105	101	89	145	148	185	182	96	24	29	26	24	27	53	47	65	24
New cases docketed.....	2, 113	419	307	293	179	238	222	203	252	919	152	132	97	83	112	107	99	137
Total number of cases on hand and received.....	2, 209	524	408	382	324	386	407	385	348	943	181	158	121	110	165	154	164	161
Cases disposed of.....	2, 055	370	303	281	235	241	259	200	166	903	141	129	95	85	138	101	117	96
Cases pending and unsettled at end of 8-year period.....	154	154	105	101	89	145	148	185	182	40	40	29	26	24	27	53	47	65

  

Status of cases	Mediation cases									Interpretation cases								
	8-year period	Fiscal year								8-year period	Fiscal year							
		1942	1941	1940	1939	1938	1937	1936	1935		1942	1941	1940	1939	1938	1937	1936	1935
Cases pending and unadjusted at beginning of period.....	72	76	73	64	117	95	138	117	72	0	0	2	1	1	0	0	0	0
New cases docketed.....	1, 180	265	174	191	95	123	115	102	115	14	2	1	5	1	3	0	2	0
Total number of cases on hand and received.....	1, 252	341	247	255	212	218	253	219	187	14	2	3	6	2	3	0	2	0
Cases disposed of.....	1, 139	228	171	182	148	101	158	81	70	13	1	3	4	1	2	0	2	0
Cases pending and unsettled at end of 8-year period.....	113	113	76	73	64	117	95	138	117	1	1	0	2	1	1	0	0	0

## 2. DISPOSITION OF CASES

During the past year the Board disposed of 370<sup>1</sup> cases. The total is composed of 141 disputes between employees over representation, 228 disputes between carriers and their employees that required mediation, and 1 case in which the Board was requested to interpret the meaning or application of a mediation agreement. Table 2 summarizes by method of disposition, all cases handled to a conclusion by the Board since it began to function in 1934.

### REPRESENTATION DISPUTES

Of the 141 representation cases disposed of during the past year, 62 were by secret ballot elections. Four of these elections were conducted exclusively by United States mail, whereas the remainder were ballot box elections. Experience has shown that a larger percentage of employees participate in elections where they are given an opportunity to deposit the vote in the ballot box. Thus this method is used in preference to mail elections wherever practicable. In general, mail elections are used only in those cases where the employees are sparsely located over an extensive area. And even in such circumstances a ballot box election might be preferred to a mail ballot for laboring classes, which generally are composed of employees who find it difficult to properly execute mail ballots.

Fifty-two of the representation disputes were settled by checking employee signatures on authorization cards against carrier records containing signatures known to be genuine. These 52 cases represent 37 percent of all representation disputes settled during the year, a substantially larger proportion than in previous years. During 1941 the proportion was 28 percent and for 7-year period 1935-41, the proportion of representation disputes settled by checks of authorizations was 20 percent. In general this method of settling representation disputes is used in cases where there are no rival organizations competing for the representation of the employees.

In 7 of the representation disputes settled during the year the carrier agreed to recognize the applicant organization as the duly authorized representative of the employees involved thus obviating the necessity of a certification by the Board. In 14 cases the applications for the Board's services were withdrawn after the mediator's investigation had begun. The Board dismissed 2 applications when investigation revealed no dispute over representation among the craft or class of employees involved. Elections were held in 4 cases but no certifications were issued because no contestant received a majority of the legal votes cast.

As will be noted in table 2 a total of 903 representation disputes were disposed of in the 8-years of the Board's operation. Of this total, 738, or 82 percent, were settled by the issuance of certifications authorizing rights of collective bargaining representation. In 34 cases voluntary recognition of the duly authorized employee representatives removed the need for a Board certification. Combining these with the cases in which certifications were issued brings to 772 the number of cases in which representation rights were established. These cases constitute 85 percent of all representation disputes settled under the act.

<sup>1</sup> An abstract of mediation and representation cases disposed of during 1942 is reproduced in appendices B and C of this report.

TABLE 2.—Number of cases disposed of by type of case and method of disposition, fiscal years 1934-42

Type of case and method of disposition	8-year period	Fiscal year ending June 30—							
		1942	1941	1940	1939	1938	1937	1936	1935 <sup>1</sup>
Grand total.....	2,055	370	303	281	235	241	259	200	166
Representation cases, total.....	903	141	129	95	86	138	101	117	96
Elections.....	532	62	67	65	51	94	55	82	56
Checks of authorizations.....	206	52	36	15	12	18	20	20	33
Representatives recognized without formal certification.....	34	7	2	2	2	7	8	2	4
Withdrawn during investigation.....	71	14	10	9	11	8	9	9	1
Withdrawn prior to investigation.....	21	0	7	1	2	4	4	2	1
Dismissal.....	32	2	4	3	8	7	5	2	1
Closed without certification.....	7	4	3						
Mediation cases, total.....	1,139	228	171	182	148	101	158	81	70
Mediation agreements.....	601	132	115	93	76	63	62	36	24
Arbitration agreements.....	19	4	4	3	1	3	1	3	1
Referred to Emergency Boards.....	18	2	7	0	2	1	6		
Withdrawn during mediation.....	243	56	24	36	33	21	36	17	20
Withdrawn prior to mediation.....	156	17	12	39	15	9	34	10	20
Closed by Board after refusal to arbitrate by—									
Carriers.....	64	12	5	6	8	4	14	13	2
Employees.....	7	2	3		1			1	
Both parties.....	17	3	1	4	7	1	1		
Dismissed.....	14			1	3	1	2	3	4
Interpretations of mediation agreements.....	13	1	3	4	1	2		2	

<sup>1</sup> Includes 1 mediation and arbitration agreement.<sup>2</sup> Includes 2 mediation and arbitration agreements.

### MEDIATION DISPUTES

As a preliminary to the discussion of mediation disputes, that is controversies between employees and carriers as to changes in wages, hours of service, or working conditions, settled during 1942 we should like to point out that the most desirable method of settlement 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.

There is still another advantage to mediation agreements as a means of settling disputes concerning proposed changes in rates of pay, rules, and working conditions. To effect an agreement on wages or rules, usually requires numerous, long, and sometimes tedious conferences on the details of matters of importance to both the carrier and the employees. Such conferences invariably reveal a better understanding of the problems, objectives, and attitudes of the conferees on both sides of the table. This in itself is an aid to future negotiations. But the value is even greater if, after an extended series of meetings, both sides compromise in the interest of effecting an agreement on disputed issues. It sometimes happens that the

mediator finds at the start of mediation conferences the representatives of the carriers and employees to be hardly on speaking terms. By patience in his consideration of their respective arguments, by tact in presenting the arguments of one side to the other, by knowing when to bring the parties into joint conference and when to separate them; and other devices of amicability, the mediator presses toward a peaceful settlement and prevents negotiations from breaking off and the representatives for both sides going back to their constituents in a huff. A mediator can feel that his efforts have been eminently successful if the representatives were figuratively at sword's points when mediation began and good friends when mediation ended with a signed agreement in their pockets disposing of their dispute. The better understanding and feeling engendered by such an experience in mediation is of inestimable value in their future negotiations.

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 a renewal of direct negotiations between the parties. 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 1942 a total of 228 mediation disputes were disposed of and of this number 132, or 58 percent, were settled by mediation agreements. Although the proportion of disputes settled by mediation agreements to settlements by other methods was not as high in 1942 as the previous year, the number of mediation agreements increased by 17. The proportion of mediation agreements to total mediation settlements has increased rather steadily during the 8-year period of the Board's operation. Thus during the first 5 years of the Board's operation, namely 1935-39, a proportion of 47 percent of all mediation cases were settled by mediation agreements. For the past 3 years, 1940-42, this proportion has been 58 percent.

In addition to the 132 mediation agreements, 56 disputes were disposed of by the applicant withdrawing its invocation of the Board's services after mediation conferences had been held.

Under the law if mediation is unsuccessful, the Board is required to endeavor to induce the parties to submit their controversy to arbitration. The acceptance or rejection of arbitration is discretionary under the law, and it should be added that to secure its acceptance usually requires a considerable amount of mediation. During 1942 a total of 4 mediation cases were settled by securing agreements to submit the disputed questions to arbitration. This brings to 19 the total of cases settled by arbitration agreements during the 8-year period of the Board's operation.

The mediation cases settled by the 3 methods, namely, mediation agreements, withdrawn during mediation, and arbitration agreements reflect the effectiveness of the mediation process in effecting peaceful disposition of disputes between men and management over rates of pay, rules, and working conditions. During 1942 these 3 methods were



effective in settling 192 cases, or 84 percent of the mediation settlements recorded by the Board. This proportion is the same as 1941 but higher by 8 percent than the cases settled by the 3 methods during the 8-year period of the Board's operation. The following tabulation facilitates a comparison of cases disposed of by the effective use of the mediation process as against cases disposed of by other methods.

Method of settlement	8 years 1935-42		1942		1941		1940	
	Num- ber of cases	Per- cent	Num- ber of cases	Per- cent	Num- ber of cases	Per- cent	Num- ber of cases	Per- cent
Total, all mediation cases settled.....	1,139	100	228	100	171	100	182	100
Mediation agreements.....	601	53	132	58	115	67	93	51
Withdrawn during mediation.....	243	21	56	25	24	14	36	20
Arbitration agreements.....	19	2	4	1	4	3	13	2
Total.....	863	76	192	84	143	84	132	73
Other methods.....	276	24	36	16	28	16	50	27

<sup>1</sup> Includes 2 mediation and arbitration agreements.

Included among the cases disposed of by methods other than mediation are the 2 disputes involving most of the Nation's railroads and their employees, discussed heretofore, which were referred to an Emergency Board appointed by the President under section 10 of the act. In 17 cases the applications for the Board's services were withdrawn prior to the start of mediation proceedings. Seventeen cases were closed following refusals to arbitrate by one or both of the disputing parties. In 12 of the cases the carriers alone declined to arbitrate and in 2 cases the employees declined. In only 3 cases did both sides refuse to accept arbitration as a means of disposing of their dispute.

### 3. CARRIERS INVOLVED IN DISPUTES

Table 3 shows the distribution of the Board's services as between the various classes of carriers. There were 131 class I carriers as of December 31, 1940, and these employ approximately 95 percent of the railroad workers in the Nation. As would be expected the services of the Board were chiefly occupied on such carriers. By reason of the disputes over wages and vacations involving most of the Nation's railroads and their employees, practically all class I carriers were involved in disputes mediated by the Board during 1942. Thus, 127 different class I carriers were involved in 227 of the cases disposed of during the year. These numbers constitute 96 percent of such carriers and 61 percent of the cases. The next most important classification of carriers involved in cases disposed of during the year were switching and terminal companies. There were 126 such carriers involved in 78 of the cases disposed of during the year. The number of carriers being greater than the number of cases in this statement is due to the fact that in each of three cases a large number of switching and terminal companies were included. There was no increase during 1942, in the number of airlines involved or in the cases disposed of by the Board.

TABLE 3.—*Number of different carriers involved in cases<sup>1</sup>, by classes of carriers, with percentages, fiscal year 1942*

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.....	131	100	127	96	51	39	126	96	1	1
Class II railroads.....	182	100	63	35	7	4	63	35	-----	-----
Class III railroads.....	215	100	11	5	1	(2)	10	5	-----	-----
Switching and terminal companies.....	208	100	126	61	31	15	116	56	-----	-----
Electric railways.....	98	100	20	20	7	7	17	17	-----	-----
Miscellaneous carriers.....	(9)	(2)	35	(3)	4	(2)	33	(2)	-----	-----
Air carriers.....	19	100	6	30	2	10	5	26	-----	-----

<sup>1</sup> From Interstate Commerce Commission Statistics of Railways of the United States, 1940, except for air carriers, the latter being the number of operating companies as of June 30, 1942.

<sup>2</sup> Less than 1/2 of 1 percent.

<sup>3</sup> Not available.

#### 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 major groups of employees involved. Practically every craft or class of employees was involved in the 370 cases settled during the year. The large number of mediation cases involving pullman and train porters and dining car employees is due to the fact that dining car employees as represented by the Hotel and Restaurant Employees' International Alliance on various carriers throughout the country, were not a party to the concerted national movement for increased wages as progressed by the standard railroad labor organizations. Instead, the Hotel and Restaurant Employees' International Alliance initiated a separate movement for increased wages on the carriers where it held representation and these disputes were mediated individually. This same general situation is also true for red caps and dispatchers and accounts for the abnormally large number of mediation cases involving these employees. Aside from these special circumstances, however, train, engine and yard service employees accounted for the largest number of mediation and representation cases settled during the year. Next in volume among representation cases were maintenance of equipment employees, and for mediation cases it was the craft or class of clerical, office, station, and storehouse employees.

TABLE 4.—*Number of cases disposed of, by major groups of employees, fiscal year 1942*

Major groups of employees	Number of—			
	All types of cases	Representation cases	Mediation cases	Interpretation cases
Total all groups of employees.....	370	141	228	1
Combined groups.....	13	1	12	-----
Train, engine, and yard service.....	77	33	43	1
Maintenance of equipment.....	39	27	12	-----
Clerical, office, station, and storehouse.....	48	16	32	-----
Red caps.....	24	5	19	-----
Maintenance of way and signal.....	37	23	14	-----
Dispatchers and telegraphers.....	36	7	29	-----
Pullman and train porters and dining car.....	60	6	54	-----
Railway patrolmen and police.....	17	16	1	-----
Marine service.....	9	5	4	-----
Air-line employees.....	6	1	5	-----
Miscellaneous railroad employees.....	4	1	3	-----

<sup>1</sup> The 1 representation dispute involved coal trimmers. 2 of the mediation disputes involved railway supervisory employees and the third, teamsters of the Railway Express Agency.

### III. REPRESENTATION DISPUTES—ELECTIONS

#### 1. ELECTIONS AND CERTIFICATION OF REPRESENTATIVES

During the fiscal year 1942, the Board received and docketed 152 representation cases. These, added to the 29 cases on hand at the beginning of the year, make a total of 181 cases requiring investigation. Of this number 141 cases were disposed of leaving a balance of 40 unsettled representation disputes on hand as of June 30, 1942. The 152 cases docketed during 1942 marks a gain of 35 over the previous year. The number of cases disposed of increased by 11. The proportions of these increases are 15 and 9 percent respectively.

The Railway Labor Act requires the Board to ascertain the choice by the employees of representatives separately for each distinct craft or class. Because representation disputes frequently involve more than a single craft or class, there were substantially more specific disputes disposed of during the year than the 141 cases settled indicate. Thus, there were 196 separate crafts or classes involved in the 141 cases disposed of during 1942. The number of cases, and crafts or classes in cases, settled during 1941 were 129 and 174 respectively.

There was a total of 42,385 employees involved in the representation disputes settled during 1942. This is somewhat larger than the previous two fiscal years by reason of two large elections involving shop craft employees, and another involving yardmen. The two shop craft elections were conducted among employees of the Louisville & Nashville Railroad and the Atchison, Topeka & Santa Fe Railway and involved 6,648 and 13,609 employees respectively. The third election involved 7,187 yardmen employed by the New York Central Railroad Co. Including these 3 disputes, the average number of employees involved in each case settled during the year is 300. Eliminating these 3 large disputes reduces the average to 108. By way of comparison the average number of employees involved in representation disputes has declined rather steadily since 1935 when the average was 877. Thus, in the past 3 years large representation elections are the exception rather than the rule as in the early years of the Board. This trend evidences the fact that representation of the large crafts or classes of employees on the large railroads of the country has been, to a large extent, stabilized. Although the average number of employees involved in representation disputes has decreased, there has been no decline in the number of such disputes for the Board to investigate. In fact, as previously stated, more representation disputes were settled during 1941 than any previous year. This has been due to two 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 redcaps, 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 bona fide collective-bargaining representation are no longer able to do so under the amended Railway Labor Act.

In this connection it is important to consider the status of employee representation on the railroads prior to the 1934 amendments to the act, which made effective the right of employees to designate collective bargaining representatives of their choice, without influence, coercion, or fear of reprisal by carrier management. Train, engine, and yard service employees on the class I carriers were then, as now, almost entirely organized and represented by the well established national organizations for these employees. The same is true to a slightly less extent for clerical employees and telegraphers. Next in order are maintenance of way employees and signalmen, who in 1934 were represented by standard national organizations on approximately 80 percent of the class I railroad mileage of the country. At present all of these crafts or classes on the class I carriers, except signalmen, are represented by standard organizations for nearly 100 percent of the mileage. The proportion for signalmen is now 89 percent.

While these data show how the standard organizations for these crafts or classes have increased their representation rights under the amended act, the greatest gains in representation have been made by the standard organizations for shop craft employees. Following the unsuccessful shopmen's strike of 1922, and the Resolution of July 3, 1922, of the former United States Railroad Labor Board, the representation of shop craft employees by the standard organizations was, on most class I railroads, replaced by system associations. When the strike began the standard organizations represented almost 100 percent of the shop craft employees on class I carriers, but when the strike was finally terminated their representation rights were cut to less than 30 percent. Nor were these standard shop craft organizations able to regain much of the loss during the years that intervened. Instead, for 12 years from 1922 to 1934, system associations were dominant in representing railroad shop craft employees. There was, however, a rather sudden change in this situation following June 21, 1934, when the act was amended. Immediately following the creation of this Board with authority under the amended law to resolve representation disputes and issue certifications, shop craft employees throughout the country began efforts to replace the system associations with representation by national organizations. During the first year of the Board's administration, more than one-third of the representation disputes settled involved shop craft employees and, in the vast majority of these, the national organizations won the elections and were certified. This campaign has continued during the 8 years the amended law has been in effect until now nearly 90 percent of these employees are represented by the national organizations. Most of this gain has been at the expense of the system associations. The following tabulation shows the change in representation for shop craft employees from July 21, 1934, when the National Mediation Board began to function, to June 30, 1942, which marked the end of the eighth year of the Board's operation.

Craft or class	Percent of class I carrier mileage represented by—			
	National shop craft organizations		System associations	
	1934	1942	1934	1942
Machinists.....	26	87	72	12
Boilermakers.....	26	86	71	14
Blacksmiths.....	30	79	66	21
Sheet metal workers.....	27	86	70	13
Electrical workers.....	29	89	68	10
Carmen.....	26	86	71	14
Powerhouse employees.....	10	88	52	12

Of the 141 cases involving 196 crafts or classes, which were settled during the year, certifications were issued in 114 cases establishing representation rights for 168 crafts or classes of employees. Certifications for 94 crafts or classes were based upon secret elections whereas for 74 crafts or classes, certifications were issued after checking employee signatures on authorization cards against carrier records. In 7 additional representation cases, involving 8 crafts or classes, the carrier voluntarily recognized the designated employee representatives and thus obviated the necessity of a Board certification. Thus, in all, representation rights were established for a total of 176 crafts or classes and 40,848 employees in cases settled during 1942 under the Railway Labor Act, as amended.

In reviewing other representation cases settled during the year, we find that in 14 instances applications for the Board's services were withdrawn prior to the start of the investigation. In 2 cases the applications were dismissed when investigation revealed no dispute, within the meaning of the law, among the employees over representation. Elections were held in 4 cases but no certifications could be issued because no organization or individual received a majority of the votes. The 20 cases discussed in this paragraph involved as many crafts or classes.

During the year, 88.2 percent of all eligible employees cast their ballots in representation elections conducted by the Board. This proportion is practically the same as for the 8-year period 1935-42. Thus, we see that employees generally attach considerable importance to their right under the law to designate their collective bargaining representatives by majority vote.

Table 5 shows, for the 8-year period 1935-42, 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 1935-42

Method of disposition	Number of cases									Number of crafts or classes								
	8-year period	Fiscal year								8-year period	Fiscal year							
		1942	1941	1940	1939	1938	1937	1936	1935		1942	1941	1940	1939	1938	1937	1936	1935
Total, all cases.....	903	141	129	95	86	138	101	117	96	1,562	196	174	115	152	244	168	209	304
Elections.....	532	62	67	65	51	94	55	82	56	992	94	105	84	94	173	80	153	209
Checks of authorizations.....	206	52	36	15	12	18	20	20	33	339	74	40	16	15	30	43	39	82
Representatives recognized without formal certification.....	34	7	2	2	2	7	8	2	4	47	8	2	2	2	9	17	3	4
Withdrawn during investigation.....	71	14	10	9	11	8	9	9	1	102	14	10	9	21	15	17	9	7
Withdrawn prior to investigation.....	21	0	7	1	2	4	4	2	1	30	0	10	1	8	4	4	2	1
Dismissed.....	32	2	4	3	8	7	5	2	1	45	2	4	3	12	13	7	3	1
Closed without certification.....	7	4	3							7	4	3						

  

Method of disposition	Number of employees involved								
	8-year period	1942	1941	1940	1939	1938	1937	1936	1935
Total, all cases.....	413,496	42,385	26,708	19,137	65,909	52,167	57,923	65,059	84,208
Elections.....	330,234	36,932	22,685	16,543	52,793	46,569	25,255	60,905	68,552
Checks of authorizations.....	29,256	3,314	1,944	600	803	3,459	2,225	3,279	13,572
Representatives recognized without formal certification.....	24,343	602	107	160	69	426	22,633	45	301
Withdrawn during investigation.....	16,658	1,187	1,382	1,412	4,672	691	4,970	644	1,700
Withdrawn prior to investigation.....	1,096	0	202	35	168	337	297	50	7
Dismissed.....	11,636	229	236	387	7,344	685	2,543	136	76
Closed without certification.....	273	121	152						

Method of disposition	Number of employees participating								
	8-year period	1942	1941	1940	1939	1938	1937	1936	1935
Total, all cases.....	310,816	34,898	21,769	15,855	47,438	43,036	23,678	55,760	68,382
Elections.....	291,516	32,594	20,304	15,416	46,828	40,965	22,240	53,613	59,556
Checks of authorizations.....	19,035	2,185	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.....	265	119	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, classified according to major groups of employees, in all representation cases settled during the past year.

TABLE 6.—*Number of crafts or classes and number of employees involved in representation cases, by major groups of employees, fiscal year 1942*

Major groups of employees	Number of cases	Number of crafts or classes	Employees involved	
			Number	Percent
All groups.....	141	196	42,385	100
Engine, train, and yard service.....	33	36	9,400	22
Maintenance-of-equipment.....	26	69	22,359	53
Clerical, office, station, and storehouse.....	16	16	2,213	5
Red caps.....	5	5	381	1
Maintenance-of-way and signal.....	23	24	4,084	10
Dispatchers and telegraphers.....	7	7	174	( <sup>1</sup> )
Pullman and dining car.....	5	5	799	2
Railway patrolmen and police.....	16	18	2,066	4
Marine service.....	5	6	491	1
Miscellaneous rail employees.....	4	9	400	1
Air-line employees.....	1	1	18	( <sup>1</sup> )

<sup>1</sup> Less than ½ of 1 percent.

During 1942, as in past years, train, engine, and yard-service employees accounted for the most representation cases, the number being 33. Involved in these cases were 36 crafts or classes and 9,400 employees. The number of employees is abnormally high by reason of a single dispute involving 6,690 yard-service employees. Omitting this case reduces the average employees per case to 85. This average is typical of past years and reflects the fact that generally representation disputes among train, engine, and yard-service employees are confined to the smaller carriers.

It will be noted in table 6 that the largest number of crafts or classes were in representation cases involving maintenance of equipment employees. This is due to the fact that the standard labor organizations for the seven separate crafts or classes of such employees usually function as a single unit through the Railway Employees' Department of the American Federation of Labor. As pointed out heretofore, it is the shop-craft employees that have been most prominent in securing representation by national labor organizations since the Railway Labor Act was amended in 1934. Thus, year after year these workers have accounted for the largest number of crafts or classes, as well as the largest number of employees involved in representation cases.

Of the 141 representation disputes settled, 33 cases, or 23 percent of the total, involved maintenance of equipment employees. These cases involved 69, or 35 percent, of the crafts or classes and 22,359, or 53 percent, of the total employees involved in all representation cases. The following tabulation shows the trend, over the period 1938-42, of representation disputes involving maintenance of equipment employees as compared to all representation cases.



*Maintenance of equipment representation cases*

Fiscal year	Cases		Crafts or classes		Employees	
	Number	Percent of total	Number	Percent of total	Number	Percent of total
1942.....	26	18	69	35	22,359	52
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 associations 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.

Table 7 shows the distribution of all representation cases settled according to types of organizations with the number of crafts or classes and employees involved, for the fiscal year 1935-42.

TABLE 7.—Number of crafts or classes and number of employees involved in representation cases, by types of disputes, fiscal years 1935-42

Types of disputes	Number of cases									Number of crafts or classes involved								
	8-year period	Fiscal year								8-year period	Fiscal year							
		1942	1941	1940	1939	1938	1937	1936	1935		1942	1941	1940	1939	1938	1937	1936	1935
Grand total—all types .....	903	141	129	95	86	138	101	117	96	1,562	196	174	115	152	244	168	209	304
Total national organizations versus system associations or unorganized employees .....	583	96	79	56	50	85	70	73	74	1,150	141	109	75	111	161	134	150	269
National organizations versus system associations .....	256	19	26	24	30	45	26	39	47	680	33	51	42	78	98	52	86	240
National organizations versus unorganized employees .....	304	76	52	29	17	39	40	26	25	445	107	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 .....	17	1	1	3	2	—	2	6	2	17	1	1	3	2	—	2	6	2
Total interunion disputes .....	319	45	50	39	36	52	31	44	22	411	55	65	40	41	82	34	59	35
National organizations versus national organizations .....	246	30	30	31	31	34	27	42	21	314	33	36	31	35	58	30	57	34
National organizations versus local unions .....	69	13	19	8	5	18	4	2	—	91	20	26	9	6	24	4	2	—
Local unions versus local unions .....	4	2	1	—	—	—	—	—	1	6	2	3	—	—	—	—	—	1
System associations versus system associations .....	1	—	—	—	—	1	—	—	—	1	—	—	—	—	1	—	—	—

TABLE 7.—Number of crafts or classes and number of employees involved in representation cases, by types of disputes, fiscal years 1935-42—Con.

Types of disputes	Number of employees involved									Percent of employees involved								
	8-year period	Fiscal year								8-year period	Fiscal year							
		1942	1941	1940	1939	1938	1937	1936	1935		1942	1941	1940	1939	1938	1937	1936	1935
Grand total, all types.....	413,496	42,385	26,708	19,137	65,909	52,167	57,923	65,059	84,208	100	100	100	100	100	100	100	100	100
Total national organizations or local unions versus system associations or unorganized employees.....	346,563	24,093	21,919	15,577	58,533	38,947	52,066	54,972	80,456	84	57	82	81	89	75	90	84	96
National organizations versus system associations.....	312,552	17,975	18,879	13,021	56,977	34,456	44,581	49,020	77,643	76	43	70	68	87	66	77	75	92
National organizations versus unorganized employees.....	28,834	6,100	2,868	2,409	1,303	4,204	6,034	3,524	2,392	7	14	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.....	1,907	18	172	147	146		334	669	421	(1)	(1)	1	1	(1)		1	1	1
Total interunion disputes.....	66,874	18,292	4,789	3,560	7,376	13,161	5,857	10,087	3,752	16	43	18	19	11	25	10	16	4
National organizations versus national organizations.....	44,710	10,494	2,018	2,306	6,024	6,874	4,928	8,425	3,641	11	25	8	12	9	13	8	13	4
National organizations versus local unions.....	21,514	7,482	2,548	1,254	1,352	6,287	929	1,662		5	17	9	7	2	12	2	3	
Local unions versus local unions.....	650	316	223						111	(1)	1	1						(1)
System associations versus system associations.....	59					59				(1)	(1)			(1)				

• <sup>1</sup> Less than ½ of 1 percent.

Approximately 57 percent of the employees involved in representation disputes settled during 1942 were included in cases in the first group. As shown in table 7 this proportion is somewhat less than previous years. This is due largely to a single representation dispute between two national organizations that involved 7,187 employees. For the past year, in this group, 75 percent of the employees were involved in 20 percent of the cases, these being the 19 representation disputes between national organizations and system associations. The large number of employees in these disputes evidences continuance of the program of the standard shop-craft organizations to replace system association representation of shop-craft employees on the larger carriers with representation by one of the American Federation of Labor shop-craft brotherhoods.

The greatest number of cases in this group represents the efforts of national organizations to represent unorganized employees. There were 76 such cases involving 6,100 employees, or an average of 80 employees per case. That there were relatively few employees involved in these cases reflects the fact that the national organizations are organizing employees on small carriers who hitherto have not enjoyed collective bargaining representation, and also small groups of employees to whom such representation is somewhat new.

In the second group of representation cases the most important classification comprises the disputes in which national unions were opposed. The number of such cases during 1942 was 30 and this total is substantially the same as for each of the past 4 years. There were, however, a great many more employees involved in these inter-union disputes during 1942 than in previous years. Thus 10,494 employees were involved in 1942 as compared to 2,018 in 1941 and an average of 4,889 employees for the 7-year period 1935-41. The unusually large number in 1942 is occasioned by a single interunion dispute which involved 7,187 employees.

During the past year there were 13 representation disputes between national organizations and local unions. This is slightly less than 1941 when there were 19 such cases. The number of employees involved was greater in 1942, however, being 7,482 as compared to 2,548 in the previous year.

#### 4. CERTIFICATIONS ISSUED

Table 8 shows the extent to which the various types of labor organizations secured representation rights through certifications issued by the Board during the past year.

Of the 168 crafts or classes for which certifications were made, 155 or 92 percent were in behalf of national organizations. However, although national organizations were certified for 92 percent of the crafts or classes, such organizations received 23,722 votes or 69 percent of the total ballots in cases in which certifications were issued.

In disputes between national organizations and system associations, the former were certified in 19 out of a total of 30 crafts or classes involved in such cases, and system associations were certified for the remaining 11 crafts or classes. Contrasted to this is the fact that in these cases system associations received 8,214 votes as compared to 7,606 votes for the national organizations. This rather unusual situation comes about by reason of the results of the largest

representation election conducted during the year.<sup>1</sup> That case involved 13,609 employees in the 7 crafts or classes. The standard shop craft organizations polled a sufficient number of votes to win 2 of the smaller crafts or classes, i. e., electrical workers and power-house employees and railway shop laborers. The vote of the larger crafts or classes favored the system association and thus the total count of 6,869 to 5,577 in favor of the latter. Because the number of votes in this case was so much larger than most cases it affected noticeably the results for the year. Omitting the results of this one case from the totals for the year we find a total of 23 crafts or classes involved in disputes between national organizations and system associations. Of these the former were certified for 17 crafts or classes and the latter for 6. The votes received by national organizations were 1,941 to 1,345 votes for the system associations. Thus in these cases the national organizations won 74 percent of the crafts or classes with 59 percent of the votes.

TABLE 8.—Number of crafts or classes certified and votes,<sup>1</sup> cast for various types of labor organizations in representation cases,<sup>2</sup> by types of disputes, 1941-42

Types of disputes	Number of crafts or classes certified to and votes cast for—								Number of votes cast for others
	All organiza-tions		National or-ganizations		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.....	168	34,262	155	23,722	2	1,944	11	8,214	382
Elections.....	94	32,031	81	21,541	2	1,944	11	8,214	382
Proved authoriza-tions.....	74	2,181	74	2,181					
Total, national or-ganizations or local unions versus sys-tem associations or unorganized em-ployees.....	121	19,415	110	10,974			11	8,214	227
National organizations versus system associa-tions.....	30	15,907	19	7,606			11	8,214	87
Elections.....	28	15,819	17	7,518			11	8,214	87
Proved authorizations.....	2	88	2	88					
National organizations versus unorganized em-ployees.....	91	3,508	91	3,368					140
Elections.....	24	1,602	24	1,462					140
Proved authorizations.....	67	1,906	67	1,906					
Total interunion dis-putes.....	47	14,847	45	12,748	2	1,944			155
National organizations versus national organiza-tions.....	29	8,230	29	8,075					155
Elections.....	27	8,218	27	8,063					155
Proved authorizations.....	2	12	2	12					
National organizations versus local unions.....	17	6,615	15	4,671	2	1,944			
Elections.....	15	6,442	13	4,498	2	1,944			
Proved authorizations.....	2	173	2	173					
Local unions versus local unions.....	1	2	1	2					
Elections.....									
Proved authorizations.....	1	2	1	2					

<sup>1</sup> Or proved authorizations. Does not include void ballots.

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

<sup>1</sup> Case No. R-888 involving shop-craft employees of the Atchison, Topeka & Santa Fe Ry.

Table 9 shows the extent to which efforts to obtain representation were successful. Of the 168 crafts or classes for which certifications were issued representation was acquired by employees for the first time for 93, was changed for 54, and remained unchanged for 21. Of the total employees involved the percentages in the above 3 categories were 16, 38, and 46, respectively. In this connection it is important to note the advances made by organizations national in scope. In cases where representation was acquired, national organizations were certified for 96 percent of the crafts or classes and 87 percent of the employees. In cases where representation was changed, national organizations had a perfect score being certified in all crafts or classes.

TABLE 9.—*Number of crafts or classes certified and employees involved in representation cases,<sup>1</sup> by types of results, fiscal year, 1942*

Results	Total		Certifications issued to—					
			National organizations		Local unions		System associations	
	Crafts or classes	Em- ployees in- volved	Crafts or classes	Em- ployees in- volved	Crafts or classes	Em- ployees in- volved	Crafts or classes	Em- ployees in- volved
Grand total, 114 cases.....	168	40,246	155	28,074	2	497	11	11,675
Elections.....	94	36,932	81	24,810	2	497	11	11,675
Proved authorizations.....	74	3,314	74	3,264				
Representation acquired.....	93	6,487	89	5,661			4	826
Elections.....	30	3,635	26	2,809			4	826
Proved authorizations.....	63	2,852	63	2,852				
Representation changed.....	54	15,381	54	15,381				
Elections.....	43	14,889	43	14,889				
Proved authorizations.....	11	492	11	492				
Representation unchanged.....	21	18,408	12	7,062	2	497	7	10,849
Elections.....	21	18,408	12	7,062	2	497	7	10,849
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			
	Total	Certifications issued to—			Total	Certifications issued to—		
National organizations		Local unions	System associations	National organizations		Local unions	System associations	
Grand total, 114 cases.....	100	70	1	29	100	100	100	100
Elections.....	92	62	1	29	92	88	100	100
Proved authorizations.....	8	8			8	12		
Representation acquired.....	16	14		2	16	20		7
Elections.....	9	7		2	9	10		7
Proved authorizations.....	7	7			7	10		
Representation changed.....	38	38			38	55		
Elections.....	37	37			37	53		
Proved authorizations.....	1	1			1	2		
Representation unchanged.....	46	18	1	27	46	25	100	93
Elections.....	46	18	1	27	46	25	100	93
Proved authorizations.....								

<sup>1</sup> Or proved authorizations. Does not include void ballots.

## 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 of employee representatives.

Table 10 shows, by organizations and crafts or classes, the number and mileage of principal carriers whose employees were represented by organizations as of June 30, 1942. For comparative purposes the table also includes columns showing percentages of total mileage of carriers on which employees were represented during the fiscal years 1936-41 inclusive. A study of the table reveals that during the period there has been a continuous trend toward more complete representation by labor organizations of employees on the principal carriers. The table also shows the tendency of employees to designate or select national labor organizations in preference to small unions. Thus during the period covered by the table the gains of the national organizations have been made, for the most part, at the expense of local unions or system organizations.

TABLE 10.—Number and mileage of principal carriers by railroad where employees are represented by various labor organizations, by crafts or classes, June 30, 1942

Organization and craft or class	Extent of representation on June 30, 1942		Percent of total mileage covered on June 30—						
	Number of carriers	Mileage covered	1942	1941	1940	1939	1938	1937	1936
Total.....	139	231,122							
Brotherhood of Locomotive Engineers:									
Locomotive engineers.....	126	226,282	98	98	98	98	97	97	96
Locomotive firemen, hostlers, and hostler helpers.....	2	424	(1)	(1)	(1)	(1)	1	1	1
Brotherhood of Locomotive Firemen and Enginemen:									
Locomotive firemen, hostlers, and hostler helpers.....	129	227,827	99	98	98	98	98	98	96
Locomotive engineers.....	8	2,360	1	1	1	1	1	1	
Hostlers.....	1	685	(1)	(1)	(1)	(1)			
Order of Railway Conductors of America:									
Conductors (road).....	127	225,780	98	98	98	98	99	99	97
Brakemen, flagmen, baggagemen (road).....	5	866	(1)	(1)	(1)	(1)			
Yard foremen, helpers, and switch tenders.....	3	9,052	4	4	4	4	4	4	4
Yardmasters.....	9	13,715	6	6	6	5	5	4	1
Dining-car stewards.....	2	8,814	4	4	10	10			
Dining-car cooks.....	3	23,231	10	6	6	6			
Brotherhood of Railroad Trainmen:									
Brakemen, flagmen, baggagemen (road).....	131	229,590	99	99	99	99	99	99	97
Conductors (road).....	11	5,278	2	2	2	2	1	1	1
Yard foremen, helpers, and switch tenders.....	124	214,330	93	92	92	92	86	87	85
Yardmasters.....	15	29,746	13	13	7	7	6	6	1
Dining-car stewards.....	41	162,867	70	71	63	59	55	48	15
Switchmen's Union of North America:									
Yard foremen, helpers, and switch tenders.....	11	16,076	7	10	10	10	9	9	8
Yardmasters.....	2	2,287	1	1	1	1			
Railroad Yardmasters of America: Yardmasters.....	24	96,000	42	42	41	34	40	29	24
Railroad Yardmasters of North America:									
Yardmasters.....	7	10,748	5	5	5	4	4	4	1
Stationmasters.....	2	5,793	3	5	2	3	2		
Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees:									
Clerical, office, station, and storehouse.....	122	226,689	98	98	96	96	94	93	87
United Transport Service Employees of America:									
Red caps, ushers, and station attendants.....	19	76,225	33	28	10	12	4		
Coach, parlor-car, and club-car porters.....	1	655	(1)	(1)					
The Order of Railroad Telegraphers:									
Telegraphers, towermen, agents.....	124	228,310	99	99	99	98	99	99	90
Train dispatchers.....	6	5,231	2	2	2	2	2	2	2
Telegraph and telephone linemen.....	12	13,714	6	6	6	4	2	2	2
Brotherhood of Railroad Signalmen of America:									
Signal department employees.....	83	206,049	89	89	89	87	86	86	82
Telegraph and telephone linemen.....	2	2,707	1	1	1				
American Train Dispatchers Association: Train dispatchers.....	86	182,495	79	78	78	78	74	68	66

<sup>1</sup> Less than ½ 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, 1942—Continued*

Organization and craft or class	Extent of representation on June 30, 1942		Percent of total mileage covered on June 30—						
	Number of carriers	Mileage covered	1942	1941	1940	1939	1938	1937	1936
Railway Employees' Department, A. F. of L.: Supervisors of Mechanics.....	3	11, 178	5	2	—	—	—	—	—
Brotherhood of Maintenance of Way Employees:									
Maintenance-of-way employees.....	130	216, 425	94	93	93	92	92	89	82
Shop laborers.....	5	6, 394	3	4	4	3	2	2	1
International Association of Machinists: Machinists.....	119	199, 966	87	86	82	81	72	70	63
International Brotherhood of Boilermakers, Iron Shipbuilders and Helpers of America: Boilermakers.....	118	197, 619	86	83	80	76	72	68	64
International Brotherhood of Blacksmiths, Drop Forgers and Helpers: Blacksmiths.....	113	182, 212	79	79	77	77	68	66	64
Sheet Metal Workers International Association: Sheet Metal Workers.....	115	198, 697	86	86	83	76	73	68	62
International Brotherhood of Electrical Workers:									
Electrical workers.....	112	204, 734	89	83	82	79	69	64	63
Telegraph and telephone linemen.....	28	84, 575	37	30	20	—	—	—	—
Signalmen.....	3	1, 862	(1)	(1)	1	1	—	—	—
Brotherhood Railway Carmen of America: Carmen.....	118	198, 322	86	86	83	78	68	64	60
International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers: Powerhouse employees and railway shop laborers.....	110	203, 854	88	79	79	71	57	55	42
Hotel and Restaurant Employees' International Alliance:									
Cooks and waiters.....	49	169, 266	73	67	66	58	38	25	18
Dining car stewards.....	1	959	(1)	(1)	(1)	(1)	—	—	9
Coach, parlor car, and club car porters.....	5	19, 821	9	12	5	—	—	—	—
American Railway Supervisors Association:									
Yardmasters.....	2	9, 190	4	4	4	4	4	4	—
Supervisors of mechanics.....	13	40, 887	18	13	14	6	4	—	—
Brotherhood of Sleeping Car Porters: Coach, parlor car, and club car porters.....	18	77, 695	34	28	21	10	7	—	—
Railway Patrolmen's Union: Railway patrolmen.....	10	38, 367	17	5	—	—	—	—	—
System associations:									
Locomotive engineers.....	4	2, 231	1	1	1	1	2	2	2
Locomotive firemen.....	8	3, 611	2	2	1	2	1	1	1
Brakemen, flagmen, baggagemen (road).....	2	793	(1)	(1)	(1)	(1)	—	1	1
Yard foremen, helpers, switch tenders.....	2	793	(1)	(1)	(1)	(1)	—	1	1
Yardmasters.....	11	15, 111	7	7	6	6	11	17	21
Clerical, office, station, and storehouse employees.....	5	2, 406	1	1	2	5	5	6	11
Telegraphers, towermen, and agents.....	4	877	(1)	1	(1)	(1)	—	—	—
Telegraph and telephone linemen.....	3	9, 197	4	4	13	—	—	—	—
Signal department employees.....	3	6, 295	3	3	3	3	3	3	3
Train dispatchers.....	11	25, 375	11	11	11	11	17	18	14
Maintenance-of-way employees.....	5	14, 204	6	7	7	8	7	9	15
Machinists.....	11	29, 570	12	13	18	19	24	25	28
Boilermakers.....	13	32, 132	14	16	19	23	25	27	27
Blacksmiths.....	17	47, 428	21	21	22	23	27	28	29
Sheet metal workers.....	12	30, 479	13	13	16	22	21	24	28
Electrical workers.....	12	23, 223	10	16	16	23	28	28	28
Carmen.....	15	31, 753	14	14	16	22	27	26	26
Powerhouse employees and railway shop laborers.....	7	27, 212	12	15	18	22	24	24	20
Dining car stewards.....	2	6, 632	3	3	3	4	8	8	16
Cooks and waiters.....	8	17, 456	8	16	15	15	27	26	10
Coach, parlor car, and club car porters.....	4	12, 284	5	6	7	14	15	14	9
Supervisors of mechanics.....	8	34, 703	15	12	19	17	17	21	25
Railway patrolmen.....	5	15, 168	7	(1)	—	—	—	—	—
Local unions:									
Waiters.....	2	10, 406	5	4	—	—	—	—	—
Coach, parlor, and club car porters.....	7	22, 066	10	17	—	—	—	—	—
Supervisors of mechanics.....	2	1, 623	(1)	3	—	—	—	—	—
Powerhouse employees and railway shop laborers.....	1	98	(1)	(1)	—	—	—	—	—
Machinists.....	1	98	(1)	(1)	—	—	—	—	—
Carmen.....	1	233	(1)	(1)	—	—	—	—	—
Boilermakers.....	1	98	(1)	(1)	—	—	—	—	—

<sup>1</sup> Less than ½ of 1 percent.

Table 10-A shows comparable information for marine department and related employees of the principal carriers by rail; however, because the mileage of the carriers is irrelevant to such employees it is omitted from this section of the table.



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—						
	1942	1941	1940	1939	1938	1937	1936
National Organization Masters, Mates and Pilots:							
Licensed deck.....	23	21	22	23	20	27	22
Unlicensed deck.....	6	7	6	4	3	2	1
Float watchmen.....	3	3	2				
National Marine Engineers' Beneficial Association:							
Licensed engine.....	20	19	19	19	18	18	15
Unlicensed engine.....	2	1	3	1	1		
Seafarers' International Union of North America:							
Unlicensed deck.....	2	1	4	7	8	4	4
Unlicensed engine.....	4	3	4	4	6	5	5
Marine cooks and stewards.....	2	1	3	4	4	4	4
International Longshoremen's Association:							
Licensed deck.....	3	5	6	9	10	9	8
Licensed engine.....	3	3	3	5	6		
Unlicensed deck.....	7	5	5	6	8	2	
Unlicensed engine.....	2	4	4	5	7		
Coal-dumper employees.....	5	5	5	1			
Float watchmen.....	2	2	3	1	1	1	1
Inland Boatmen's Union:							
Licensed engine.....	1	1					
Unlicensed deck.....	5	4	2	3	1		
Unlicensed engine.....	6	6	3	3	2	1	1
Marine Cooks and stewards.....	1	1	1				
International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers:							
Unlicensed deck.....	1	3	3				
Unlicensed engine.....	3	3	3				
Coal-dumper employees.....	3	1	1				
National Maritime Union:							
Unlicensed deck.....	1	1					
Unlicensed engine.....	1	1					
International Seamen's Union:							
Unlicensed deck.....	3	2	1				
Unlicensed engine.....	2	1	1				
Car Ferry Workers Independent Union of the Great Lakes:							
Unlicensed deck.....	2	2					
Unlicensed engine.....	2	2					
Marine cooks and stewards.....	2	2					
System associations:							
Licensed deck.....	2	2	1		4	4	4
Licensed engine.....	2	2	3	1	7	7	7
Unlicensed deck.....	1	1	1		1	2	3
Unlicensed engine.....	1	1	1		1	4	3
Coal dumper employees.....	1	1	1				

#### IV. DISPUTES MEDIATED—SETTLEMENTS

The fiscal year 1942 was the largest in the Board's history in mediation disputes docketed and settled. On June 30, 1941, there were 76 unadjusted disputes on the Board's docket. During the year 265 new disputes were received and 228 disputes were settled, leaving a total of 113 open cases on hand as of June 30, 1942. This is the largest number of pending mediation disputes at the end of any fiscal year since 1938. Of the pending cases, one involved a stockyards company; another the employees of a commercial air line. All of the others involved railroads.

##### 1. MEDIATION AND ARBITRATION AGREEMENTS

Of the 228 disputes over rates of pay, rules, or working conditions settled during the year 132, or 58 percent, were disposed of by mediation agreements. During each year since the Board was established there has been an increasing number of disputes settled by mediation agreements. The proportion of mediation agreements to total

mediation cases settled for the 8-year period, is 53 percent. As previously stated, this is the best method of settling disputes of this type for it reflects acceptance of the mediator as an intermediary in the true sense of the word. The growing number of disputes disposed of by mediation agreements during the period of the Board's operation, reflects the fact that carrier managements and labor organization officials have gradually come to place more and more confidence in mediation as a means of settling their disputes.

A classification of issues involved in disputes settled by mediation agreements finds rates of pay leading by a substantial margin. During previous years wages and revision of rules have vied for top honors. During 1942, however, increased living costs and higher railroad earnings have made increased wages the basic aim of organized labor. Table 11 shows this trend over the 8-year period 1935-42.

TABLE 11.—*Issues involved in cases disposed of by mediation agreements, fiscal years 1935-42*

Issues involved	8-year pe- riod	1942	1941	1940	1939	1938	1937	1936	1935
Total, all cases.....	1 608	132	115	93	76	63	62	43	24
Negotiation of new agreements covering rates of pay, rules, and working conditions.....	100	15	17	9	12	13	15	14	5
Changes in rates of pay.....	230	69	41	51	23	27	5	10	4
Changes and revisions in rules of existing agreements.....	253	43	53	32	36	22	42	17	8
Miscellaneous cases.....	25	5	4	1	5	1	-----	2	7

<sup>1</sup> 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.

During the past year four mediation disputes were settled by inducing the parties to submit their differences to an arbitration board for decision, as provided by section 7 of the Railway Labor Act. A discussion of the awards in these cases is given in the next chapter.

## 2. OTHER ADJUSTMENTS OF MEDIATION CASES

Of the 228 mediation disputes settled during the past year, 92 were disposed of by other means than mediation agreements or agreements to arbitrate. Most important in this group were 56 cases in which the invoking organization withdrew its application for the Board's services while mediation was in progress. In 17 cases the applications were withdrawn prior to the start of mediation proceedings. Seventeen cases were closed following refusal of either or both sides to agree to arbitration. In 12 of these cases the carriers declined to arbitrate, in 2 the employees declined and in 3 cases both parties rejected arbitration as a means of settling their disputes. Two cases were closed as a result of an Emergency Board appointed by the President, in accordance with his discretionary authority under section 10 of the act. A discussion of these two cases and the Emergency Board is given in chapter V.

### 3. AIR LINE MEDIATION CASES

Of the 228 mediation cases settled during the year, 5 involved commercial air lines and their employees. Air-line pilots were involved in 2 of these disputes, mechanics in 2, and stock clerks in the fifth case. This is the same number of mediation cases involving air-line employees as during 1941. Since commercial air lines were made subject to the act in 1936, they have been party to a total of 21 mediation settlements.

In the Board's report to Congress for 1941 it was observed that the number of air-line cases under the act could be expected to increase with the growth of the industry and as more air-line employees selected collective bargaining representatives and sought to negotiate agreements respecting rates of pay, rules, or working conditions. It now appears that the needs of our country for military aircraft will prevent any further growth in the commercial air lines for the duration of the war. Because of this, and the close working relationship between military authorities and our commercial air lines, fulfillment of the Board's prophecy will of necessity be deferred until after the war is won and peace is restored. However, the preeminence of air power in all phases of our war effort, and the fine war record of the commercial air lines and their employees, make the post-war growth of this industry a certainty.

## V. ARBITRATION AND EMERGENCY BOARDS

### 1. ARBITRATION BOARDS

If the efforts of the Board to effect an amicable settlement of a dispute through mediation are unsuccessful, it is then required to endeavor to induce the parties to submit their controversy to arbitration. The Act does not compel either party to accept arbitration and neither side sacrifices any of its rights under the law if it declines. The act includes detailed provisions for the conduct of arbitration proceedings.

During the fiscal year 1942, four agreements to arbitrate were executed in accordance with sections 7 and 8 of the act. Three of these agreements, however, were signed during the last month of the fiscal year and awards had not been rendered when the year ended. During 1941 there were also four arbitration agreements. Awards were rendered in three of these four cases during that same year and were reported in the Board's report for 1941. The award in the fourth case, which was rendered during the fiscal year 1942, is summarized below. Also summarized is the arbitration award made during 1942 following the arbitration agreement made during the same period:

Case A-901—Arb. 14

*Air Line Pilots Association, International*

v.

*Transcontinental and Western Air, Inc.*

Members of the arbitration board were Mr. I. L. Sharfman, professor of economics, University of Michigan, Ann Arbor, Mich.; Mr. T. B. Wilson, chairman of the Board, Transcontinental & Western Air, Inc., Kansas City, Mo.; and Mr. D. C. Dobbins, attorney, Champaign, Ill.

Messrs. Wilson and Dobbins, the party arbitrators selected by the carrier and employees respectively, were unable to agree upon a third arbitrator. Thus, the National Mediation Board, in accordance with its authority under section 7, first (a) of the act, designated Mr. I. L. Sharfman as the neutral member of the arbitration board. The arbitration board elected Mr. Sharfman to serve as chairman.

The question in dispute arose from a request by the employees for increased rates of pay for pilots and copilots operating Boeing 307 equipment. Arbitration hearings were begun on June 23, 1941, in Kansas City, Mo., and extended until July 12, 1941. The award was issued on July 23, 1941, and provided retroactive increases to the employees from July 8, 1940. The award did not have the concurrence of the employee arbitrator.

## Case A-957—Arb. 15

*Locals 459 and 808, International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America*

v.

*Railway Express Agency, Incorporated*

The arbitration board was composed of six members: Messrs. L. P. Bergman and J. E. Skaggs were selected as the carrier arbitrators, and Messrs. Richard A. Sheerin and James McGovern as arbitrators by the employees. The party arbitrators were unable to agree upon two neutral members and thus this function was discharged by the National Mediation Board. The two neutral arbitrators selected were Mr. George W. Stocking, Antitrust Division, Department of Justice, Washington, D. C., and Mr. I. L. Sharfman, professor of economics, University of Michigan, Ann Arbor, Mich. The board as thus constituted elected Mr. Sharfman to serve as chairman.

Arbitration hearings were begun on August 4, 1941, in New York City and extended to August 11, 1941. The questions in dispute arose out of the employees' request for wage increases and additional holidays. The award, which was made on August 15, 1941, granted an increase in wages but no additional holidays. The carrier arbitrators filed a dissenting opinion on the wage issue.

## 2. EMERGENCY BOARDS

If a dispute is not adjusted by mediation or 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.

Two emergency boards were appointed by the President during the fiscal year 1942. The reports to the President of these boards as printed for distribution are summarized below:

### Cases A-1000 and A-1001

This dispute involved most of the Nation's railroads and their employees as represented by the various standard railway labor organizations. For the train and engine service employees the dispute arose out of the employees' request for increased rates of pay and the carriers' proposals to revise certain rules and reduce wages. For the other employees in the dispute, e. g., clerical, office, station, and storehouse forces, shop-craft employees, telegraphers, maintenance-of-way employees, signalmen, and marine-service employees, these same questions were in dispute but, in addition thereto, was a dispute over the employees' request for vacations with pay.

The Emergency Proclamation of the President, dated September 10, 1941, resulted in the appointment of a board consisting of five

members. The chairman, as named by the President, was Wayne L. Morse, dean of the law school, University of Oregon, Eugene, Oreg. The other members were Thomas Reed Powell, professor of law, Harvard University, Cambridge, Mass.; Joseph H. Willits, director for the social sciences, Rockefeller Foundation, New York City, N. Y.; James C. Bonbright, professor of finance, Columbia University, New York City, N. Y.; and Houston Thompson, attorney, Washington, D. C.

Following extended public hearings in Chicago, Ill., the Emergency Board, on November 5, 1941, submitted to the President its report with recommendations for settlement of the dispute. The recommendations were made public by the President and, although they were acceptable to the carriers, the employee organizations strenuously objected to the terms of settlement proposed by the Emergency Board. The train and engine service organizations voted to strike effective December 7, 1941. Although the other employee organizations did not set a strike date, they announced that the recommended wage increases were entirely insufficient.

Subsequent to the presentation of its report of November 5, 1941, to the President, the Emergency Board adjourned subject to his recall. Following a series of conferences with the disputing parties and Government officials, the President ordered the Emergency Board to reconvene, in order to give the parties further opportunity to present their views on the recommendations and offer additional argument in defense of their positions. The Board reconvened, in Washington, D. C., on November 27. Following 2 days of reargument the Board offered its mediation services to the parties in an effort to settle the disputes. The offer was accepted, and after a series of mediation conferences, the Board, on the evening of December 1, announced to the President that a basis for settling the dispute had been agreed upon and a national railway strike had been averted. Further mediation conferences ensued in Washington and Chicago on the details of settlement.

The mediation agreement on wages for train and engine employees was signed in Chicago, Ill., on December 5, 1941, and provided increases of 7½ percent from September 1, 1941, to November 30, 1941, and 9½ cents per hour thereafter. For the other employees involved in this dispute, a mediation agreement was signed on December 15, 1941, providing increases of 9 cents per hour from September 1 to November 30 and 10 cents per hour thereafter. In addition, an agreement was signed on December 17, 1941, in behalf of the employees other than train and engine service providing vacations with pay amounting to 6 consecutive work days to each employee rendering compensated service on not less than 160 days during the preceding calendar year. For clerical, office, station, and storehouse employees and telegraphers, this latter agreement provided annual vacations of 9 and 12 consecutive work days for employees after 2 or 3 years of continuous service respectively.

## Case A-1071

*The Railway Express Agency, Incorporated*

v.

*The International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers*

The Emergency Proclamation dated November 7, 1941, resulted in the appointment of a board composed of Mr. Royal A. Stone, associate justice, Supreme Court of Minnesota, St. Paul, Minn.; Maj. Gen. William H. Tschappat, retired, Falls Church, Va., and Mr. Matthew Page Andrews, publicist and historian, Baltimore, Md. The board selected Mr. Stone as chairman. Public hearings were held in New York, N. Y., and extended from November 12 to 14, 1941. The board's report to the President was dated November 17, 1941, and was submitted to him on the following day.

The dispute which necessitated the appointment of this board resulted from a membership controversy between two labor organizations, The International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers and the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees. Immediately involved in the dispute were some 300 employees of the company in Detroit, Mich. Based upon a ballot which it conducted among these employees, the National Mediation Board recognized the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, as their duly authorized representative. In protest against this action the International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers threatened a strike of employees which it represented in eight large cities. In addition to his proclamation of November 7, 1941, the President also requested Mr. Daniel J. Tobin, President of the International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers, to call off the threatened strike. Mr. Tobin complied on the following date and thus the threatened stoppage was averted. Nevertheless, the Emergency Board investigated the matter and in its report to the President made recommendations designed to eliminate a repetition of threatened strikes due to jurisdictional disputes between rival labor unions.

## **VI. WAGE AND RULE AGREEMENTS**

The primary duty imposed by the Railway Labor Act upon both carriers and their employees is to exert every reasonable effort to make and maintain agreements concerning rates of pay, rules, and working conditions. After a labor organization establishes its right to represent a craft or class of employees the most important task which confronts it, as well as the carrier, is to negotiate a labor agreement. The number of such agreements provides a good measure 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**

Under section 5, third (e) of the act, all carriers are required to file with the Board copies of all agreements covering rates of pay, rules and working conditions. As of June 30, 1942, there was a total of 4,390 such agreements in the Board's files, an increase of 98 new agreements during the past year. Eighty-six of these new agreements covered railroad workers and 12 covered air-line employees. Table 12 shows, for the 8-year period 1935-42, the number of agreements filed with the Board subdivided according to the different classes of carriers.



TABLE 12.—Number of labor agreements<sup>1</sup> on file with the National Mediation Board according to types of labor organizations, by class of carriers, fiscal years 1935-42

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 <sup>2</sup>	Air-line carriers
<b>All organizations:</b>									
1942.....	4,390	2,787	605	104	646	129	8	40	71
1941.....	4,292	2,745	591	102	627	121	8	39	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.....	3,836	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
<b>National organizations:</b>									
1942.....	3,834	2,487	519	88	555	105	8	33	39
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.....	3,125	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
<b>System associations:<sup>4</sup></b>									
1942.....	479	253	84	15	73	20	0	7	27
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.....	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
<b>Local unions:</b>									
1942.....	77	47	2	1	18	4	0	0	5
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.....	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

<sup>1</sup> 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.

<sup>2</sup> Included demurrage bureaus, refrigerator transit companies, etc.

<sup>3</sup> Revised.

<sup>4</sup> Includes local committees or individuals.

In addition to the formal agreements recorded in this table, the Board also receives each year hundreds of supplements and amendments to existing agreements. There were 784 such agreements filed during 1941. Of this number 642 were revised or amended agreements, 15 were special agreements dealing mainly with seniority rights of railroad employees serving in the Nation's military forces. In this connection it is important to note that during the spring of 1942 an agreement was reached, between practically all railroads and their employees as represented by the standard railway labor unions, preserving the seniority rights of railroad employees entering the armed forces of the Nation either by enlistment or through the operation of the Selective Service Act of 1940.

Twenty-nine of the supplemental agreements received during 1942 provided for transferring representation rights or transferring agreements. Combining the 784 supplemental, or memorandum agreements, with the 98 new basic agreements brings to 882 the total of agreements of all types filed with the Board during the year.

## 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 railroad employees are concerned. Practically all employees in train, engine, or yard service are, with the exception of yardmasters, covered by agreements and represented by national organizations. Only slightly less complete insofar as representation by national organizations is concerned, are shop craft, clerical, and maintenance of way employees and telegraphers.

TABLE 13.—Number of agreements between 139<sup>1</sup> carriers and their employees by crafts or classes of employees, according to types of labor organizations holding the agreements, June 30, 1942

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.....	2 131	2 8	—	1	—
Conductors.....	138	—	—	1	—
Brakemen, flagmen, and baggagemen.....	2 137	2 2	—	1	—
Yard foremen, helpers, and switch tenders.....	3 139	3 2	—	1	4
Yardmasters.....	59	11	1	48	20
Machinists.....	120	12	1	5	1
Boilermakers.....	119	13	1	4	2
Blacksmiths.....	114	17	—	5	3
Sheet-metal workers.....	116	12	—	6	5
Electrical workers.....	111	14	1	8	5
Carmen.....	119	15	1	4	—
Powerhouse employees and railway shop laborers.....	4 116	4 7	1	15	2
Clerical, office, station, and storehouse.....	121	5	—	13	—
Maintenance-of-way employees.....	5 133	5 7	—	4	—
Telegraphers.....	124	4	—	9	2
Signalmen.....	87	3	—	23	26
Dispatchers.....	92	11	—	31	5
Stewards.....	44	2	—	12	81
Cooks and waiters.....	6 54	6 8	2	28	52
Marine service:					
Licensed deck.....	7 26	2	1	5	106
Licensed engine.....	22	2	3	6	106
Other marine employees.....	6 35	6 14	3	8	99

<sup>1</sup> See table 14.

<sup>2</sup> Includes 1 carrier which has for this craft or class of employees 2 complementary agreements—1 with a national organization and 1 with a system association.

<sup>3</sup> Includes 7 carriers which have for this craft or class of employees 2 complementary agreements, 2 of which have 1 with a national organization and 1 with a system association; 5 of which have both with national organizations.

<sup>4</sup> Includes 2 carriers which have for this craft or class of employees 2 complementary agreements, 1 with a national organization and system association; the other with 2 national organizations.

<sup>5</sup> Includes 5 carriers which have for this craft or class 2 complementary agreements, 2 of which have 1 with a national organization and 1 with a system association; 3 with 2 national organizations.

<sup>6</sup> Includes 5 carriers which have for this craft or class 2 complementary agreements, 2 of which have both with national organizations; 2 of which have 1 with a national organization and 1 with a system association; and 1 of which has 1 with a national organization and 1 with a local union.

<sup>7</sup> Includes 1 carrier which has for this craft or class 2 complementary agreements, both with national organizations.

<sup>8</sup> Includes 14 carriers which have for this craft or class complementary agreements, of which 5 have 2 with national organizations; 2 have 1 with a national organization and 1 with a system association; 4 carriers have 3 agreements, 2 with national organizations and 1 with local unions; 1 has 4 complementary agreements, all with national organizations; 1 has 2 complementary agreements, 1 with a national organization and 1 with a local union; and 1 has 2 agreements, both with local unions.

TABLE 14.—Collective labor agreements and employee representation on 138 selected carriers as of June 30, 1942

Line No.	Carrier	Engineers	Firemen and hostlers	Conductors	Brakemen, baggage and baggage men	Yard foremen, helpers and switchtenders	Yard masters	Machinists	Boiler-makers	Blacksmiths	Sheet-metal workers	Electrical workers	Carman and coach cleaners	Power-house employees and railway shop laborers	Station, office, clerical, and store-house employees	Maintenance of way employees	Telegraphers	Signalmen	Dispatchers	Dining-car stewards	Dining-car cooks and waiters	Masters, mates, pilots	Marine engineers	Others	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	25		
1	Alton, Canton & Youngstown Ry. Co.	BLE	BLF&E	ORC	BRT	SUNA	SUNA	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
2	Alton R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
3	Ann Arbor R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
4	Ashokan, Tonawanda & Santa Fe Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
5	Atlantic Coast Line R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
6	Atlantic Coast Line R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
7	Atlantic Coast Line R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
8	Atlantic Coast Line R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
9	Atlantic Coast Line R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
10	Atlantic Coast Line R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
11	Atlantic Coast Line R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
12	Bacon & Armstrong R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
13	Bacon & Armstrong R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
14	Bacon & Armstrong R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
15	Bacon & Armstrong R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
16	Bacon & Armstrong R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
17	Bacon & Armstrong R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
18	Bacon & Armstrong R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
19	Bacon & Armstrong R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
20	Bacon & Armstrong R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
21	Bacon & Armstrong R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
22	Bacon & Armstrong R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
23	Bacon & Armstrong R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
24	Bacon & Armstrong R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
25	Bacon & Armstrong R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
26	Bacon & Armstrong R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
27	Chicago, Burlington & Quincy R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	RYA	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
28	Chicago, Great Western R. R. Co.	BLE	BLF&E	ORC	BRT	SUNA	ORC	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
29	Chicago, Indianapolis & Louisville Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	ORC	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
30	Chicago, Milwaukee, St. Paul & Pacific R. R. Co.	BLE	BLF&E	ORC	BRT	BRT	BRT	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
31	Chicago, Rock Island & Pacific Ry. Co.	BLE	BLF&E	ORC	BRT	SUNA	RYA	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
32	Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
33	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
34	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
35	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
36	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
37	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
38	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
39	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
40	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
41	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
42	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
43	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
44	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
45	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
46	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
47	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
48	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
49	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
50	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
51	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
52	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
53	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
54	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
55	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
56	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
57	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
58	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
59	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
60	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
61	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRG	BMW	ORT	BSA	ATDA	HRE	HRE	MMP	MEBA	LU	IBEW; BSCF; SA	
62	Chicago & North Western Ry. Co.	BLE	BLF&E	ORC	BRT	BRT	(C)	IAM	IBISB	IBBDF	SMWIA	IBEW	BRCA													

(B) (PULLMAN AND EXPRESS COMPANIES)

Carrier	Sleeping-car conductors	Sleeping-car porters, attend- ants, and maids	Clerical, office, station, and store- house employees	Machinists	Blacksmiths	Chauffeurs, helpers, and garagemen	
Railway Express Agency, Inc.	(*)	(*)	BRC	IAM	IBBDF	IBTGW&H	(*)
The Pullman Co.	OSCO	BSCP	SA	SA	SA	(*)	(*)

(C) PRINCIPAL AIR-LINE CARRIERS

Carrier	Pilots and copilots	Radio operators	Stewards and stewardesses	Clerical, office, station, and storehouse employees	Mechanics	Miscellaneous ground personnel
American Airlines, Inc.	ALPA	ALCOA	(X)	ALMA	ALMA	ALMA
Boeing Airways, Inc.	ALPA	SA	(X)	ALMA	ALMA	ALMA
Colonial Airways, Inc.	ALPA	(X)	(X)	(X)	ALMA	(X)
Citizens & Southern Air Lines, Inc.	ALPA	(X)	(X)	(X)	ALMA	(X)
Continental Air Lines, Inc.	ALPA	(X)	(X)	(X)	ALMA	(X)
Della Air Lines, Inc.	ALPA	(X)	(X)	(X)	ALMA	(X)
Eastern Air Lines, Inc.	ALPA	(X)	(X)	(X)	ALMA	(X)
Inland Air Lines	ALPA	(X)	(X)	(X)	ALMA	(X)
Hawaiian Air Lines	SA	ALCOA	(X)	SA	SA	SA
Mid-Continent Airlines, Inc.	ALPA	ALCOA	(X)	(X)	ALMA	(X)
National Airlines, Inc.	ALPA	(X)	(X)	(X)	ALMA	(X)
Northeast Airlines, Inc.	ALPA	(X)	(X)	(X)	ALMA	(X)
Northwest Airlines, Inc.	ALPA	ALCOA	(X)	(X)	ALMA	(X)
Pan-American Airways System:	(X)	(X)	(X)	SA	SA	(X)
Pan American Airways, Delaware.	(X)	(X)	(X)	SA	SA	(X)
Pan-American Airways, Inc.	(X)	(X)	SA-1	SA	SA-1	(X)
Pan-American Airways, Nevada	(X)	(X)	SA	SA	SA	(X)
Pacific-Alaska Airways, Inc.	(X)	(X)	(X)	(X)	ALMA	(X)
Uraba-Medellin & Central Airways, Inc.	(X)	(X)	(X)	(X)	ALMA	(X)
Pan-American-Grace Airways	(X)	(X)	(X)	(X)	ALMA	(X)
Pennsylvania-Central Airlines Corporation	ALPA	IBEW	(X)	(X)	ALMA	(X)
Transcontinental & Western Air, Inc.	ALPA	SA	(X)	(X)	SA	(X)
United Air Lines Transport Corporation	ALPA	ALPA	(X)	(X)	SA	SA
Western Air Lines, Inc.	ALPA	SA	(X)	ALMA	ALMA	ALMA

Coach, parlor, and club car porters

- 1 Sailors, deck and club car porters.
- 2 Coach, deck hands, etc. (unlicensed deck).
- 3 Marine breeches, etc. (unlicensed engine).
- 4 Marine cooks and stewards.
- 5 System agreement.
- 6 Hotel and restaurant employees.
- 7 Supervisors of mechanics.
- 8 Molders.
- 9 Dry dock workers.
- 10 Printers.
- 11 Wire chiefs, lieutenants and sergeants of police, bridge guards.
- 12 Wharf freight handlers.
- 13 Tap room.
- 14 Coal dumper employees.
- 15 Longshoremen.
- 16 Red caps, ushers, and station attendants.
- 17 Supervisory forces.
- 18 Nurses.
- 19 Float watchmen, bridgemen, and bridge operators.
- 20 Not an operating class I carrier, but included to show extent.
- 21 Station masters.
- 22 Technical employees, architects, draftsman, and allied workers.
- 23 Hoisting engineers.
- 24 Breaklayers.
- 25 Grain elevator employees.
- 26 Foundry employees.
- 27 Bus and truck drivers.
- 28 Formerly class I carrier, but now class II.
- 29 Foremen only.
- 30 Warehouse employees only.
- 31 Shop laborers.
- 32 Hump motorcar operators.
- 33 Crossing tenders.
- 34 Bridge and building mechanics.
- 35 Petroleum.
- 36 Firemen only.
- 37 Telegraphers.
- 38 Telephone and telegraph linemen.
- 39 Substation operators.
- 40 Lighter captains.
- 41 Stockyard employees.
- 42 Cooks only.
- 43 Waiters only.
- 44 Coal pier operators.
- 45 Water service employees.
- 46 Purser and assistants.
- 47 Barkeepers.
- 48 Laundry workers and seamstresses.
- 49 Gainers.
- 50 Drawbridge employees.
- 51 Car pier foremen.
- 52 Coal riders.

## SYMBOLS

- SYMBOLS
- \* Carried in former reports as 2 railroads; namely, International Ry. Co. of Maine and O. P. Lines in Vermont.
- Agreement with Fred Harvey System and applicable to employees on A. T. & S. F. R. Ry. only.
- \* No employees in this class or craft on this carrier.
- Some employees in this class or craft not covered by agreement.
- Included in system agreement.
- ALA Air Line Communication Employees' Association.
- ALP Airline Pilots Association of America.
- AME Air Line Mechanics Association, International.
- AMRA American Railway Supervisors Association.
- APA American Train Dispatchers Association.
- BLB Brotherhood of Locomotive Brakesmen.
- BLE Brotherhood of Locomotive Firemen and Engine-men.
- BMF Brotherhood of Maintenance of Way Employees.
- BRB Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.
- CBR Brotherhood Railway Carmen of America.
- CRB Brotherhood of Railroad Firemen.
- CSA Brotherhood of Railroad Signalmen of America.
- CSL Brotherhood of Sleeping Car Porters.
- CPA Hotel and Restaurant Employees' International Alliance and Bartenders International Association of Machinists.
- CRB Brotherhood of Railroad Carmen, Drop Forgers, and Helpers.
- SB International Brotherhood of Boilermakers, Iron Ship Builders, and Helpers of America.
- IRB International Brotherhood of Electrical Workers.
- RO International Brotherhood of Firemen, Oilers, Helpers, Roundhouse, and Railway Shop Laborers.
- IRB International Brotherhood of Teamsters, Chauffeurs, Warehousemen, and Helpers.
- IBA International Longshoremen's Association.
- ISB International Union of Steam and Operating Engineers.
- LU Local Union.
- BA National Marine Engineers' Beneficial Association.
- NPA National Organization Masters, Mates, and Pilots of America.
- NMP National Maritime Union.
- ORC Order of Railroad Conductors of America.
- RT The Order of Railroad Telegraphers.
- GO Order of Sleeping Car Conductors.
- RLB Railway Employees' Department, A. F. of L.
- RU Railway Patrolmen's Union, A. F. of L.
- RA Railway Yardmasters of America.
- RYA Railway Yardmasters of North America.
- SA System Association, committee, etc.
- SMI Sheet Metal Workers' International Association.
- UA United Brotherhood of Carpenters and Joiners of North America.
- SWU Switchmen's Union of North America.
- SWO Switch Workers' Organizing Committee.
- UTS United Transport Service Employees of America.
- UC Utility Workers Organizing Committee.

### 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 Company and Railway Express Agency are shown in section B of the table, and those in effect on air line 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, 1942.

## **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 1942, 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 5-year period 1938-42, inclusive.



TABLE 15.—Cases docketed and disposed of by the National Railroad Adjustment Board, fiscal years 1938-42, inclusive

Cases	All divisions					First division				
	1942	1941	1940	1939	1938	1942	1941	1940	1939	1938
Open and on hand beginning of fiscal year.....	5,584	3,851	2,730	2,283	2,069	5,370	3,607	2,577	2,173	1,956
New cases docketed during year.....	2,814	3,446	3,613	2,083	1,835	2,151	2,923	3,120	1,705	1,546
Total number of cases on hand and docketed during year.....	8,398	7,297	6,343	4,366	3,904	7,521	6,530	5,697	3,878	3,502
Cases disposed of.....	2,080	1,713	1,801	1,636	1,621	1,488	1,160	1,399	1,301	1,329
Decided without referee.....	904	505	768	607	780	790	377	607	509	702
Decided with referee.....	835	819	663	641	339	445	489	463	492	196
Withdrawn.....	341	399	415	388	502	253	294	329	300	431
Open cases on hand close of fiscal year..	6,318	5,584	4,542	2,730	2,283	6,033	5,370	4,298	2,577	2,173
Heard.....	963	642	402	568	187	798	534	317	466	133
Not heard.....	5,355	4,942	4,140	2,162	2,086	5,235	4,836	3,981	2,111	2,030

  

Cases	Second division					Third division					Fourth division				
	1942	1941	1940	1939	1938	1942	1941	1940	1939	1938	1942	1941	1940	1939	1938
Open and on hand beginning of fiscal year.....	29	49	32	26	22	181	194	119	79	85	4	1	2	5	6
New cases docketed during year.....	178	150	140	111	83	406	333	327	245	201	79	40	26	22	5
Total number of cases on hand and docketed during year.....	207	199	172	137	105	587	527	446	324	286	83	41	28	27	11
Cases disposed of.....	161	170	123	105	79	371	346	252	205	207	60	37	27	25	6
Decided without referee.....	75	68	56	51	29	29	44	100	31	43	10	16	5	16	6
Decided with referee.....	70	72	27	27	22	273	238	152	122	121	47	20	21	0	0
Withdrawn.....	16	30	40	27	23	69	74	45	52	43	3	1	1	9	0
Open cases on hand close of fiscal year.....	46	29	49	32	26	216	181	194	119	79	23	4	1	2	5
Heard.....	41	19	37	24	13	104	87	47	76	41	20	2	1	2	0
Not heard.....	5	10	12	8	13	112	94	147	43	38	3	2	0	0	5

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

<sup>2</sup> 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," summarizes 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, being quite comprehensive in their detail, have become exceedingly technical. This important task requires not only a person who is impartial but also one capable of weighing complex evidence and reaching a just conclusion. In securing individuals who satisfy these exacting requirements, the Board has followed the practice of selecting outstanding persons who have attained reputations of ability, trust and integrity in their communities or States. These include primarily State supreme court justices, supplemented by educators and attorneys. Such persons are often reluctant to withdraw from their other duties to accept temporary appointments. Many decline to serve altogether and some are unable to serve except at specified times. A considerable number of State supreme court justices are unable to serve because the State constitutions, or laws, prohibit them from receiving compensation for the service.

During the fiscal year 1942, the Board was required to appoint referees in 50 separate instances. The following tabulation gives the names and residences of all persons 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		
Erickson, Lelf <sup>1</sup> .....	Helena, Mont.....	July 2, 1941.....	46
Mabry, Thos. J. <sup>1</sup> .....	Albuquerque, N. Mex.....	Aug. 16, 1941.....	49
Rudolph, Herbert B.....	Pierre, S. Dak.....	Sept. 18, 1941.....	53
Johnson, Howard A. <sup>1</sup> .....	Helena, Mont.....	Nov. 24, 1941.....	47
Riley, James B. <sup>1</sup> .....	Charleston, W. Va.....	Dec. 13, 1941.....	78
Simmons, Robert G.....	Lincoln, Nebr.....	Jan. 28, 1942.....	68
Do. <sup>2</sup> .....	do.....	June 15, 1942.....	4
Blake, Bruce <sup>1</sup> .....	Olympia, Wash.....	Apr. 15, 1942.....	54
Mitchell, Richard F.....	Fort Dodge, Iowa.....	Apr. 24, 1942.....	67
Wolfe, James H.....	Salt Lake City, Utah.....	June 23, 1942.....	80

## SECOND DIVISION

Thaxter, Sidney St. F.....	Portland, Maine.....	July 3, 1941.....	1
Devaney, John P. <sup>2,4</sup> .....	Minneapolis, Minn.....	July 9, 1941.....	1
Sharfman, I. L. <sup>3</sup> .....	Ann Arbor, Mich.....	Nov. 3, 1941.....	16
Do. <sup>2</sup> .....	do.....	Nov. 7, 1941.....	17
Mitchell, Richard F. <sup>1</sup> .....	Fort Dodge, Iowa.....	Feb. 2, 1942.....	20
Do. <sup>2</sup> .....	do.....	Feb. 3, 1942.....	2
Do. <sup>2</sup> .....	do.....	Feb. 19 and 20, 1942.....	10
Do. <sup>3</sup> .....	do.....	Mar. 16, 1942.....	8

See footnotes at end of table.

## THIRD DIVISION

Referee		Date of appointment	Number of cases for which appointed
Name	Residence		
McHaney, E. J. <sup>1</sup>	Little Rock, Ark.	July 25, 1942	10
Garrison, Lloyd K. <sup>2</sup>	Madison, Wis.	Aug. 15, 1941	11
Do. <sup>3</sup>	do.	Sept. 11, 1941	1
Mitchell, Richard F. <sup>3</sup>	Fort Dodge, Iowa	Sept. 16, 1941	17
Do. <sup>3</sup>	do.	Sept. 26, 1941	3
Do. <sup>3</sup>	do.	Nov. 21, 1941	3
Do. <sup>3</sup>	do.	Nov. 24, 1941	3
Thaxter, Sidney St. F. <sup>3</sup>	Portland, Maine	Oct. 24, 1941	25
Do. <sup>3</sup>	do.	Nov. 21, 1941	4
Do. <sup>3</sup>	do.	Nov. 25, 1941	10
Do.	do.	Dec. 5, 1941	1
Do.	do.	Dec. 13, 1941	1
Do. <sup>3</sup>	do.	Jan. 5, 1942	2
Blake, Bruce <sup>1</sup>	Olympia, Wash.	Nov. 1, 1941	30
Do. <sup>1</sup>	do.	Nov. 14, 1941	2
Stiger, Carl B. <sup>1</sup>	Des Moines, Iowa	Jan. 8, 1942	21
Do. <sup>1</sup>	do.	Mar. 6, 1942	1
Sharpe, Edw. M. <sup>1</sup>	Bay City, Mich.	Jan. 20, 1942	5
Do. <sup>1</sup>	do.	Jan. 23, 1942	1
Do. <sup>1</sup>	do.	Jan. 31, 1942	16
Hilliard, Benj. C. <sup>3</sup>	Denver, Colo.	Feb. 26, 1942	1
Rudolph, Herbert B. <sup>2</sup>	Pierre, S. Dak.	Mar. 3, 1942	24
Yeager, John W. <sup>1</sup>	Lincoln, Nebr.	Apr. 20, 1942	23
Do. <sup>1</sup>	do.	May 1, 1942	6
Bakke, Norris C. <sup>1</sup>	Denver, Colo.	May 22, 1942	16
Do. <sup>1</sup>	do.	May 29, 1942	8
Do. <sup>1</sup>	do.	June 8, 1942	2
Do. <sup>1</sup>	do.	June 15, 1942	2
Do. <sup>1</sup>	do.	June 25, 1942	2

## FOURTH DIVISION

Messmore, Fred W. <sup>3</sup>	Lincoln, Nebr.	Sept. 24, 1941	4
Tipton, Ernest M.	Jefferson City, Mo.	Dec. 17, 1941	36
Do.	do.	Feb. 13, 1942	4

<sup>1</sup> Appointed for first time during fiscal year 1942.<sup>2</sup> 4 cases remaining from assignment to Judge Blake dated Apr. 15, 1942.<sup>3</sup> Selected by National Railroad Adjustment Board Division.<sup>4</sup> Deceased.<sup>5</sup> Selected by National Railroad Adjustment Board Division for interpretation 1 award. Approval of National Mediation Board dated Feb. 26, 1942.

A study of the above tabulation reveals that most of the referees appointed during 1942 had not previously served. All of the new appointees are justices of their respective State supreme courts. This is also true of those who served as referees in previous years, as well as 1942, with the exception of I. L. Sharfman, chairman, Department of Economics, University of Michigan; John P. Devaney, deceased, former chief justice, Minnesota State Supreme Court and Lloyd K. Garrison, dean of the University of Wisconsin Law School.

In the years previous to 1941, whenever any division of the Adjustment Board deadlocked due to inability to secure a majority vote, it generally was unable to agree upon a person to be selected as a referee. Thus, it was necessary that the referees be selected by the Mediation Board. In the past years this was especially true for the First and Third Divisions. During 1941, however, there was definite improvement in this situation on the Third Division, but not on the First. As in past years the First Division was unable to agree upon a single referee selection. To show the improvement on the Third Division it is noted that in 1941, it agreed upon a referee for only 3 out of a total of 232 cases where referees were necessary. In 1942, however, this Division selected its own referees for 113 out of a total of 251



cases. During the past year the Fourth Division agreed upon its own referees for only 4 out of 44 cases. However, because the number of cases is small, this situation is not considered so serious as the First Division. During 1942 the Second Division continued its commendable record of previous years and selected its own referee in all but one case. Following is a summary of referee appointments during 1942 classified according to appointing agency:

Divisions of National Railroad Adjustment Board	Cases for which referees were selected		
	Referees selected by Division	Referees selected by National Mediation Board	Total
First.....		546	546
Second.....	74	1	75
Third.....	113	138	251
Fourth.....	4	40	44
Total.....	291	725	916

## 2. INTERPRETATION OF MEDIATION AGREEMENTS

Disputes which arise over the meaning or application of agreements reached through mediation by the Board, 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 1942, in keeping with these limitations of the law, the Mediation Board interpreted only one mediation agreement. This interpretation involved the Kansas City Terminal Railway Co. and its employees as represented by the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees. The mediation agreement in question was made on September 12, 1941, and provided for discussions between the carrier and employee representatives over contemplated adjustments in Red Cap forces to meet fluctuations in business. Following a hearing as required by the act, and consideration of all pertinent facts and arguments, the Board's interpretation was rendered on November 22, 1941.

## 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 14 men. All are selected through the civil service and are listed as follows:

Thomas E. Bickers.  
Ralph B. Bronson.  
Otto F. Carpenter.  
Ross J. Foran.  
Patrick D. Harvey.  
James P. Kiernan.  
George S. MacSwan.

William F. Mitchell.  
John F. Murray.  
J. Joseph Noonan.  
Wallace G. Rupp.  
Tedford E. Schoonover.  
Eugene C. Thompson.  
John W. Walsh.

### 2. FINANCIAL STATEMENT

The unexpended balance of \$1,750 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, 1942, but not paid as of that date.

The unexpended balances for arbitration and emergency boards have been reappropriated from year to year. The unexpended 1941 balances of \$43,145 were reappropriated and made available for the fiscal year 1942. In previous years the appropriations for such boards were 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, fiscal year 1941-42*

Regular appropriations:	
Salaries and expenses, National Mediation Board.....	\$169, 658
Printing and binding, National Mediation Board.....	2, 500
Total operating.....	172, 158
Salaries and expenses, arbitration and emergency boards <sup>1</sup> .....	43, 145
Total.....	215, 303
Deficiency appropriations:	
Salaries and expenses, arbitration and emergency boards.....	55, 000
Grand total.....	270, 303
Expenditures:	
Salaries, National Mediation Board.....	126, 115
Expenses incidental to travel.....	31, 246
Printing and binding.....	2, 500
Other operating expenses.....	10, 547
Total operating expenses.....	170, 408
Expenses of arbitration and emergency boards.....	67, 383
Grand total.....	237, 791
Unexpended balances:	
Operating expenses of National Mediation Board.....	1, 750
Expenses of arbitration and emergency boards.....	30, 850
Total returns to Treasury.....	32, 600

<sup>1</sup> Reappropriation.

**APPENDIX A**  
**EIGHTH ANNUAL REPORT OF THE NATIONAL RAILROAD ADJUSTMENT BOARD, CHICAGO, ILL., FISCAL YEAR 1942**

NATIONAL RAILROAD ADJUSTMENT BOARD  
(Created June 21, 1934)

J. H. SYLVESTER, *Chairman*  
M. W. HASSETT, *Vice Chairman*

Allison, R. H.  
Anderson, J. A.  
Bishop, Wm.  
Blake, J. H.  
Blake, R. W.  
Bowen, A. C.  
Carr, H. J.  
Carter, P. M.  
Coile, F. A.  
Cooke, C. C.  
Cowley, F. F.<sup>1</sup>  
Davis, R. A.  
Dugan, C. P.  
Edrington, R. E.  
Faherty, T. K.  
Fowler, E. W.  
Fox, J. M.  
Hamner, E. J.

Helt, D. W.  
Hemenway, Harry  
Hudson, W. C.  
Jones, A. H.  
Kearby, H. C.  
Knoff, R. A.  
Lewis, F. W.  
Losey, T. E.  
MacGowan, C. J.<sup>2</sup>  
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

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.

<sup>1</sup> Deceased.

<sup>2</sup> Resigned.

# 52 ANNUAL REPORT OF THE NATIONAL MEDIATION BOARD

*Accounting of all moneys appropriated by Congress for the fiscal year 1942, 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.....	\$201, 440. 00
Printing and binding.....	20, 000. 00

## Deficiency appropriations:

Third supplemental National Defense Appropriation Act, 1942.....	3, 090. 00
First Deficiency Appropriation Act, 1942. (This act authorized the transfer of not to exceed \$2,500 from the appropriation for printing and binding to salaries and expenses; provided an additional amount of \$22,500 for salaries and expenses, and increased the limitation for services of referees from \$45,000 to \$65,000).....	22, 500. 00

Therefore, amounts were available as follows:

Salaries and expenses.....	229, 530. 00
Printing and binding.....	17, 500. 00

Total appropriated, fiscal year 1942..... 247, 030. 00

## Expenditures:

Salaries of employees.....	\$111, 714. 88
Salaries of referees.....	56, 487. 50
Supplies and materials.....	4, 226. 80
Telegraph service.....	158. 46
Telephone service.....	2, 078. 16
Postage.....	21. 00
Travel and subsistence.....	7, 880. 91
Transportation of things.....	84. 58
Printing and binding.....	17, 430. 73
Electric service.....	1, 372. 16
Rent.....	33, 500. 00
Other contractual services.....	1, 092. 92
Equipment.....	2, 292. 40

Total expenditures..... 238, 340. 50

## Unexpended balances:

Salaries and expenses (referees' salaries).....	8, 512. 50
Salaries and expenses (other).....	107. 73
Printing and binding.....	69. 27

Total unexpended..... 8, 689. 50

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

## ADMINISTRATIVE

Name	Title	Salary paid	Duties
Howard, Leland.....	Administrative officer.....	\$4, 299. 87	Under direction of Board, administers its governmental affairs.
More, Lala K.....	Clerk-stenographer.....	2, 174. 92	Secretarial, stenographic, and clerical.
House, Beatrice E.....	Telephone operator.....	1, 603. 07	Operates switchboard and serves as information clerk.
Irion, Paul H.....	Messenger.....	189. 00	Usual duties of messenger.
Treanor, Francis J.....	do.....	1, 071. 00	Do.

## FIRST DIVISION

McFarland, Thomas S.....	Executive secretary.....	\$4, 349. 96	Administration of affairs of division and subject to its direction.
Young, Herbert W.....	Assistant executive, secretary.....	3, 274. 95	Assists executive secretary.

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

## FIRST DIVISION—Continued

Name	Title	Salary paid	Duties
Frohning, William C.....	Principal clerk-stenographer.	\$2,449.88	Digests and briefs cases and awards, takes hearings, etc.
Bishop, Willetta.....	Clerk-stenographer.....	1,899.94	Secretarial, stenographic, and clerical.
Carmody, Lenore M.....	do.....	2,174.92	Do.
Cressey, Cleveland B.....	do.....	2,174.92	Do.
Fostof, Evelyn F.....	do.....	2,174.92	Do.
Israel, Bertha.....	do.....	2,124.96	Do.
Miller, Velma.....	do.....	2,149.92	Do.
Schofield, Amelia.....	do.....	2,174.92	Do.
Smith, Margaret J.....	do.....	2,174.92	Do.
Burdette, Mildred E.....	do.....	2,074.95	Do.
Bishop, Ruby F.....	do.....	238.88	Do.
DeGraaff, Lois.....	do.....	1,816.59	Do.
Lazar, Joseph.....	do.....	1,638.82	Do.
Marchant, Leta M.....	do.....	166.66	Do.
Parrish, G. David.....	do.....	361.09	Do.
Gillespie, Vincent E.....	File Clerk.....	1,650.00	Maintaining files, etc.
Moynihan, Rita F.....	Junior stenographer.....	120.00	Stenographic and clerical.
Rochford, William J.....	do.....	1,104.00	Do.
Blake, Bruce, 26½ days at \$50 per day.	Referee.....	1,325.00	Sat with division as member to make awards upon failure of division to agree or secure majority vote.
Erickson, Leif, 63½ days at \$50 per day.	do.....	3,175.00	Do.
Fox, Fred L., 22 days at \$50 per day.	do.....	1,100.00	Do.
Johnson, Howard A., 71¼ days at \$50 per day.	do.....	3,587.50	Do.
Mabry, Thomas J., 114 days at \$50 per day.	do.....	5,700.00	Do.
Mitchell, Richard F., 7 days at \$50 per day.	do.....	350.00	Do.
Riley, James B., 68¾ days at \$50 per day.	do.....	3,437.50	Do.
Rudolph, Herbert B., 64 days at \$50 per day.	do.....	3,200.00	Do.
Simmons, Robert G., 52 days at \$50 per day.	do.....	2,600.00	Do.
Smith, St. Clair, 3½ days at \$50 per day.	do.....	175.00	Do.
Wolfe, James H., 23 days at \$50 per day.	do.....	1,150.00	Do.
Young, John C., 22 days at \$50 per day.	do.....	1,100.00	Do.

## SECOND DIVISION

Mindling, John L.....	Executive secretary...	\$4,349.96	Administration of affairs of division and subject to its direction.
Feldmann, Ellie D.....	Clerk-stenographer.....	2,174.92	Secretarial, stenographic, and clerical.
Lindberg, Robert L.....	do.....	1,844.94	Do.
MacGowan, Rose B.....	do.....	2,174.92	Do.
Williams, Dorothy M.....	do.....	2,174.92	Do.
Glenn, Allise N.....	do.....	2,100.00	Do.
Moss, Mary L.....	do.....	1,946.61	Do.
Morrison, Margaret E.....	do.....	2,100.00	Do.
Shaughnessy, Margaret V.....	do.....	2,074.95	Do.
Simonsen, Helen A.....	do.....	2,074.95	Do.
Tracy, Charles G.....	do.....	618.30	Do.
Wagner, Mary A.....	do.....	2,074.95	Do.
Bodenbender, Henry J.....	do.....	1,411.05	Do.
Leary, Mildred J.....	do.....	166.66	Do.
Devaney, John P., 6 days at \$50 per day.	Referee.....	300.00	Sat with division as member to make awards upon failure of division to agree or secure majority vote.
Mitchell, Richard F., 71¼ days at \$50 per day.	do.....	3,575.00	Do.
Sharfman, Isaiah L., 39 days at \$50 per day.	do.....	1,950.00	Do.
Thaxter, Sidney St. F., 7½ days at \$50 per day.	do.....	375.00	Do.

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

## THIRD DIVISION

Name	Title	Salary paid	Duties
Johnson, Howard A .....	Executive secretary .....	\$4,349.96	Administration of affairs of division and subject to its direction.
Dixon, Thomas L .....	Clerk-stenographer .....	1,964.10	Secretarial, stenographic, and clerical.
Goble, Agatha E .....	do .....	2,174.92	Do.
Klenzendorf, Frances E .....	do .....	2,174.92	Do.
Lightner, Hazel I .....	do .....	2,174.92	Do.
Morse, Frances .....	do .....	2,174.92	Do.
Tummon, A. Ivan .....	do .....	2,174.92	Do.
Capra, Alfred L .....	do .....	1,383.28	Do.
Christianson, Virgil L .....	do .....	1,049.96	Do.
Drabek, David J .....	do .....	1,976.59	Do.
Gervais, Mary J .....	do .....	461.09	Do.
Graham, John J .....	do .....	1,472.16	Do.
Harp, Hugh T .....	do .....	616.64	Do.
Heffern, Teresa G .....	do .....	1,472.16	Do.
McCaffery, Mary L .....	do .....	522.20	Do.
Myers, David L .....	do .....	505.53	Do.
Rochford, William J .....	do .....	166.66	Do.
Smith, Mollie .....	do .....	116.66	Do.
Sylvester, J. Paul .....	do .....	333.32	Do.
Callan, Francis E .....	Messenger .....	846.00	Usual duties of messenger.
Treanor, Francis J .....	do .....	9.00	Do.
Bakke, Norris C., 17½ days at \$50 per day.	Referee .....	875.00	Sat with division as member to make awards upon failure of division to agree or secure majority vote.
Blake, Bruce, 29½ days at \$50 per day.	do .....	1,475.00	Do.
Bushnell, George E., 20 days at \$50 per day.	do .....	1,000.00	Do.
Garrison, Lloyd K., 29 days at \$50 per day.	do .....	1,450.00	Do.
Hilliard, Benjamin C., 2 days at \$50 per day.	do .....	100.00	Do.
McHaney, E. L., 18 days at \$50 per day.	do .....	900.00	Do.
Mitchell, Richard F., 81¼ days at \$50 per day.	do .....	4,087.50	Do.
Richards, Paul W., 17½ days at \$50 per day.	do .....	875.00	Do.
Rudolph, Herbert B., 29 days at \$50 per day.	do .....	1,450.00	Do.
Sharpe, Edward M., 23 days at \$50 per day.	do .....	1,150.00	Do.
Shaw, Elwyn R., 15 days at \$50 per day.	do .....	750.00	Do.
Stiger, Carl B., 35 days at \$50 per day.	do .....	1,750.00	Do.
Thaxter, Sidney St. F., 78 days at \$50 per day.	do .....	3,900.00	Do.
Yeager, John W., 39 days at \$50 per day.	do .....	1,950.00	Do.

## FOURTH DIVISION

Parkhurst, Raymond B .....	Executive secretary .....	\$4,349.96	Administration of affairs of division and subject to its direction.
Zimmerman, R. Hazel .....	Clerk-stenographer .....	2,174.92	Secretarial, stenographic, and clerical.
Gould, Lois H .....	do .....	2,074.95	Do.
Long, Muriel E .....	do .....	2,074.95	Do.
Messmore, Fred W., 15½ days at \$50 per day.	Referee .....	775.00	Sat with division as member to make awards upon failure of division to agree or secure majority vote.
Tipton, E. M., 18 days at \$50 per day.	do .....	900.00	Do.

## FIRST DIVISION—NATIONAL RAILROAD ADJUSTMENT BOARD

FRED W. LEWIS, <i>Chairman.</i>	E. W. FOWLER.
T. K. FAHERTY, <i>Vice Chairman.</i>	R. A. KNOFF.
WM. BISHOP.	L. L. McDONALD.
PAUL M. CARTER.	L. O. MURDOCK.
R. E. EDRINGTON.	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; 5 selected, designated and paid by the carriers, and 5 selected, designated and paid by 5 labor organizations of railroad employees, national in scope, 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 (by First Division) during fiscal year 1941-42:

Number of cases pending on docket July 1, 1941.....	5, 370
Number of cases received and docketed.....	2, 151
	<hr/> 7, 521
Number decided by issuing awards:	
Without referee.....	790
With referee.....	445
	<hr/> 1, 235
Withdrawn (no awards issued).....	253
	<hr/> 1, 488
Number pending June 30, 1942.....	6, 033
Number of cases heard.....	1, 519
Number of cases deadlocked.....	496
Number of cases heard and not decided.....	798
Number of cases awaiting hearing.....	5, 235
Total cases docketed to June 30, 1942.....	15, 033

TABLE I.—Number of cases docketed during the fiscal year by the First Division, classified as to carriers

Railroad	Docketed	Railroad	Docketed
Alabama Great Southern.....	2	Baltimore & Ohio, Toledo Division.....	2
Alton.....	6	Baltimore & Ohio, Chicago Terminal.....	25
Alton & Southern.....	1	Bangor & Aroostook.....	4
Atchison, Topeka & Santa Fe: Coast.....	28	Belt Railway of Chicago.....	1
Atlanta & West Point.....	1	Bessemer & Lake Erie.....	1
Atlanta, Birmingham & Coast..	9	Bingham & Garfield.....	6
Baltimore & Ohio.....	319	Boston & Maine.....	12
Baltimore & Ohio, Buffalo Division.....	9	Burlington-Rock Island.....	1



TABLE I.—Number of cases docketed during the fiscal year by the First Division,  
Classified as to carriers—Continued

Railroad	Docketed	Railroad	Docketed
Central Railroad of Georgia.....	3	Missouri Pacific Terminal of	
Central Railroad of New Jersey.....	75	New Orleans.....	4
Chesapeake & Ohio.....	65	Monongahela.....	2
Chicago & Eastern Illinois.....	21	Montana.....	1
Chicago & North Western.....	2	Nashville, Chattanooga & St.	
Chicago Great Western.....	12	Louis.....	2
Chicago, Indianapolis & Louis-		New Orleans & Northeastern.....	3
ville.....	6	New York, Chicago & St. Louis.....	1
Chicago, Rock Island & Pacific.....	34	New York Central:	
Chicago, Milwaukee, St. Paul &		Lines West.....	3
Pacific (East).....	2	Ohio Central.....	2
Chicago, Milwaukee, St. Paul &		New York, New Haven & Hart-	
Pacific (West).....	31	ford.....	2
Chicago, St. Paul, Minneapolis &		Norfolk & Western.....	1
Omaha.....	41	Northern Pacific.....	28
Chicago, West Pullman &		Northern Pacific Terminal of	
Southern.....	1	Oregon.....	1
Chicago, New Orleans & Texas		Pacific Coast.....	1
Pacific.....	24	Pennsylvania.....	164
Cleveland, Cincinnati, Chicago		Pittsburgh & West Virginia.....	5
& St. Louis.....	16	Pittsburgh & Lake Erie.....	6
Columbus & Greenville.....	6	Pittsburgh, Shawmut & North-	
Conemaugh & Black Lick.....	1	ern.....	1
Delaware, Lackawanna & West-		Sacramento Northern.....	2
ern.....	1	St. Louis-San Francisco.....	4
Delaware & Hudson.....	84	San Antonio, Uvalde & Gulf.....	15
Denver & Rio Grande Western.....	84	Seaboard Air Lines.....	1
Denver & Salt Lake.....	3	Southern Pacific:	
Detroit, Toledo & Ironton.....	7	Pacific.....	100
Duluth, Missabe & Iron Range.....	6	T. & L.....	4
Duluth, Winnipeg & Pacific.....	2	El Paso & Southwestern.....	1
Elgin, Joliet & Eastern.....	2	Southern Ry.....	21
Erie.....	1	Staten Island Rapid Transit.....	10
Fort Dodge, Des Moines &		Tennessee.....	1
Southern.....	5	Tennessee Central.....	5
Gainsville Midland.....	2	Terminal Railroad Association of	
Georgia & Florida.....	5	St. Louis.....	3
Georgia, Southern & Florida.....	4	Texas & Pacific.....	69
Grand Trunk Western.....	8	Texas Pacific-Missouri Pacific.....	2
Great Northern.....	45	Texas-Mexican.....	5
Gulf, Colorado & Santa Fe.....	12	Toledo, Peoria & Western.....	2
Gulf & Ship Island.....	2	Union Pacific:	
Gulf Coast Lines.....	4	So. Central.....	1
Houston Belt & Terminal.....	2	Central.....	1
Indiana Harbor Belt.....	60	Northwest.....	3
Illinois Central.....	9	Southwest.....	14
International-Great Northern.....	60	Union Railroad (Pittsburgh).....	1
Kansas City Southern.....	1	Virginian.....	1
Kansas City Terminal.....	2	Wabash.....	117
Kansas, Oklahoma & Gulf.....	28	Weatherford, Mineral Wells &	
Lehigh & New England.....	6	Northwestern.....	2
Lehigh Valley.....	24	Western Pacific.....	10
Louisville & Nashville.....	97	Wheeling & Lake Erie.....	14
Maine Central.....	3	Wichita Falls & Southern.....	1
Michigan Central.....	15		
Midland Valley.....	4	Total.....	2, 095
Minneapolis & St. Louis.....	5	Unclassified.....	56
Minneapolis, St. Paul & Sault			
Ste. Marie.....	22		
Missouri Pacific.....	76	Grand total.....	2, 151

TABLE II.—Number of cases docketed during the fiscal year by the First Division, classified as to organizations

Organization	Docketed	Organization	Docketed
Engineers-Firemen-Conductors-Trainmen.....	17	Firemen.....	298
Engineers-Firemen-Trainmen.....	4	Conductors-Trainmen.....	289
Engineers-Firemen.....	112	Conductors.....	174
Engineers-Firemen-Conductors.....	2	Trainmen.....	972
Engineers-Conductors-Trainmen.....	1	Switchmen's Union of North America.....	5
Engineers-Conductors.....	4	Total.....	2, 095
Engineers-Trainmen.....	11	Unclassified.....	56
Engineers.....	209	Grand total.....	2, 151
Firemen-Trainmen.....	7		

## SECOND DIVISION—NATIONAL RAILROAD ADJUSTMENT BOARD

T. E. LOSEY, *Chairman*.  
 J. A. ANDERSON, *Vice Chairman*.  
 R. W. BLAKE.  
 A. C. BOWEN.<sup>1</sup>  
 HARRY J. CARR.

M. W. HASSETT.  
 W. C. HUDSON.  
 C. E. PECK.  
 A. G. WALTHER.  
 GEORGE WRIGHT.

J. L. MINDLING, *Executive 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 employes, and railroad shop laborers. This Division shall consist of 10 members; 5 of whom shall be selected by the carriers and 5 by the national labor organizations of the employes.

*Report of cases handled by the Second Division—Fiscal year ending June 30, 1942*

	Number of cases
Docketed.....	178
Heard.....	99
Decided.....	161
Decided with referee.....	70
Decided without referee.....	75
Withdrawn.....	16
Deadlocked.....	70

## CARRIERS PARTY TO CASES DOCKETED

Alton & Southern R. R.....	1	Cleveland, Cincinnati, Chicago & St. Louis Ry. Co.....	1
The Ann Arbor R. R.....	1	Clinchfield R. R. Co.....	2
Atlantic Coast Line R. R. Co.....	8	The Colorado & Southern Ry. Co.....	1
The Baltimore & Ohio R. R. Co.....	1	The Delaware, Lackawanna & Western R. R. Co.....	4
Bessemer & Lake Erie R. R. Co.....	1	The Denver & Rio Grande Western R. R. Co.....	15
Boston & Albany R. R.....	1	Detroit, Toledo & Ironton R. R. Co.....	2
Boston & Maine R. R.....	8	Erie R. R.....	8
Burlington-Rock Island R. R. Co.....	1	Fort Worth & Denver City Ry. Co.....	1
Chesapeake & Ohio Ry. Co.....	3	Great Northern Ry. Co.....	2
Chicago & Eastern Illinois R. R.....	2	Gulf Coast Lines.....	2
Chicago & North Western Ry.....	2	Gulf, Mobile & Northern R. R. Co.....	1
Chicago, Burlington & Quincy R. R. Co.....	2	Houston Belt & Terminal Ry. Co.....	1
Chicago, Indianapolis & Louisville Ry.....	8	Illinois Central System.....	3
The Chicago, Rock Island & Pacific Ry. Co., and Chicago, Rock Island & Gulf Ry.....	11		

<sup>1</sup> Appointed to succeed Chas. J. MacGowan, July 1, 1941.

## CARRIERS PARTY TO CASES DOCKETED—continued

International-Great Northern R. R. Co.; San Antonio, Uvalde & Gulf R. R. Co.....	6	St. Louis Southwestern Ry. Co....	1
Louisville & Nashville R. R. Co....	1	Seaboard Air Line Ry.....	1
Maine Central R. R. Co.....	1	Southern Pacific Co (Pacific Lines).....	4
Midland Valley R. R. Co.....	2	Southern Pacific Lines (In Texas and Louisiana).....	1
Missouri-Kansas-Texas Lines.....	1	Southern Ry. Co.....	3
Missouri Pacific R. R. Co.....	11	Spokane, Portland & Seattle Ry. Co.....	2
The Nashville, Chattanooga & St. Louis Ry.....	4	Tennessee Central Ry. Co.....	2
The New York Central R. R. Co....	6	Texas-Pacific-Missouri Pacific Terminal R. R. of New Orleans....	2
New York, Ontario & Western Ry.	1	The Texas & Pacific Ry. Co.....	13
Norfolk & Western Ry. Co.....	7	Union Pacific R. R. Co.....	6
Peoria & Pekin Union Ry. Co.....	1	The Virginian Ry. Co.....	2
Port Terminal R. R. Association..	1	Wabash Railway Co.....	5
The Richmond, Fredricksburg & Potomac R. R. Co.....	1	Total.....	178

## ORGANIZATIONS PARTY TO CASES DOCKETED

International Association of Machinists.....	36
International Brotherhood of Boilermakers, Iron Ship Builders, and Helpers of America.....	7
International Brotherhood of Blacksmiths, Drop Forgers, and Helpers.....	1
Sheet Metal Workers' International Association.....	1
International Brotherhood of Electrical Workers.....	8
Brotherhood Railway Carmen of America.....	64
International Brotherhood of Firemen and Oilers, Roundhouse and Shop Laborers.....	9
Federated Trades.....	6
Individually Submitted Cases.....	46
Total.....	178

## 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, 109 in number, developed during the fiscal year ending June 30, 1942, 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

F. F. COWLEY,<sup>1</sup> *Chairman.*  
H. HEMENWAY,<sup>2</sup> *Acting Chairman.*  
R. F. RAY, *Vice Chairman.*  
R. H. ALLISON.  
C. C. COOK.  
R. A. DAVIS.

C. P. DUGAN.  
D. W. HELT.  
A. H. JONES.  
H. C. KEARBY.<sup>3</sup>  
J. H. SYLVESTER.

H. A. JOHNSON, *Executive Secretary*

<sup>1</sup> Deceased March 26, 1942.

<sup>2</sup> Appointed as acting chairman to fill unexpired term.

<sup>3</sup> Appointed to succeed Mr. Cowley April 22, 1942.

## 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 1942*

	Number of cases		Number of cases
Docketed.....	406	Deadlocked.....	247
Heard.....	324	Decided by referee.....	273
Decided.....	371	Interpretations.....	7
Withdrawn.....	69		

## CARRIERS PARTY TO CASES DOCKETED

	Number of cases		Number of cases
Alabama Great Southern.....	1	Louisiana & Arkansas.....	1
Alton.....	8	Midland Valley.....	6
Atchison, Topeka & Santa Fe.....	35	Minneapolis & St. Louis.....	2
Baltimore & Ohio Chicago Terminal.....	2	Minneapolis, St. Paul & Sault Ste. Marie.....	1
Boston & Maine.....	1	Missouri-Kansas-Texas.....	2
Central of Georgia.....	7	Missouri Pacific Lines.....	3
Chesapeake & Ohio.....	2	Missouri Pacific R. R.....	16
Chicago, Burlington & Quincy.....	16	Nashville, Chattanooga & St. Louis.....	3
Chicago Great Western.....	1	New York Central.....	4
Chicago & Illinois Midland.....	1	New York Central-Grand Central Terminal.....	1
Chicago, Milwaukee, St. Paul & Pacific.....	1	Northern Pacific.....	1
Chicago & North Western.....	12	Pacific Electric.....	1
Chicago, Rock Island & Pacific.....	7	Pennsylvania.....	9
Chicago, St. Paul, Minneapolis & Omaha.....	1	Pullman Co.....	35
Delaware & Hudson.....	12	Reading.....	4
Delaware, Lackawanna & Western.....	1	St. Joseph Union Depot Co.....	3
Denver & Rio Grande Western.....	18	St. Louis-San Francisco.....	3
Duluth, Missabe & Iron Range.....	4	Southern.....	2
Erie.....	9	Southern Pacific (Pacific Lines).....	15
Florida East Coast.....	1	Southern Pacific (Texas and Louisiana).....	1
Galveston Wharves.....	5	Terminal Railroad of St. Louis.....	2
Great Northern.....	8	Texas Mexican.....	4
Gulf Coast-IGN.....	86	Texas & Pacific.....	6
Gulf, Colorado & Santa Fe.....	1	Union Railway.....	1
Harbor Belt Line.....	1	Union Terminal of St. Joseph.....	1
Houston Belt & Terminal.....	12	Wabash.....	6
Illinois Central.....	3	Western Pacific.....	7
International Great Northern.....	2		
Kansas City Terminal.....	5		
Lehigh Valley.....	3	Total.....	406

## ORGANIZATIONS PARTY TO CASES DOCKETED

American Railway Supervisors Association, Inc.....	10	Brotherhood of Sleeping Car Porters.....	24
American Train Dispatchers Association.....	15	Joint Council of Dining Car Employees.....	10
Brotherhood of Maintenance of Way Employees.....	37	Order of Railroad Telegraphers.....	73
Brotherhood of Railroad Signalmen of America.....	19	Order of Sleeping Car Conductors.....	11
Brotherhood of Railroad Trainmen.....	2	United Transport Service Employees of America.....	3
Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.....	202	Total.....	406

## FOURTH DIVISION—NATIONAL RAILROAD ADJUSTMENT BOARD

R. A. WALTON, *Chairman.* F. A. COILE.  
 E. J. HAMNER, *Vice Chairman.* J. M. FOX.  
 J. H. BLAKE. E. MURRIN.  
 R. B. PARKHURST, *Executive 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 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 (par. (h), sec. 3, first, Railway Labor Act, 1934).

*Report of cases docketed and disposed by the Fourth Division—fiscal year ending June 30, 1942*

	Number of cases		Number of cases
Open and on hand beginning fiscal year.....	4	Cases deadlocked during fiscal year	57
New cases docketed during fiscal year.....	79	CARRIERS PARTY TO CASES DOCKETED	
Total number cases on hand and docketed during fiscal year.....	83	Ann Arbor R. R. Co.....	1
Cases disposed of during fiscal year	60	Chicago & Eastern Illinois R. R. Co.....	3
Decided without Referee.....	10	Chicago & North Western Ry. Co.....	60
Decided with Referee.....	47	Chicago, Indianapolis & Louisville Ry. Co.....	5
Withdrawn.....	3	Chicago River & Indiana R. R. Co.....	1
Open cases on hand close of fiscal year.....	23	Chicago, Rock Island & Pacific Ry. Co.....	1
Heard.....	20	Louisville & Nashville R. R. Co.....	1
Not heard.....	3	Missouri Pacific R. R. Co.....	2
Cases heard during fiscal year....	73	New York Central R. R. Co.....	2
		Sacramento Northern Ry.....	1
		Southern Pacific Lines in Texas & Louisiana.....	1
		Union Pacific R. R. Co.....	1
			79

## ORGANIZATIONS—EMPLOYEES PARTY TO CASES DOCKETED

American Railway Supervisors' Association, Inc.....	65
Brotherhood of Sleeping Car Porters.....	3
Inlandboatmen's Union of the Pacific.....	1
Joint Council Dining Car Employees.....	1
Miscellaneous Classes of Employees (subordinate officials).....	2
National Council Railway Patrolmen's Union.....	3
National Marine Engineers' Beneficial Association <sup>1</sup> .....	1
National Organization Masters, Mates & Pilots of America (Local 40) <sup>1</sup> .....	1
Railroad Yardmasters of America.....	1
Railroad Yardmasters of North America, Inc.....	1
Railway Patrolmen's Union No. 22304, A. F. of L.....	1

<sup>1</sup> Joined with I. B. U. of P. in one case.

# APPENDIX B

## MEDIATION CASES UNDER THE RAILWAY LABOR ACT

FISCAL YEAR JULY 1, 1941, TO JUNE 30, 1942

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 <sup>1</sup>	Date closed
1	2	3	4	5	6	7	8	9	10
A-11	July 21, 1934	Employees.	Brotherhood of Railroad Trainmen and Texas Electric Ry. Co.	198	Trainmen.....	Sept. 19, 1934	Dallas, Tex.....	WM	Apr. 10, 1942
A-378	May 6, 1937	.....do.....	Brotherhood of Railroad Trainmen and Texas & New Orleans R. R. Co.	4,416	Yard service employees.	Apr. 1, 1938	Houston, Tex.....	WM	Nov. 4, 1941
A-433	Nov. 19, 1937	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Ann Arbor R. R. Co.	294	Clerical, office, station, and storehouse employees.	June 27, 1938	St. Louis, Mo.....	MA	June 4, 1942
A-464	Feb. 7, 1938	Employees and carrier.	Brotherhood of Locomotive Firemen and Enginemen and Boston & Maine R. R.	1,866	Fireman and Engineers.	May 14, 1940	Boston, Mass.....	WM	May 13, 1942
A-508	June 6, 1938	Employees.	Brotherhood of Railroad Trainmen and Texas & New Orleans R. R. Co.	4,416	Yardmen.....	Nov. 21, 1941	Houston, Tex.....	WM	Dec. 3, 1941
A-509	.....do.....	.....do.....	.....do.....	4,416	Trainmen.....	.....do.....	.....do.....	WM	Do.
A-545	Aug. 1, 1938	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Western Fruit Express Co.	.....	Clerical, office, station, and storehouse.	Jan. 8, 1940	Washington, D. C.	A. D.	Oct. 6, 1941
A-589	Jan. 9, 1939	.....do.....	The Order of Railroad Telegraphers and Texas-Mexican Ry. Co.	161	Station and telegraph service employees.	Dec. 2, 1940	San Antonio, Tex., and Laredo, Tex.	MA	Feb. 20, 1942
A-612	June 23, 1939	.....do.....	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen; Order of Railway Conductors, and Brotherhood of Railroad Trainmen and Wabash R. R. Co.	2,394	Train and engine service employees.	Dec. 7, 1940	St. Louis, Mo.....	AD	June 26, 1942
A-613	June 30, 1939	Carrier.....	Great Northern Ry. Co. and Brotherhood of Locomotive Firemen and Enginemen.	8,077	Locomotive firemen.	Jan. 30, 1940	St. Paul, Minn....	WM	Jan. 29, 1942
A-614	.....do.....	.....do.....	Great Northern Ry. Co. and Brotherhood of Locomotive Engineers.	.....do.....	Locomotive engineers.	.....do.....	.....do.....	WM	Jan. 29, 1942
A-692	Sept. 29, 1939	Employees.	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Atlantic Coast Line R. R. Co.	5,010	Clerical, office, station, and storehouse employees.	Nov. 17, 1939	Wilmington, N. C.	AD	Mar. 18, 1942

See footnotes at end of table.

## Mediation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1941, TO JUNE 30, 1942—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 <sup>1</sup>	Date closed
1	2	3	4	5	6	7	8	9	10
A-774	Apr. 1, 1940	Employees	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Columbus and Greenville Ry.	168	Clerical, office, station, and storehouse employees.	Aug. 16, 1940	Columbus, Miss.	AD	July 18, 1941
A-775	Apr. 12, 1940	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Union Terminal Co. (Dallas, Tex.)		do	Sept. 6, 1940	Dallas, Tex.	AD	June 26, 1942
A-781	Apr. 11, 1940	Employees	International Association of Machinists	275	Machinists	June 24, 1940	San Francisco, Calif.	MA	June 12, 1942
	do	do	International Brotherhood of Blacksmiths		Blacksmiths				
	do	do	Drop Forgers and Helpers						
	do	do	Sheet Metal Workers' International Association		Sheet metal workers				
	do	do	International Brotherhood of Electrical Workers		Electrical workers				
	do	do	Brotherhood Railway Carmen of America						
	do	do	Each operating through Railway Employees' Department, A. F. of L.		Carmen				
A-795	do	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees	319	Clerical, office, station and storehouse employees.	May 14, 1941	Montreal, Canada	WM	May 16, 1942
	Apr. 12, 1940	do	The Order of Railroad Telegraphers		Telegraphers				
	do	do	Brotherhood of Locomotive Engineers		Engineers				
	do	do	Brotherhood of Railroad Trainmen and Sacramento Northern Railway		Trainmen				
A-810	July 17, 1940	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Canadian Pacific Ry. Co. (in U. S.)	6,207	Signalmen	Sept. 12, 1940	Baltimore, Md.	MA	May 5, 1942
A-823	Aug. 1, 1940	do	Brotherhood of Railroad Signalmen of America and Baltimore & Ohio R. R. System	168	Maintenance of way employees	Nov. 12, 1940	Columbus, Miss.	AD	July 30, 1941
A-835	June 15, 1940	do	Brotherhood of Maintenance of Way Employees and Columbus & Greenville Ry. Co.		Clerical, office, station, and storehouse employees.	Mar. 10, 1942	Texarkana, Tex.; Dallas, Tex.	AD	May 23, 1942
A-877	July 1, 1940	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Texarkana Union Station Trust	861	Trainmen	Nov. 4, 1940	Los Angeles, Calif.	MA	Aug. 20, 1941
A-881	Oct. 31, 1940	do	Brotherhood of Railroad Trainmen and Pacific Electric Ry. Co.	995	Maintenance of way employees.	June 30, 1941	New York, N. Y.	WM	Aug. 5, 1941
			Brotherhood of Maintenance of Way Employees and Delaware, Lackawanna & Western R. R. Co.						

A-882	Sept. 23, 1940	-----do-----	Brotherhood of Locomotive Engineers; Brotherhood of Railroad Trainmen; and Des Moines & Central Iowa R. R.	75	Train and engine service employees.	May 22, 1941	Des Moines, Iowa; Washington, D. C.	WM	July 18, 1941
A-895	Apr. 10, 1940	-----do-----	Brotherhood of Maintenance of Way Employees and Des Moines & Central Iowa R. R.	75	Maintenance of way employees.	Aug. 20, 1941	Des Moines, Iowa.	MA	Aug. 22, 1941
A-900	Dec. 27, 1940	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, and Louisiana & Arkansas Ry. Co.	811	Clerical, office, station, and storehouse employees.	May 8, 1942	Shreveport, La....	MA	May 13, 1942
A-902	Jan. 8, 1941	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, and Central of Georgia Ry. Co.	1,816	Clerical, office, station and storehouse employees (including laborers and related employees in and around stations, warehouses, and warehouses).	Feb. 8, 1941	Savannah, Ga.....	WM	Dec. 2, 1941
A-903	Jan. 13, 1941	-----do-----	Brotherhood of Railroad Trainmen and Toledo, Peoria & Western Railroad.	239	Conductors, trainmen, and yardmen.	Mar. 15, 1941	Peoria, Ill.....	AD	Nov. 7, 1941
A-904	-----do-----	-----do-----	Brotherhood of Locomotive Firemen and Enginemen, and Toledo, Peoria & Western Railroad.	239	Locomotive engineers, firemen, helpers, hostlers, and hostler helpers.	-----do-----	-----do-----	AD	Do.
A-912	Jan. 24, 1941	-----do-----	Brotherhood of Locomotive Firemen and Enginemen and Columbus & Greenville Ry. Co.	168	Locomotive firemen and helpers.	Mar. 7, 1941	Columbus, Miss..	WM	Mar. 16, 1942
	Feb. 5, 1941	-----do-----	Brotherhood of Locomotive Engineers.....		Locomotive engineers.				
	Jan. 27, 1941	-----do-----	Brotherhood of Maintenance of Way Employees.		Maintenance-of-way employees.				
	Jan. 24, 1941	-----do-----	Brotherhood of Railroad Signalmen of America.		Signalmen.....				
			International Association of Machinists.....		Machinists.....				
			International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.....		Boilermakers.....				
	Jan. 21, 1941	-----do-----	Sheet Metal Workers' International Association.		Sheet metal workers.				
			Brotherhood Railway Carmen of America.....		Carmen.....				
A-916			International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers.	4,803	Firemen and oilers helpers and apprentices of the foregoing.	May 5, 1941	Louisville, Ky....	MA	Nov. 11, 1941
			Each operating through Railway Employees' Department, A. F. of L.						
	Jan. 15, 1941	-----do-----	American Train Dispatchers Association.....		Train dispatchers...				
	Jan. 13, 1941	-----do-----	Brotherhood of Railroad Trainmen.....		Trainmen.....				
	Jan. 10, 1941	-----do-----	The Order of Railroad Telegraphers.....		Telegraphers.....				
	-----do-----	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.		Clerical, office, station, and storehouse employees.				
	Jan. 9, 1941	-----do-----	Order of Railway Conductors.....		Conductors.....				
	Jan. 6, 1941	-----do-----	Brotherhood of Locomotive Firemen and Enginemen and Louisville & Nashville R. R. Co.		Firemen.....				

See footnotes at end of table.



## Mediation' cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1941, TO JUNE 30, 1942—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 <sup>1</sup>	Date closed
1	2	3	4	5	6	7	8	9	10
A-924	Feb. 17, 1941	Carrier and employees (joint).	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Chicago, Burlington & Quincy R. R. Co.	9, 101	Clerical, office, station, and storehouse employees.	Apr. 28, 1941	Chicago, Ill.-----	MA	May 20, 1942
A-928	Feb. 19, 1941	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, operating through Railway Employees' Department, A. F. of L., and Southern Pacific Company (Pacific Lines).	8, 573	Machinists..... Boilermakers..... Blacksmiths..... Sheet metal workers. Electrical workers.... Carmen, helpers, and apprentices of foregoing.	July 2, 1941	San Francisco, Calif.	MA	Mar. 23, 1942
A-932	Mar. 6, 1941	-----do-----	Brotherhood of Maintenance of Way Employees and Atlanta, Birmingham & Coast R. R. Co.	637	Maintenance of way employees.	Sept. 5, 1941	Atlanta, Ga.-----	WM	Oct. 1, 1941
A-934	Mar. 14, 1941	(?)-----	Committee of 14 nonoperating railroad labor organizations and various carriers represented by Eastern, Southeastern, and Western Carriers' Conference Committees.	3240,000	Shop craft employees, telegraphers, clerical, office, station and storehouse employees, maintenance of way employees, signalmen, masters, mates, and pilots, marine engineers, longshoremen.	Mar. 19, 1941	Washington, D.C.	AD	July 18, 1941
A-937	Mar. 25, 1941	Employees.	Order of Railway Conductors and Western Pacific R. R. Co.	1, 195	Conductors.....	Apr. 9, 1942	San Francisco, Calif.	WM	Apr. 20, 1942
A-943	Mar. 24, 1941	-----do-----	Brotherhood of Railroad Trainmen and Southern Pacific R. R. Co. of Mexico.	-----	Yardmen.....	Dec. 9, 1941	Nogales, Ariz.-----	MA	Dec. 19, 1941

A-945	Apr. 14, 1941	.....do.....	Brotherhood of Locomotive Firemen and Enginemen, Brotherhood of Railroad Trainmen and Frankfort & Cincinnati R. R. Co.	41	Engine service employees, train service employees.	-----	-----	WPM	Nov. 19, 1941
A-947	Apr. 23, 1941	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Pere Marquette Ry. Co.	2, 116	Yard clerks.	May 23, 1941	Detroit, Mich.....	WM	Jan. 17, 1942
A-948	.....do.....	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, and Fort St. Union Depot Co. (Detroit).	4	Mail and baggage room employees.	May 29, 1941	Detroit, Mich.....	MA	Jan. 15, 1942
A-950	Apr. 25, 1941	.....do.....	Order of Railway Conductors and Monongahela Connecting R. R. Co.	37	Conductors, brakemen, and switch-tenders	June 9, 1941	Pittsburgh, Pa....	MA	July 12, 1941
A-951	Apr. 28, 1941	Employees and carrier (joint).	International Association of Machinists; International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America; International Brotherhood of Blacksmiths, Drop Forgers and Helpers; International Brotherhood of Electrical Workers; Sheet Metal Workers' International Association; Brotherhood Railway Carmen of America; each operating through Railway Employees' Department, A. F. of L. and Chicago, Rock Island & Pacific Ry. Co.	7, 925	Machinists, boiler-makers, blacksmiths, electricians, sheet metal workers, carmen.	June 4, 1941	Chicago, Ill.....	MA	July 31, 1941
A-952	May 3, 1941	Employees.	Airline Pilots' Association of America and National Air Lines, Inc.	-----	Air line pilots.	June 9, 1941	Washington, D. C.; Jacksonville, Fla.	MA	Dec. 9, 1941
A-954	May 15, 1941	.....do.....	American Train Dispatchers Association and Delaware & Hudson R. R. Corp.	846	Train dispatchers.	July 7, 1941	Albany, N. Y.....	AD	Aug. 30, 1941
A-955	.....do.....	.....do.....	American Train Dispatchers Association and Erie R. R. Co.	2, 417	.....do.....	June 3, 1941	Cleveland, Ohio..	MA	Apr. 8, 1942
A-956	May 17, 1941	Carrier.....	Richmond, Fredericksburg & Potomac R. R. Co. and Brotherhood of Railroad Trainmen.	118	Trainmen.	July 9, 1941	Richmond, Va....	AD	Aug. 30, 1941
A-957	June 4, 1941	Carrier and employees (joint).	International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers and Railway Express Agency, Inc.	-----	Teamsters.	June 20, 1941	New York, N. Y..	AA	July 3, 1941
A-958	June 16, 1941	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Detroit, Toledo & Ironton Railroad Co.	465	Clerical, office, station and storehouse employees.	July 19, 1941	Dearborn, Mich...	MA	Aug 29, 1941
A-961	May 31, 1941	Employees.	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Dayton Union Ry. Co.	-----	Ticket clerks, gate-men, truckers.	Dec. 18, 1941	Chicago, Ill.....	MA	Dec. 20, 1941
A-962	May 15, 1941	.....do.....	Brotherhood of Sleeping Car Porters and Missouri Pacific R. R. Co.	7, 139	Train porters.	-----	-----	WPM	July 25, 1941
A-963	June 4, 1941	.....do.....	Brotherhood of Sleeping Car Porters and Illinois Central System.	6, 757	.....do.....	June 23, 1941	Chicago, Ill.....	WM	July 10, 1941
A-964	May 31, 1941	.....do.....	Brotherhood of Railroad Trainmen and Pacific Electric Ry. Co.	861	Locomotive engineers, locomotive firemen, conductors, trainmen, and yardmen.	Aug. 5, 1941	Los Angeles, Calif.	MA	Nov. 14, 1941

See footnotes at end of table.

## Mediation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1941, TO JUNE 30, 1942—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 <sup>1</sup>	Date closed
1	2	3	4	5	6	7	8	9	10
A-965	Mar. 30, 1940	Employees.	Joint Council Dining Car Employees, Locals No. 370 and 351, Hotel and Restaurant Employees' International Alliance and Bartenders' International League of America, and New York Central System.	11,366	Dining car employees.	July 18, 1941	New York, N. Y.	MA	Dec. 23, 1941
A-966	do	do	Joint Council Dining Car Employees, Local No. 370, Hotel and Restaurant Employees' International Alliance and Bartenders' International League of America, and New York, New Haven & Hartford R. R. Co.	1,838	Cooks and waiters.			WPM	Dec. 27, 1941
A-967	do	do	Joint Council Dining Car Employees, Local No. 495, Hotel and Restaurant Employees' International Alliance and Bartenders' International League of America, and Norfolk & Western Ry. Co.	2,154	do	July 25, 1941	Roanoke, Va.	MA	Aug. 2, 1941
A-969	May 15, 1941	do	Brotherhood Railway Carmen of America and Pacific Fruit Express Co.		Carmen, their helpers and apprentices (including coach cleaners).			WPM	July 9, 1941
A-970	June 4, 1941	do	Brotherhood of Railway and steamship Clerks, Freight Handlers, Express and Station Employees and Western Pacific R. R. Co.	1,195	Yard clerks.	July 7, 1941	San Francisco, Calif.	WM	May 15, 1942
A-971	June 12, 1941	do	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, each operating through Railway Employees' Department, A. F. of L., and Great Northern Ry. Co.	8,077	Machinists. Boilermakers. Blacksmiths. Sheet metal workers. Electrical workers. Carmen and the helpers and apprentices of the foregoing.	do	St. Paul, Minn.	MA	Sept. 4, 1941

A-972	May 7, 1941	.....do.....	Brotherhood of Maintenance of Way Employees and Missouri-Illinois R. R. Co.	193	Maintenance of way employees.	Dec. 5, 1941	St. Louis, Mo.....	WM	Jan. 7, 1942
A-974	May 24, 1941	.....do.....	American Train Dispatchers Association and Lehigh & New England R. R. Co.	190	Train dispatchers...	Mar. 27, 1942	Bethlehem, Pa....	MA	May 19, 1942
A-976	Nov. 7, 1940	.....do.....	Terminal Railway Employees of Alabama State Docks and Alabama State Docks & Terminal Co.	-----	Machinists, boiler-makers, carmen (helpers and apprentices of foregoing), power-house employees and railway shop laborers, maintenance of way employees.	July 24, 1941	Mobile, Ala.....	WM	May 24, 1942
A-979	July 11, 1941	Carrier.....	Chicago & North Western Ry. Co. and Order of Railway Conductors.	8, 265	Dining car stewards, chefs, and cooks.	July 14, 1941	Chicago, Ill.....	MA	Aug. 18, 1941
A-980	June 12, 1940	Employees..	Joint Council Dining Car Employees, Locals Nos. 456 and 582; Hotel and Restaurant Employees' International Alliance. A. F. of L. and Southern Pacific Co. (Pacific Lines).	8, 573	Cooks and waiters..	-----	San Francisco, Calif.	WM	Feb. 11, 1942
A-981	June 16, 1941	.....do.....	American Railway Supervisors Association and Chicago & North Western Ry. Co.	8, 265	Supervisors.....	Aug. 5, 1941	Chicago, Ill.....	MA	Aug. 7, 1941
A-983	July 14, 1941	.....do.....	Order of Railway Conductors and Chicago, Indianapolis & Louisville Ry. Co.	549	Yardmasters.....	Sept. 10, 1941	Lafayette, Ind....	MA	Sept. 12, 1941
A-985	July 17, 1941	.....do.....	Brotherhood of Railroad Trainmen and Union Pacific R. R. (Eastern District).	3, 836	Dining car stewards.	July 21, 1941	Omaha, Nebr.; Chicago, Ill.	MA	July 31, 1941
A-986	July 18, 1941	.....do.....	American Train Dispatchers Association and Indiana Harbor Belt R. R.	628	Train dispatchers...	Aug. 8, 1941	Chicago, Ill.....	WM	Oct. 24, 1941
A-987	July 21, 1941	.....do.....	Protective Order of Dining Car Waiters, Local No. 465 and Dining Car Employees Union Local 372 and Union Pacific R. R.	9, 871	Cooks and waiters..	July 21, 1941	.....do.....	MA	July 31, 1941
A-988	May 26, 1941	.....do.....	Joint Council Dining Car Employees; Hotel and Restaurant Employees' International Alliance. A. F. of L. and Missouri Pacific R. R. Co.	7, 139	.....do.....	June 5, 1941	St. Louis, Mo.....	MA	June 29, 1942
A-989	Aug. 11, 1941	.....do.....	Hotel and Restaurant Employees' International Alliance. A. F. of L. Local No. 351 and Chicago & North Western Ry. Co.	8, 265	Stewards and cooks.	July 26, 1941	Chicago, Ill.....	MA	Aug. 2, 1941
A-991	Aug. 1, 1941	.....do.....	Allied Craft Group Employees of the Hudson & Manhattan R. R. Co. and Hudson & Manhattan R. R. Co.	9	All employees.....	Aug. 12, 1941	New York, N. Y..	MA	Sept. 17, 1941
A-992	Aug. 7, 1941	.....do.....	International Brotherhood of Firemen, Oilers Helpers, Roundhouse and Railway Shop Laborers and Texas Mexican Ry. Co.	161	Firemen and oilers..	Jan. 12, 1942	Laredo, Tex.....	MA	May 11, 1942
A-993	July 19, 1941	.....do.....	Airline Pilots Association of America and Pan-American Grace Airlines Inc.	-----	Air line pilots.....	Oct. 1, 1941	New York, N. Y..	WM	Nov. 26, 1941

See footnotes at end of table.

*Mediation cases under the Railway Labor Act—Continued*

FISCAL YEAR JULY 1, 1941, TO JUNE 30, 1942—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 <sup>1</sup>	Date closed
1	2	3	4	5	6	7	8	9	10
A-994	July 25, 1941	Employees.	Brotherhood of Locomotive Engineers.....		Locomotive engineers.	Sept. 10, 1941	Atlanta, Ga.....	MA	Oct. 2, 1941
	July 11, 1941	.....do.....	Brotherhood of Locomotive Firemen and Enginemen.		Locomotive firemen.				
	June 20, 1941	.....do.....	Brotherhood of Railroad Trainmen.....		Yardmen.....				
	June 16, 1941	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.		Clerical, office, station, and storehouse employees.				
			International Association of Machinists.....		Machinists.....				
			International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.		Boilermakers.....				
			International Brotherhood of Blacksmiths, Drop Forgers and Helpers.		Blacksmiths.....				
	June 21, 1941	.....do.....	Sheet Metal Workers' International Association.		Sheet metal workers.				
			Brotherhood Railway Carmen of America.....		Carmen,				
			International Brotherhood of Electrical Workers.		Electrical workers.				
A-995			Each operating through Railway Employees' Department, A. F. of L. and Atlanta Joint Terminals.	1,502	Helpers and apprentices of the foregoing.	Nov. 10, 1941	Chicago, Ill.....	MA	Nov. 18, 1941
			International Association of Machinists.....		Machinists.....				
			International Brotherhood of Blacksmiths, Drop Forgers, and Helpers.		Blacksmiths.....				
			International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.		Boilermakers.....				
			Sheet Metal Workers' International Association.		Sheet metal workers.				
	July 24, 1941	.....do.....	International Brotherhood of Electrical Workers.		Electrical workers.....				
			Brotherhood Railway Carmen of America.....		Carmen and helpers and apprentices of foregoing.				
			International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers.		Powerhouse employees and railway shop laborers.				

			Each operating through Railway Em-						
	.....do.....	.....do.....	ployes' Department, A. F. of L.						
	July 28, 1941	.....do.....	Brotherhood of Maintenance of Way Em-						
	July 29, 1941	.....do.....	ployes.						
			The Order of Railroad Telegraphers						
			Brotherhood of Railway and Steamship Clerks,						
			Freight Handlers, Express and Station Em-						
			ployes.						
A-995	Aug. 1, 1941	.....do.....	Brotherhood of Railroad Trainmen	1,502					
	Aug. 2, 1941	.....do.....	Brotherhood of Locomotive Firemen and En-						
			ginemen.						
	Aug. 6, 1941	.....do.....	Brotherhood of Locomotive Engineers						
	Aug. 14, 1941	.....do.....	Brotherhood of Railroad Signalmen of America						
	Sept. 2, 1941	.....do.....	Order of Railway Conductors						
	Oct. 3, 1941	.....do.....	American Train Dispatchers Association and						
			Chicago Great Western Ry. Co.						
A-1000	July 30, 1941	Carriers....	All carriers represented by Western, Eastern	230,000					
			and Southeastern Carriers' Conference Com-						
			mittees, and Brotherhood of Locomotive En-						
			gineers; Brotherhood of Locomotive Firemen						
			and Enginemen; Brotherhood of Railroad						
			Trainmen; Order of Railway Conductors;						
			Switchmen's Union of North America.						
A-1001	July 31, 1941	.....do.....	All carriers represented by Western, Eastern,	240,000					
			and Southeastern Carriers' Conference Com-						
			mittees, together with other carriers not						
			represented by such committees and Com-						
			mittee of 14 nonoperating Railroad Labor						
			Organizations.						
A-1002	July 18, 1941	Employees..	Switchmen's Union of North America, and	59					
			Detroit & Toledo Shore Line R. R.						
A-1003	Aug. 15, 1941	.....do.....	Brotherhood of Railroad Trainmen and East						
			Erie Commercial R. R. (General Electric,						
			Erie, Pa.).						
A-1004	Aug. 29, 1941	.....do.....	American Train Dispatchers Association and	846					
			Delaware & Hudson R. R. Corp.						
A-1005	Sept. 4, 1941	(2)	Brotherhood of Railroad Trainmen and Pacific	861					
			Electric Ry. Co.						
			Maintenance of way						
			employees.						
			Telegraphers						
			Clerical, office, sta-						
			tion and store-						
			house employees.						
			Trainmen						
			Locomotive fire-						
			men, hostlers and						
			hostler helpers.						
			Locomotive engi-						
			neers.						
			Signalmen						
			Conductors						
			Train dispatchers						
			Train, engine, and						
			yard service em-						
			ployees.						
			Telegraphers, shop						
			craft employees;						
			clerical, office, sta-						
			tion, and store-						
			house employees;						
			maintenance of						
			way employees,						
			Signalmen.						
			Switchmen						
			Nov. 28, 1941						
			Detroit, Mich.						
			WM						
			June 5, 1942						
			Nov. 29, 1941						
			Erie, Pa.						
			MA						
			Oct. 28, 1941						
			WPM						
			Sept. 4, 1941						
			Los Angeles, Calif.						
			MA						
			Sept. 17, 1941						

See footnotes at end of table.

*Mediation cases under the Railway Labor Act—Continued*

FISCAL YEAR JULY 1, 1941, TO JUNE 30, 1942—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 <sup>1</sup>	Date closed
1	2	3	4	5	6	7	8	9	10
A-1006	Sept. 12, 1941	Employees.	National Maritime Union of America and Reading Co.	1,388	Unlicensed deck and engine room personnel in tug service, Port Richmond, Wilmington, and Port Reading; captains on barges covered lighter and grain elevators at Port Richmond.	Sept. 15, 1941	Philadelphia, Pa.	MA	Oct. 10, 1941
A-1007	July 16, 1941	.....do.....	United Transport Service Employees of America and Boston & Albany R. R.	362	Red caps.....	Sept. 19, 1941	Boston, Mass.....	WM	Nov. 19, 1941
A-1008	July 24, 1941	.....do.....	United Transport Service Employees of America and Boston & Maine R. R.	1,866	.....do.....	Sept. 22, 1941	.....do.....	MA	Sept. 29, 1941
A-1009	.....do.....	.....do.....	United Transport Service Employees of America and Boston Terminal Co.	.....	.....do.....	Sept. 29, 1941	.....do.....	MA	Oct. 30, 1941
A-1010	Aug. 7, 1941	.....do.....	United Transport Service Employees of America and New York, New Haven & Hartford R. R. Co.	1,838	.....do.....	Oct. 2, 1941	New Haven, Conn.	MA	Oct. 7, 1941
A-1011	July 16, 1941	.....do.....	United Transport Service Employees of America and New York Central System.	11,366	.....do.....	Oct. 22, 1941	New York, N. Y..	WM	Nov. 19, 1941
A-1012	Aug. 18, 1941	.....do.....	United Transport Service Employees of America and Pennsylvania R. R.	9,849	.....do.....	Oct. 24, 1941	Philadelphia, Pa.	WM	Oct. 24, 1941
A-1013	Sept. 8, 1941	.....do.....	United Transport Service Employees of America and Washington Terminal Co.	.....	.....do.....	Nov. 10, 1941	Washington, D. C.	WM	Nov. 19, 1941
A-1014	July 16, 1941	.....do.....	United Transport Service Employees of America and Florida East Coast Ry. Co.	685	.....do.....	Nov. 18, 1941	St. Augustine, Fla.	WM	Do.
A-1015	July 5, 1941	.....do.....	United Transport Service Employees of America and Cincinnati Union Terminal Co.	.....	.....do.....	Sept. 16, 1941	Cincinnati, Ohio..	MA	Sept. 19, 1941
A-1016	Aug. 29, 1941	.....do.....	United Transport Service Employees of America and Union Depot Co. (Columbus, Ohio).	.....	.....do.....	Oct. 27, 1941	Columbus, Ohio..	WM	Nov. 19, 1941
A-1017	July 19, 1941	.....do.....	United Transport Service Employees of America and Indianapolis Union Ry. Co.	.....	.....do.....	Oct. 18, 1941	Indianapolis, Ind.	WM	Do.
A-1018	July 18, 1941	.....do.....	United Transport Service Employees of America and Illinois Central System.	6,757	.....do.....	.....do.....	Chicago, Ill.....	WM	Do.
A-1019	July 16, 1941	.....do.....	United Transport Service Employees of America and Tulsa Union Depot Co.	.....	.....do.....	Nov. 3, 1941	St. Louis, Mo.....	WM	Do.

A-1020	July 18, 1941	do	United Transport Service Employees of America and Memphis Union Station Co.		do	Oct. 31, 1941	Memphis, Tenn.	MA	Oct. 31, 1941
A-1024	July 12, 1941	do	The Order of Railroad Telegraphers and Louisville & Nashville R. R. Co.	4,803	Telegraphers	Jan. 14, 1942	Louisville, Ky.	AD	Feb. 21, 1942
A-1026	do	do	The Order of Railroad Telegraphers and Southern Railway System.	7,740	do	Jan. 21, 1942	Washington, D. C.	AD	Mar. 18, 1942
A-1028	do	do	The Order of Railroad Telegraphers and Southern Pacific R. R. (Pacific Lines).	8,573	do	Mar. 30, 1942	San Francisco, Calif.	WM	Apr. 14, 1942
A-1029	July 12, 1941	do	The Order of Railroad Telegraphers and Union Pacific R. R.	9,871	Telegraphers	Jan. 30, 1942	Omaha, Nebr.	MA	Apr. 30, 1942
A-1031	Sept. 27, 1941	do	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Fred Harvey Service, Inc.	13,431	Dining car employees.	Oct. 1, 1941	Chicago, Ill.	MA	Oct. 3, 1941
A-1032	do.	do	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Baltimore & Ohio R. R. System.	6,207	do	Oct. 27, 1941	Baltimore, Md.	MA	Oct. 30, 1941
A-1033	do.	do	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Chesapeake & Ohio Ry. Co.	3,124	do	Nov. 10, 1941	Richmond, Va.	WM	Nov. 12, 1941
A-1034	do.	do	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Chicago & Eastern Illinois R. R. Co.	925	do	Oct. 2, 1941	Chicago, Ill.	MA	Oct. 9, 1941
A-1035	do.	do	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Chicago & North Western Ry. Co.	8,265	do	Sept. 26, 1941	do	MA	Sept. 29, 1941
A-1036	do.	do	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Chicago, Indianapolis & Louisville Ry. Co.	549	do	Oct. 14, 1941	do	WM	Oct. 28, 1941
A-1037	do.	do	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Chicago, Rock Island & Pacific Ry. Co.	7,925	do	Oct. 6, 1941	do	MA	Oct. 11, 1941
A-1038	do.	do	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Chicago, Rock Island & Pacific Ry. Co.-Fort Worth & Denver City Ry. Co. (Joint Texas Division).	133	do	Oct. 27, 1941	Ft. Worth, Tex.	MA	Oct. 29, 1941
A-1039	do.	do	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	1,629	do	Sept. 18, 1941	St. Paul, Minn.	MA	Sept. 19, 1941
A-1040	do.	do	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Chicago, Milwaukee, St. Paul & Pacific R. R. Co.	10,497	do	Sept. 27, 1941	Chicago, Ill.	MA	Oct. 1, 1941

See footnotes at end of table.



## Mediation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1941, TO JUNE 30, 1942—Continued

Case No. 1	Application		Parties involved 4	Approximate mileage operated 5	Class or craft of employees 6	Mediation began (date) 7	Conference place (city) 8	Disposition	
	Date received 2	Made by 3						Closed by <sup>1</sup> 9	Date closed 10
A-1041	Sept. 27, 1941 <sup>s</sup>	Employees	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Delaware & Hudson R. R. Corp.	846	Dining car employees.	Oct. 28, 1941	Albany, N. Y.....	WM	Nov. 4, 1941
A-1042	.....do. <sup>s</sup>	.....do.....	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Delaware, Lackawanna & Western R. R. Co.	995	.....do.....	Oct. 9, 1941	New York, N. Y..	WM	Nov. 10, 1941
A-1043	.....do. <sup>s</sup>	.....do.....	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Denver & Rio Grande Western R. R. Co.	2,422	.....do.....	Jan. 12, 1942	Denver, Colo.....	MA	Jan. 17, 1942
A-1044	.....do. <sup>s</sup>	.....do.....	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Erie R. R. Co.	2,417	.....do.....			WPM	Oct. 11, 1941
A-1045	.....do. <sup>s</sup>	.....do.....	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Ft. Worth & Denver City Ry. Co.	804	.....do.....	Oct. 23, 1941	Fort Worth, Tex..	MA	Oct. 29, 1941
A-1046	.....do. <sup>s</sup>	.....do.....	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Grand Trunk Western Ry. Co.	1,026	.....do.....	Oct. 30, 1941	Detroit, Mich.....	MA	Oct. 31, 1941
A-1047	.....do. <sup>s</sup>	.....do.....	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Great Northern Ry. Co.	8,077	.....do.....	Sept. 16, 1941	St. Paul, Minn....	MA	Sept. 16, 1941
A-1048	.....do. <sup>s</sup>	.....do.....	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Illinois Central System.	6,757	.....do.....	Oct. 2, 1941	Chicago, Ill.....	MA	Oct. 8, 1941
A-1049	.....do. <sup>s</sup>	.....do.....	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Kansas City Southern Ry. Co.	879	.....do.....	Sept. 22, 1941	Kansas City, Mo..	MA	Nov. 18, 1941

A-1050	do. <sup>5</sup>	do.	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Lehigh Valley R. R. Co.	1,263	do.	Oct. 15, 1941	Bethlehem, Pa.	MA	Nov. 1, 1941
A-1051	do. <sup>5</sup>	do.	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	4,277	do.	Sept. 18, 1941	Minneapolis, Minn.	MA	Sept. 19, 1941
A-1052	do. <sup>5</sup>	do.	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Missouri-Kansas-Texas R. R. Co.	1,798	do.	Nov. 3, 1941	Dallas, Tex.	MA	Nov. 6, 1941
A-1053	do. <sup>5</sup>	do.	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Missouri Pacific R. R. Co.	7,159	do.	Sept. 29, 1941	St. Louis, Mo.	MA	Oct. 21, 1941
A-1054	do. <sup>5</sup>	do.	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and New York Central R. R. Co. (Lines East and West—Boston & Albany R. R.).	5,922	do.	Oct. 3, 1941	New York, N. Y.	MA	Dec. 23, 1941
A-1055	do. <sup>5</sup>	do.	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and New York, New Haven & Hartford R. R. Co.	1,838	do.	Oct. 6, 1941	New Haven, Conn.	WM	Oct. 6, 1941
A-1056	do. <sup>5</sup>	do.	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Norfolk & Western Ry. Co.	2,154	do.	Nov. 3, 1941	Roanoke, Va.	MA	Nov. 4, 1941
A-1057	do. <sup>5</sup>	do.	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Northern Pacific Ry. Co.	6,889	do.	Sept. 17, 1941	St. Paul, Minn.	MA	Sept. 18, 1941
A-1058	do. <sup>5</sup>	do.	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Pennsylvania R. R.	9,849	do.	Oct. 18, 1941	Philadelphia, Pa.	MA	Oct. 23, 1941
A-1059	do. <sup>5</sup>	do.	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and St. Louis-San Francisco Ry. Co.	4,766	do.	Oct. 6, 1941	St. Louis, Mo.	MA	Oct. 25, 1941
A-1060	do. <sup>5</sup>	do.	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and St. Louis Southwestern Ry. Co.	1,005	do.	Oct. 7, 1941	do.	MA	Nov. 7, 1941
A-1061	do. <sup>5</sup>	do.	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Seaboard Air Line Ry.	4,310	do.	Nov. 5, 1941	Norfolk, Va.	MA	Do.
A-1062	do. <sup>5</sup>	do.	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Spokane, Portland & Seattle Ry. Co.	949	do.			WM	Nov. 27, 1941

See footnotes at end of table.

*Mediation cases under the Railway Labor Act—Continued*

FISCAL YEAR JULY 1, 1941, TO JUNE 30, 1942—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 <sup>1</sup>	Date closed
1	2	3	4	5	6	7	8	9	10
A-1063	Sept. 27, 1941 <sup>s</sup>	Employees.	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Union Pacific R. R.	9,871	Dining car employees.	Sept. 22, 1941	Omaha, Nebr. ....	MA	Sept. 23, 1941
A-1064	....do <sup>s</sup> .....	....do.....	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Wabash R. R. Co.	2,394	....do.....	Oct. 1, 1941	St. Louis, Mo. ....	MA	Oct. 28, 1941
A-1065	July 18, 1941	....do.....	United Transport Service Employees of America and Houston Belt & Terminal Ry. Co.	-----	Red caps.....	Nov. 10, 1941	Houston, Tex. ....	WM	Nov. 19, 1941
A-1066	Aug. 18, 1941	....do.....	United Transport Service Employees of America and Portland Terminal Co.	-----	....do.....	Sept. 30, 1941	Portland, Maine ..	MA	Oct. 1, 1941
A-1067	Sept. 27, 1941 <sup>s</sup>	....do.....	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Boston & Albany R. R.	362	Dining car employees.	Nov. 4, 1941	New York, N. Y. ..	MA	Dec. 23, 1941
A-1068	May 31, 1941	....do.....	American Train Dispatchers Association and Lehigh & New England R. R. Co.	190	Train dispatchers.	-----	-----	WPM	Oct. 29, 1941
A-1070	Sept. 15, 1941	....do.....	Brotherhood of Railroad Signalmen of America and Indiana Harbor Belt R. R.	628	Signalmen.....	Nov. 26, 1941	Chicago, Ill. ....	MA	Nov. 28, 1941
A-1071	Sept. 25, 1941	(?) .....	Railway Express Agency, Inc., and Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	-----	Vehicle and garage employees at Detroit, Mich.	Sept. 25, 1941	Detroit, Mich.; Washington, D. C.	MA	Nov. 6, 1941
A-1072	....do.....	Employees.	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Duluth, Winnipeg & Pacific Ry.	173	Clerical, office, station and storehouse employees.	Feb. 6, 1942	Duluth, Minn. ....	MA	Feb. 14, 1942
A-1073	Oct. 4, 1941	....do.....	Joint Council Dining Car Employees, Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Alton R. R. Co.	959	Dining car employees.	Oct. 10, 1941	Chicago, Ill. ....	MA	Oct. 10, 1941
A-1074	....do.....	....do.....	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Nashville, Chattanooga & St. Louis Ry.	1,111	....do.....	Nov. 13, 1941	Nashville, Tenn. ...	MA	Nov. 15, 1941
A-1075	....do.....	....do.....	International Association of Machinists, A. F. of L. and Pan American Airways, Inc. (Western Division),	-----	Machinists.....	-----	-----	WM	May 8, 1941

A-1076	Sept. 13, 1941	-----do-----	Railway Employees' Department, A. F. of L. and Baltimore & Ohio R. R. System.	6, 207	Foremenbelowrank of general foreman, supervising machinists, boilermakers, blacksmiths, and electrical workers.	Nov. 14, 1941	Baltimore, Md. ....	MA	Nov. 26, 1941
A-1077	Oct. 6, 1941	-----do-----	Brotherhood of Maintenance of Way Employees and Copper Range R. R. Co. (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, each operating through Railway Employees' Department, A. F. of L., and Kansas City Southern Ry. Co. ....)	93	Maintenance-of-way employees.	Dec. 15, 1941	Houghton, Mich..	WM	Dec. 19, 1941
A-1078	Oct. 11, 1941	-----do-----		879	Machinists. .... Boilermakers. .... Blacksmiths. .... Sheet metal workers. .... Electrical workers. .... Carmen. ....	Jan. 12, 1942	Kansas City, Mo.	MA	Jan. 24, 1942
A-1079	Oct. 20, 1941	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Chicago, Indianapolis & Louisville Ry. Co.	549	Checkers and callers.	Nov. 27, 1941	Chicago, Ill. ....	MA	Dec. 13, 1941
A-1080	-----do-----	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Chicago Great Western Ry. Co.	1, 502	Clerical and office employees in traffic department.	Jan. 8, 1942	-----do-----	MA	Jan. 26, 1942
A-1081	Oct. 25, 1941	-----do-----	Brotherhood of Locomotive Engineers and Denver & Rio Grande Western R. R. Co.	2, 422	Locomotive engineers.			WPM	Dec. 10, 1941
A-1083	Oct. 16, 1941	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Atchison, Topeka & Santa Fe Ry. Co.; Gulf, Colorado & Santa Fe Ry. Co.; Panhandle & Santa Fe Ry. Co.	13, 367	Clerical, office, station, and storehouse employees.	Dec. 16, 1941	Chicago, Ill. ....	MA	Jan. 14, 1942
A-1085	Nov. 5, 1941	-----do-----	Brotherhood of Railroad Trainmen and Jacksonville Terminal Co.		Switchmen	Dec. 12, 1941	Jacksonville, Fla..	MA	Dec. 17, 1941
A-1086	Nov. 4, 1941	-----do-----	Air Line Mechanics Association, international and Pennsylvania Central Airlines, Corp.		Airline mechanics	Nov. 7, 1941	Washington, D. C.	WM	Nov. 27, 1941
A-1087	Nov. 7, 1941	-----do-----	Order of Railway Conductors and Denver & Rio Grande Western R. R. Co.	2, 422	Conductors.	Jan. 26, 1941	Denver, Colo. ....	WM	Feb. 5, 1942
A-1089	Nov. 21, 1941	-----do-----	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Louisville & Nashville R. R. Co.	4, 803	Dining-car employees.			WPM	Dec. 10, 1941
A-1090	Nov. 22, 1941	-----do-----	Brotherhood of Locomotive Firemen and Enginemen and Denver & Rio Grande Western R. R. Co.	2, 422	Firemen-helpers	Feb. 14, 1942	Denver, Colo. ....	WM	Mar. 6, 1942
A-1091	Nov. 19, 1941	-----do-----	Brotherhood of Locomotive Firemen and Enginemen and Cuyahoga Valley Ry. Co.	14	Hostlers and helpers.	Dec. 3, 1941	Cleveland, Ohio..	MA	Dec. 10, 1941

See footnotes at end of table.

*Mediation cases under the Railway Labor Act—Continued*

FISCAL YEAR JULY 1, 1941, TO JUNE 30, 1942—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 <sup>1</sup>	Date closed
1	2	3	4	5	6	7	8	9	10
A-1092	Dec. 10, 1940	Employees	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Kansas City Southern Ry. Co.	879	Dining-car employees.	Jan. 28, 1942	Kansas City, Mo.	MA	Feb. 3, 1942
A-1093	Dec. 6, 1941	.....do.....	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Southern Pacific Co. (Pacific Lines).	8,573	.....do.....	Feb. 11, 1942	San Francisco, Calif.	MA	Feb. 28, 1942
A-1096	Jan. 10, 1942	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Wabash R. R. Co.	2,394	Clerical, office, station, and storehouse employees.	Mar. 27, 1942	St. Louis, Mo. ....	MA	Apr. 8, 1942
A-1097	Jan. 15, 1942	.....do.....	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Denver & Rio Grande Western R. R. Co.	2,422	Dining-car waiters and attendants.	Jan. 17, 1942	Denver, Colo. ....	MA	Jan. 21, 1942
A-1098	Dec. 29, 1941	.....do.....	Order of Railway Conductors and Union R. R. Co. (Pittsburgh).	45	Trainmen.....	May 15, 1942	Pittsburgh, Pa. ....	AA	June 3, 1942
A-1099	Jan. 27, 1942	.....do.....	Brotherhood of Locomotive Firemen and Enginemen; Brotherhood of Railroad Trainmen and Atlanta, Birmingham & Coast R. R. Co.	637	Engineers, firemen, hostlers, conductors, trainmen, yardmen.	Feb. 20, 1942	Atlanta, Ga. ....	WM	Apr. 29, 1942
A-1100	Feb. 2, 1942	.....do.....	Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen and Union Pacific R. R.	9,871	Engineers, firemen, conductors, trainmen, switchmen.	Apr. 15, 1942	Portland, Oreg. ....	MA	May 13, 1942
A-1101	Jan. 29, 1942	.....do.....	Brotherhood of Locomotive Firemen and Enginemen; Brotherhood of Railroad Trainmen and Philadelphia, Bethlehem & New England R. R. Co.	59	Firemen.....	Feb. 16, 1942	Bethlehem, Pa. ....	MA	Mar. 3, 1942
A-1102	.....do.....	.....do.....	Sheet Metal Workers' International Association, operating through Railway Employees' Department, A. F. of L. and Maine Central R. R. Co.	964	Sheet metal workers.	Feb. 9, 1942	Portland, Me. ....	MA	Feb. 12, 1942
A-1103	Jan. 31, 1942	Carrier.....	Grand Trunk Western Ry. Co. and Seafarers' International Union of North America, Great Lakes District.	1,026	Unlicensed employees—car ferries.	Feb. 6, 1942	Detroit, Mich. ....	MA	Feb. 24, 1942

A-1105	Apr. 3, 1941	Employees	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Denver & Salt Lake Ry. Co.	231	Clerical, office, station, and storehouse employees.	Feb. 9, 1942	Denver, Colo.	MA	Mar. 6, 1942
A-1106	Apr. 9, 1941	do	do	231	do	do	do	MA	Do.
A-1107	Feb. 5, 1942	do	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Engineers; Order of Railway Conductors; Brotherhood of Railroad Trainmen and Mississippi Central R. R. Co.	158	Engine, train, and yard service employees.	Feb. 12, 1942	Hattiesburg, Miss.	MA	Feb. 16, 1942
A-1108	Feb. 4, 1942	do	Brotherhood of Locomotive Engineers and Florida East Coast Ry. Co.	685	Engineers	Feb. 10, 1942	Jacksonville, Fla.	WM	Feb. 19, 1942
A-1109	Feb. 5, 1942	Carrier	Wabash R. R. Co. and National Maritime Union.	2,394	Unlicensed employees on Detroit River car ferries.	Mar. 4, 1942	St. Louis, Mo.	MA	May 20, 1942
A-1110	Jan. 24, 1942	Employees	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Stock Yards District Agency including Chicago Produce Terminal Agency and Wood Street Terminal Agency.	-----	Clerical, office, station, and storehouse employees.	Feb. 16, 1942	Chicago, Ill.	MA	Feb. 25, 1942
A-1111	Feb. 10, 1942	do	Brotherhood of Locomotive Firemen and Engineers and Aliquippa & Southern R. R. Co.	44	Engineers and firemen.	Mar. 10, 1942	Pittsburgh, Pa.	WM	Apr. 15, 1942
A-1113	Feb. 11, 1942	do	Railway Patrolmen's Union No. 22435, A. F. of L. and Reading Co.	1,388	Patrolmen (including watchmen).	Mar. 18, 1942	Philadelphia, Pa.	MA	Mar. 30, 1942
A-1114	Feb. 12, 1942	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Atlanta & West Point R. R. Co. Western Ry. of Alabama.	227	Clerical, office, station, and storehouse employees.	Mar. 13, 1942	Atlanta, Ga.	MA	Apr. 8, 1942
A-1115	Feb. 12, 1942	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Augusta Union Station Co.	-----	do	Mar. 20, 1942	do	MA	Do.
A-1116	Feb. 12, 1942	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Georgia R. R.	329	do	do	do	MA	Do.
A-1117	Feb. 13, 1942	do	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Engineers; Brotherhood of Railroad Trainmen and New Orleans Public Belt R. R. Co.	119	Train and engine service employees.	Feb. 21, 1942	New Orleans, La.	MA	Mar. 5, 1942
A-1118	Feb. 13, 1942	do	Brotherhood of Locomotive Firemen and Engineers; Brotherhood of Railroad Trainmen and Missouri & Arkansas Ry. Co.	365	Train, engine, and yard service employees.	Apr. 16, 1942	Harrison, Ark.	MA	Apr. 22, 1942
A-1121	Feb. 5, 1942	do	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America, on behalf of Joint Council Dining Car Employees, Local No. 645, and Missouri-Kansas-Texas R. R. Co.	1,798	Cooks and waiters.	Mar. 19, 1942	Dallas, Tex.	MA	Apr. 4, 1942
A-1122	Feb. 24, 1942	do	American Train Dispatchers Association and Ann Arbor R. R. Co.; Baltimore & Ohio R. R. System; Boston & Maine R. R.; Central R. R. Co. of New Jersey; Central Vermont Ry. Inc.; Delaware & Hudson R. R. Corp.; Delaware, Lackawanna & Western R. R. Co.;	34,048	Train dispatchers.	Mar. 5, 1942	Chicago, Ill.	MA	Mar. 14, 1942

See footnotes at end of table.

## Mediation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1941, TO JUNE 30, 1942—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 <sup>1</sup>	Date closed
1	2	3	4	5	6	7	8	9	10
A-1122-A	Feb. 24, 1942	Employees.	<p>Detroit &amp; Toledo Shore Line R. R.; Erie R. R. Co.; Grand Trunk Western Ry. Co.; Lehigh &amp; New England R. R. Co.; Lehigh Valley R. R. Co.; Maine Central R. R. Co.; Monongahela Ry. Co. New York Central System; New York Central R. R. Co.; Boston &amp; Albany R. R.; Cleveland, Cincinnati, Chicago &amp; St. Louis Ry.; Indiana Harbor Belt R. R.; Pittsburgh &amp; Lake Erie R. R. Co. New York, Chicago &amp; St. Louis R. R. Co.; New York, New Haven &amp; Hartford R. R. Co.; New York, Susquehanna &amp; Western R. R. Co.; Pere Marquette Ry. Co.; Pittsburgh &amp; Shawmut R. R. Co.; Reading Co.</p> <p>American Train Dispatchers Association and Alton R. R. Co.; Belt Ry. Co. of Chicago; Baltimore &amp; Ohio Chicago Terminal R. R.; Camas Prairie R. R. Co.; Chicago &amp; Eastern Illinois R. R. Co.; Chicago &amp; North Western Ry. Co.; Chicago &amp; Western Indiana R. R. Co.; Chicago, Burlington &amp; Quincy R. R. Co.; Chicago, Milwaukee, St. Paul &amp; Pacific R. R. Co.; Chicago, Terre Haute &amp; South-eastern Ry. Co.; Chicago, Rock Island &amp; Pacific Ry. Co.; Chicago, St. Paul, Minneapolis &amp; Omaha Ry. Co.; Colorado &amp; Southern Ry. Co.; Davenport, Rock Island &amp; Northwestern Ry. Co.; Denver &amp; Rio Grande Western R. R. Co.; Denver &amp; Salt Lake Ry. Co.; Ft. Worth &amp; Denver City Ry. Co.; Wichita Valley Ry. Co.; Great Northern Ry. Co.; Gulf Coast Lines; International-Great Northern R. R. Co.; Midland Valley R. R. Co.; Minneapolis, St. Paul &amp; Sault Ste. Marie Ry. Co.; Duluth, South Shore &amp; Atlantic Ry. Co.; Missouri-Kansas-Texas R. R. Co.; Missouri-Kansas-Texas R. R. Co. of Texas; Missouri Pacific R. R. Co.; Northern Pacific</p>	108,351	Train dispatcher----	Mar. 5, 1942	Chicago Ill.-----	MA	Mar. 14, 1942

			Ry. Co.; Northwestern Pacific R. R. Co.; St. Louis-San Francisco Ry. Co.; St. Louis, San Francisco & Texas Ry. Co.; St. Louis Southwestern Ry. Co.; St. Louis Southwestern Ry. Co. of Texas; Southern Pacific Co. (Pacific Lines); Spokane, Portland & Seattle Ry. Co.; Oregon Trunk Ry.; United Railways Co.; Oregon Electric Ry.; Union Pacific R. R.; Wabash R. R. Co.; Western Pacific R. R. Co.						
A-1122-B	Feb. 24, 1942	do	American Train Dispatchers Association and Southern Railway Co.; Cincinnati, New Orleans & Texas Pacific Ry. Co.; Alabama Great Southern R. R.; New Orleans & Northeastern R. R. Co.; Georgia, Southern & Florida Ry. Co.; Harriman & Northeastern R. R. Co.	7,740	do	do	do	MA	Mar. 14, 1942
A-1122-C	do	do	American Train Dispatchers Association and Chesapeake & Ohio Ry. Co.	3,124	do	Mar. 5, 1942	do	MA	Do.
A-1122-D	do	do	American Train Dispatchers Association and Seaboard Air Line Ry.	4,310	do	do	do	MA	Do.
A-1122-E	do	do	American Train Dispatchers Association and Louisville & Nashville R. R. Co.	4,803	do	do	do	MA	Do.
A-1122-F	do	do	American Train Dispatchers Association and Gulf, Mobile & Ohio R. R. Co.	1,963	do	do	do	MA	Do.
A-1124	Feb. 26, 1942	do	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers, operating through Railway Employees' Department, A. F. of L. and LaSalle Street Station Power Plant, Chicago.		Firemen and oilers	Mar. 2, 1942	do	MA	Mar. 3, 1942
A-1125	Feb. 28, 1942	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Florida East Coast Ry. Co.	685	Laborers (warehouse)	May 8, 1942	St. Augustine, Fla.	AD	June 22, 1942
A-1126	Mar. 6, 1942	do	United Transport Service Employees of America and Northern Pacific Terminal Co. of Oregon.		Red caps	Apr. 3, 1942	Portland, Oreg.	MA	Apr. 23, 1942
A-1128	do	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Boston & Maine R. R.	1,866	Clerical, office, station and storehouse employees.	Mar. 23, 1942	Boston, Mass.	WM	June 1, 1942
A-1129	do	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, and Florida East Coast Ry. Co.	685	do	May 8, 1942	St. Augustine, Fla.	AD	June 22, 1942
A-1131	Mar. 11, 1942	do	United Transport Service Employees of America and Southern Pacific Co. (Pacific Lines).	8,573	Red caps	Apr. 15, 1942	San Francisco, Calif.	MA	Apr. 30, 1942
A-1132	Jan. 17, 1942	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, and Florida East Coast Ry. Co.	685	Clerical, office, station and storehouse employees.	May 8, 1942	St. Augustine, Fla.	AD	June 22, 1942
A-1133	Mar. 13, 1942	do	Air Line Mechanics Association, International and American Air Lines, Inc.		Stock clerks	Apr. 10, 1942	New York, N. Y.	MA	Apr. 14, 1942

See footnotes at end of table.



*Mediation cases under the Railway Labor Act—Continued*

FISCAL YEAR JULY 1, 1941, TO JUNE 30, 1942—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 <sup>1</sup>	Date closed
1	2	3	4	5	6	7	8	9	10
A-1134	Mar. 9, 1942	Employees	International Brotherhood of Electrical Workers; International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers; each operating through Railway Employes' Department, A. F. of L. and Boston & Maine R. R.	1,866	Electrical workers, powerhouse employees.	Mar. 18, 1942	Boston, Mass. ....	WM	Mar. 27, 1942
A-1135	Feb. 24, 1942	do	American Train Dispatchers Association and Atlanta, Birmingham & Coast R. R. Co.	637	Train dispatchers	Apr. 8, 1942	Atlanta, Ga. ....	MA	Apr. 11, 1942
A-1136	do	do	American Train Dispatchers Association and Central of Georgia Ry. Co.	1,816	do	Mar. 5, 1942	Chicago, Ill. ....	WM	May 21, 1942
A-1137	do	do	American Train Dispatchers Association and Chicago Great Western Ry. Co.	1,502	do	do	do	WM	Apr. 21, 1942
A-1138	do	do	American Train Dispatchers Association and Chicago, Indianapolis & Louisville Ry. Co.	549	do	do	do	WM	Apr. 13, 1942
A-1139	do	do	American Train Dispatchers Association and Louisiana & Arkansas Ry. Co.	811	do	do	do	MA	Apr. 29, 1942
A-1140	do	do	American Train Dispatchers Association and Minneapolis & St. Louis R. R. Co.	1,409	do	do	do	WM	Mar. 25, 1942
A-1141	do	do	American Train Dispatchers Association and Montour R. R. Co.	46	do			WPM	June 15, 1942
A-1142	do	do	American Train Dispatchers Association and Pacific Electric Ry. Co.	861	do			WPM	Apr. 21, 1942
A-1143	do	do	American Train Dispatchers Association and Sacramento Northern Ry.	275	do			WPM	Apr. 29, 1942
A-1144	do	do	American Train Dispatchers Association and Spokane International R. R. Co.	153	do			WPM	Apr. 13, 1942
A-1145	Mar. 19, 1942	do	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen; Brotherhood of Railroad Trainmen and Louisiana & North West R. R. Co.	99	Engineers, firemen, trainmen.	May 4, 1942	Homer, La. ....	MA	May 5, 1942
A-1146	Jan. 18, 1941	do	The Order of Railroad Telegraphers and Southern Pacific Co. (Pacific Lines).	8,573	Telegraphers	Mar. 30, 1942	San Francisco, Calif.	WM	Apr. 14, 1942
A-1147	Mar. 21, 1942	Carrier	Pere Marquette Ry. Co. and Seafarers' International Union of North America.	2,116	Detroit River car ferry employees.	May 27, 1942	Detroit, Mich. ....	AA	June 25, 1942
A-1149	Mar. 25, 1942	do	Brotherhood of Railroad Trainmen and Western Pacific R. R. Co.	1,195	Brakemen	Apr. 10, 1942	San Francisco, Calif.	MA	May 25, 1942

A-1150	Mar. 28, 1942	-----do-----	Brotherhood of Maintenance of Way Employees and Boston & Maine R. R.	1,866	Maintenance of way employees, including bridge and building department.	Apr. 6, 1942	Boston, Mass. ....	MA	May 12, 1942
A-1151	Mar. 27, 1942	-----do-----	Brotherhood of Railroad Trainmen and Monongahela Connecting R. R. Co.	37	Conductors, brakemen, and tower switchtenders.	May 25, 1942	Pittsburgh, Pa. ....	MA	June 18, 1942
A-1157	Apr. 4, 1942	-----do-----	Brotherhood of Maintenance of Way Employees and Midland Continental R. R.	73	Maintenance of way employees.	-----	-----	WPM	Apr. 8, 1942
A-1160	Apr. 3, 1942	-----do-----	United Transport Service Employees of America and Southern Pacific Co. (Pacific Lines).	8,573	Red caps. ....	Apr. 15, 1942	San Francisco, Calif.	MA	Apr. 30, 1942
A-1163	Apr. 4, 1942	-----do-----	International Association of Machinists; International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America; International Brotherhood of Blacksmiths, Drop Forgers and Helpers; Brotherhood of Railway Carmen of America; each operating through Railway Employees' Department A. F. of L. and Montpelier & Wells River R. R.; Barre & Chelsea R. R. Co.	64	Machinists, boiler-makers, blacksmiths, carmen and helpers of these crafts.	June 10, 1942	Montpelier, Vt. ....	MA	June 18, 1942
A-1166	Apr. 6, 1942	-----do-----	American Railway Supervisors Association and Chicago & North Western Ry. Co.	8,265	Supervisors (covering all subordinate officials—mechanical department, store department, operating department, yardmasters, special agents and sergeants).	Apr. 30, 1942	Chicago, Ill. ....	WM	May 8, 1942
A-1167	Mar. 27, 1942	-----do-----	International Association of Machinists; International Brotherhood of Blacksmiths, Drop Forgers and Helpers; International Brotherhood of Electrical Workers; Brotherhood of Railway Carmen of America; International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers; each operating through Railway Employees' Department, A. F. of L.	77	Machinists, blacksmiths, electrical workers, carmen, roundhouse employees.	June 23, 1942	Michigan City, Ind.	MA	June 25, 1942
	-----	-----do-----							
	-----	-----do-----							
	-----	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	-----	Clerical, office, station, and storehouse employees.	-----	-----	-----	-----
	Apr. 3, 1942	-----do-----							
	Apr. 8, 1942	-----do-----	Brotherhood of Locomotive Firemen and Enginemen.	-----	Locomotive firemen.	-----	-----	-----	-----
	-----	-----do-----	Brotherhood of Railroad Trainmen.	-----	Trainmen.	-----	-----	-----	-----
A-1167	-----	-----do-----	Brotherhood of Maintenance of Way Employees	-----	Maintenance of way employees.	-----	-----	-----	-----
	Apr. 10, 1942	-----do-----	Order of Railway Conductors and Chicago, South Shore & South Bend R. R.	-----	Conductors.	-----	-----	-----	-----

See footnotes at end of table.

## Mediation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1941, TO JUNE 30, 1942—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 <sup>1</sup>	Date closed
1	2	3	4	5	6	7	8	9	10
A-1170	Apr. 11, 1942	Employees.	Brotherhood of Maintenance of Way Employees and Pittsburg, Shawmut & Northern R. R. Co.	190	Maintenance-of-way employees.	June 19, 1942	St. Mary's, Pa....	MA	June 22, 1942
A-1178	Apr. 20, 1942	-----do-----	Brotherhood of Sleeping Car Porters, and Chicago, Burlington & Quincy R. R. Co.	9,101	Chair car porters....	May 29, 1942	Chicago, Ill.....	MA	June 19, 1942
A-1179	-----do-----	-----do-----	Brotherhood of Sleeping Car Porters and Chicago & North Western Ry. Co.	8,265	Porters of parlor car, buffet car, chair or coach car, and porters-in-charge.	June 11, 1942	-----do-----	MA	June 15, 1942
A-1184	Apr. 24, 1942	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Chicago & North Western Ry. Co.; Duluth, Missabe & Iron Range Ry. Co.; Great Northern Ry. Co.; Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	21,161	Ore dock laborers....	May 28, 1942	Duluth, Minn....	AA	June 2, 1942
A-1186	Apr. 28, 1942	-----do-----	Brotherhood of Sleeping Car Porters and Southern Pacific Co. (Pacific Lines).	8,573	Chair car porters....	May 14, 1942	San Francisco, Calif.	MA	May 25, 1942
A-1189	Mar. 30, 1942	-----do-----	United Steel Workers of America, C. I. O., and Monongahela Connecting R. R. Co.	37	Boilermakers, machinists, blacksmiths, sheet metal workers, hostlers and their helpers, tank carpenters, shop laborers, maintenance-of-way employees.	June 26, 1942	St. Mary's Pa.....	MA	June 30, 1942
A-1193	Apr. 30, 1942	-----do-----	United Electrical Radio and Machine Workers of America, affiliated with Utility Workers Organizing Committee, C. I. O., and Pacific Electric Ry. Co.	861	Electrical workers, substation operators.	June 15, 1942	Los Angeles, Calif.	MA	June 29, 1942
A-1196	Apr. 17, 1942	-----do-----	Brotherhood of Trainmen, Brakemen, Porters, Switchmen, Firemen and Railway Employees, Inc., and Gulf, Mobile & Ohio R. R. Co.	1,963	Train porters; Mail handlers.	June 4, 1942	Mobile, Ala.....	MA	June 10, 1942
A-1197	May 14, 1942	-----do-----	Brotherhood of Maintenance of Way Employees and St. Johnsbury & Lake Champlain R. R. Co.; Montpelier & Wells River R. R.; Barre & Chelsea R. R. Co.	160	Maintenance-of-way employees.	-----	-----	WPM	June 8, 1942

A-1201	May 6, 1942	.....do.....	Amalgamated Association of Street, Electric Railway and Motor Coach Employes of America, and Portland Electric Power Co.	37	All employees (except those employed in auditor's office).	-----	-----	WPM	June 25, 1942
A-1208	June 1, 1942	.....do.....	Brotherhood of Maintenance of Way Employes and Pacific Electric Ry Co.	861	Maintenance-of-way employees.	June 25, 1942	Los Angeles, Calif.	MA	June 29, 1942
A-1214	June 9, 1942	.....do.....	United Construction Workers Division of District No. 50, United Mine Workers of America and Harbor Belt Line R. R. (Los Angeles Harbor, Calif.).	126	-----do-----	-----	-----	WPM	June 27, 1942

<sup>1</sup> 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.

<sup>2</sup> Services proffered by National Mediation Board.

<sup>3</sup> Approximate.

<sup>4</sup> Referred to Emergency Board.

<sup>5</sup> Original application received Sept. 12, 1941, revised received Sept. 27, 1941.

# APPENDIX C

## REPRESENTATION CASES UNDER THE RAILWAY LABOR ACT

FISCAL YEAR JULY 1, 1941, TO JUNE 30, 1942

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by <sup>1</sup>	Date closed	
1	2	3	4	5	6	7	8	9
R-474	International Longshoremen's and Warehousemen's Union, Local 978, C. I. O.	Virginian Ry. Co.-----	Coal trimmers.-----	125	International Longshoremen's and Warehousemen's Union, Local 978, C. I. O.	MV-PB	Mar. 20, 1942	653
R-652	Railroad Marine Engineers' Guild.	New York Central System.	Operating engineers.-----	314	None-----	WI	Oct. 14, 1941	-----
R-673	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	do-----	Clerical, office, station, and storehouse employees (including clerical and commissary employees in dining car department).	92	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	CA	Sept. 2, 1941	11,366
R-690	Brotherhood of Railroad Trainmen.	do-----	Yardmen (consisting of yard foremen, or conductors, helpers or brakemen, switchtenders, and car retarder operators).	7,187	Brotherhood of Railroad Trainmen.	MV-PB	Oct. 22, 1941	11,366
R-711	Brotherhood of Locomotive Firemen and Enginemen.	Chicago North Shore & Milwaukee R. R. Co.	Motormen.	108	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	Mar. 4, 1942	138
R-712	Brotherhood of Railroad Trainmen.	do-----	Conductors.	51	Brotherhood of Railroad Trainmen.	MV-PB	Mar. 9, 1942	138
R-715	Association of Railway Clerks and Associated Employees.	Detroit, Toledo & Iron-ton R. R. Co.	Clerical, office, station, and storehouse employees.	176	None-----	WI	July 21, 1941	465
R-725	Brotherhood of Maintenance of Way Employees.	Virginian Ry. Co.-----	Maintenance-of-way employees.	558	Brotherhood of Maintenance of Way Employees.	MV-PB	Sept. 23, 1941	653
R-747	Railway Patrolmen's Union, Greater New York Local No. 22411, A. F. of L.	Lehigh Valley R. R. Co.	Patrolmen (special).	86	Railway Patrolmen's Union, Greater New York Local No. 22411, A. F. of L.	MV-PB	July 25, 1941	1,263
R-748	United Transport Service Employees of America.	Southern Pacific Co. (Pacific Lines).	Ushers (red cap station porters).	231	United Transport Service Employees of America.	CA	Sept. 4, 1941	8,573
R-751	do-----	Ogden Union Railway and Depot Co.	do-----	12	do-----	CA	Sept. 25, 1941	-----
R-757	do-----	Pacific Electric Ry. Co.	do-----	7	do-----	CA	Oct. 24, 1941	861

R-763	International Brotherhood of Electrical Workers, operating through Railway Employees' Department, A. F. of L.	Virginian Ry. Co.	Signalmen	3	International Brotherhood of Electrical Workers, operating through Railway Employees' Department, A. F. of L.	CA	Aug. 30, 1941	653
R-766	Brotherhood of Locomotive Firemen and Enginemen.	Texas & New Orleans R. R. Co.	Locomotive firemen, hostlers and hostler helpers.	15	Brotherhood of Locomotive Firemen and Enginemen.	CA	Nov. 27, 1941	4,416
R-770	United Transport Service Employees of America.	Los Angeles, Union Passenger Terminal.	Ushers (red cap station porters).	126	United Transport Service Employees of America.	MV-PB	Dec. 5, 1941	-----
R-771	Railway Patrolmen's Union, Local No. 22287, A. F. of L.	Illinois Central R. R. Co.	Patrolmen in the police department.	140	None	WI	Sept. 2, 1941	4,950
R-774	Brotherhood of Maintenance of Way Employees.	Florida East Coast Ry. Co.	Maintenance-of-way employees.	792	Brotherhood of Maintenance of Way Employees.	MV-PB	Nov. 12, 1941	685
R-778	United Transport Service Employees of America.	do.	Hose cutters.	9	None	D	Jan. 30, 1942	685
R-779	Steel Workers' Organizing Committee, C. I. O.	South Buffalo Ry. Co.	Machinists	37	Steel Workers' Organizing Committee, C. I. O.	CA	July 17, 1941	6
			Boilermakers	27				
			Blacksmiths	4				
			Electrical workers, helpers, and apprentices of foregoing.	1				
			Railway shop laborers.	26				
R-780	Railroad Marine Workers' Association.	Long Island R. R. Co.	Maintenance-of-way employees.	159	Railroad Marine Workers Association.	MV-PB	Aug. 25, 1941	374
			Total	254				
			Captains, mates, deckhands, floatmen, bridge motormen, bridgemen.	117				
			Engineers and firemen	34				
			Total	151				
R-781	Railway Patrolmen's Union, Local No. 22537, A. F. of L.	New York, New Haven and Hartford R. R. Co.	Combined group of employees of police department under rank of captain, excepting clerks.	309	None	WI	July 13, 1941	1,838
R-782	Brotherhood of Locomotive Firemen and Enginemen.	Peoria & Pekin Union Ry. Co.	Locomotive engineers	31	Brotherhood of Locomotive Engineers.	MV-PB	Oct. 10, 1941	153
R-783	do.	Georgia, Southern & Florida Ry. Co.	do.	28	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	Oct. 21, 1941	36
R-784	do.	Des Moines Union Ry. Co.	do.	10	None	WI	Oct. 11, 1941	40
R-785	Steel Workers' Organizing Committee, C. I. O.	Monongahela Connecting R. R. Co.	Carmen and their helpers.	88	do.	CWC	July 10, 1941	37
R-786	Brotherhood of Maintenance of Way Employees.	Charleston & Western Carolina Ry. Co.	Maintenance-of-way employees.	177	Brotherhood of Maintenance of Way Employees.	MV-PB	July 25, 1941	343

See footnotes at end of table.

## Representation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1941, TO JUNE 30, 1942—Continued

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by <sup>1</sup>	Date closed	
1	2	3	4	5	6	7	8	9
R-787	International Association of Machinists.	St. Louis Southwestern Ry. Co. of Texas.	Machinists.....	121	International Association of Machinists.	MV-PB	Oct. 25, 1941	612
	International Brotherhood of Blacksmiths, Drop Forgers and helpers.	do.....	Blacksmiths.....	30	International Brotherhood of Blacksmiths, Drop Forgers and helpers.			
	Sheet Metal Workers' International Association. Each operating through Railway Employees' Department, A. F. of L.	do.....	Sheet metal workers, their helpers and apprentices.	14	Sheet Metal Workers' International Association. Each operating through Railway Employees' Department, A. F. of L.			
R-788	Brotherhood of Railroad Trainmen.	Belt Ry. Co. of Chicago.	Yardmasters.....	14	None.....	CWC	July 25, 1941	460
R-789	Brotherhood of Locomotive Firemen and Enginemen.	Houston Belt and Terminal Ry. Co.	Locomotive engineers.	30	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	Nov. 13, 1941	26
R-790	Brotherhood of Railroad Trainmen.	do.....	Yardmasters.....	8	Brotherhood of Railroad Trainmen.	CA	do.....	26
R-791	do.....	Texas Pacific-Missouri Pacific Terminal R. R. of New Orleans.	do.....	9	do.....	MV-PB	Oct. 20, 1941	94
R-792	Railway Patrolmen's Union, Local No. 22411, A. F. of L.	Delaware, Lackawanna & Western R. R. Co.	Patrolmen (sergeants) in police department.	66	Railway Patrolmen's Union, Local No. 22411, A. F. of L.	CA	Aug. 7, 1941	995
R-793	Brotherhood of Locomotive Engineers.	Houston Belt and Terminal Ry. Co.	Firemen, hostlers, and hostler helpers.	54	Brotherhood of Locomotive Engineers.	MV-PB	Nov. 13, 1941	26
R-794	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Central of Georgia Ry. Co.	Clerical, office, station, and storehouse employees.	526	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	MV-PB	Sept. 11, 1941	1,816
R-795	do.....	Atlanta & West Point R. R. Co. and Western Ry. of Alabama.	do.....	306	do.....	CA	Nov. 13, 1941	227
R-796	Brotherhood of Maintenance of Way Employees.	Pacific Electric Ry. Co.	Maintenance-of-way employees.	554	Brotherhood of Maintenance of Way Employees.	MV-PB	Oct. 14, 1941	861
R-797	do.....	Lehigh and New England R. R. Co.	do.....	159	do.....	CA	Aug. 25, 1941	190

R-798	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America, in behalf of Joint Council Dining Car Employees, Local No. 351.	Chicago, Burlington & Quincy R. R. Co.	Dining car cooks, waiters; waiters-in-charge, coach waiters, porter waiters, waiter porters, lounge car and parlor car porters; cocktail lounge porter-waiters, buffet attendants, and coach cafe cooks and waiters.	402	Joint Council Dining Car Employees, Local No. 351; Hotel and Restaurant Employees' International Alliance and Bartenders International League of America.	MV-PB	Sept. 25, 1941	9,101
R-799	United Construction Workers' Organizing Committee, C. I. O.	Harbor Belt Line R. R. (Los Angeles, Calif.).	Maintenance-of-way employees.	85	United Construction Workers' Organizing Committee, C. I. O.	MV-PB	Apr. 30, 1942	126
R-800	International Brotherhood of Electrical Workers, operating through Railway Employees' Department, A. F. of L.	-----do-----	Drawbridge operators	4	International Brotherhood of Electrical Workers, operating through Railway Employees' Department, A. F. of L.	CA	June 9, 1942	126
R-801	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Augusta Union Station Co.	Clerical, office, station, and storehouse employees.	29	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	CA	Nov. 3, 1941	-----
R-802	-----do-----	Georgia R. R.	-----do-----	113	-----do-----	CA	Nov. 13, 1941	329
R-803	Brotherhood of Locomotive Engineers.	Chicago, South Shore & South Bend R. R.	Motormen	40	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	Oct. 10, 1941	77
R-804	Air Line Communication Employees' Association.	Chicago and Southern Air Lines, Inc.	Radio operators	18	None	WI	Oct. 11, 1941	-----
R-805	National Council Railway Patrolmen's Unions, A. F. of L.	Chicago & Eastern Illinois R. R. Co.	Patrolmen in the police department.	7	-----do-----	WI	Sept. 22, 1941	925
R-806	Brotherhood of Maintenance of Way Employees.	Atlanta and St. Andrews Bay Ry. Co.	Maintenance-of-way employees.	90	Brotherhood of Maintenance of Way Employees.	CA	Nov. 25, 1941	82
R-807	-----do-----	Detroit, Toledo & Iron-ton R. R. Co.	-----do-----	259	-----do-----	CA	Sept. 6, 1941	465
R-808	The Order of Railroad Telegraphers.	Chicago, North Shore & Milwaukee R. R. Co.	Agents, ticket sellers, operators, and tower-men.	94	The Order of Railroad Telegraphers	MV-PB	Mar. 9, 1942	138
R-809	Steel Workers' Organizing Committee, C. I. O.	Monongahela Connecting R. R. Co.	Yardmen (yard conductors, yard brakemen, and tower switchtenders).	208	Brotherhood of Railroad Trainmen	MV-PB	Nov. 3, 1941	-----
R-810	International Association of Machinists.	Atlanta, Birmingham & Coast R. R. Co.	Machinists	92	International Association of Machinists.	MV-PB	Nov. 17, 1941	637
	International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.	-----do-----	Boilermakers	24	International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.			
	International Brotherhood of Electrical Workers. Each operating through Railway Employees' Department, A. F. of L.	-----do-----	Electrical workers, their helpers and apprentices.	10	International Brotherhood of Electrical Workers. Each operating through Railway Employees' Department, A. F. of L.			
Total				126				

See footnotes at end of table.



## Representation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1941, TO JUNE 30, 1942—Continued

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by <sup>1</sup>	Date closed	
1	2	3	4	5	6	7	8	9
R-811	Brotherhood of Locomotive Firemen and Enginemen.	Illinois Terminal R. R. Co.	Locomotive engineers and motormen.	125	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	Nov. 8, 1941	476
R-812	International Brotherhood of Electrical Workers, operating through Railway Employees' Department, A. F. of L.	Pittsburgh & Lake Erie R. R. Co.	Electrical workers, their helpers and apprentices.	96	International Brotherhood of Electrical Workers, operating through Railway Employees' Department A. F. of L.	MV-PB	Nov. 3, 1941	233
R-813	International Association of Machinists, operating through Railway Employees' Department, A. F. of L.	Bessemer & Lake Erie R. R. Co.	Machinists, their helpers and apprentices.	364	Federated Shop Crafts of the Bessemer & Lake Erie R. R.	MV-PB	Nov. 25, 1941	214
R-814	Steel Workers' Organizing Committee, C. I. O.	Arkansas & Memphis Railway Bridge and Terminal Co.	Maintenance-of-way employees.	8	Steel Workers' Organizing Committee, C. I. O.	CA	Oct. 20, 1941	-----
R-815	do	do	Telegraph operators.	3	None.	WI	Oct. 10, 1941	-----
R-816	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America, in behalf of Joint Council Dining Car Employees, Local No. 351.	Chicago, North Shore & Milwaukee R. R. Co.	Cooks and waiters.	17	Joint Council Dining Car Employees, Local No. 351; Hotel and Restaurant Employees' International Alliance and Bartenders International League of America.	MV-PB	Mar. 9, 1942	138
			Machinists.	56				
			Boilermakers.	31				
			Blacksmiths.	9				
			Sheet metal workers.	1				
			Electrical workers (including telegraph and telephone linemen).	3				
R-817	Utility Workers Organizing Committee, C. I. O.	Pittsburg, Shawmut & Northern R. R. Co.	Powerhouse employees and railway shop laborers.	24	Utility Workers' Organizing Committee, C. I. O.	MV-PB	Dec. 18, 1941	190
			Carmen (including coach cleaners) helpers and apprentices of all of the foregoing.	17				
R-818	do	do	Maintenance-of-way employees.	133	do	MV-PB	Dec. 15, 1941	190

R-819	National Council Railway Patrolmen's Unions, A. F. of L.	Terminal Railroad Association of St. Louis.	Patrolmen (watchmen in police department).	30	National Council Railway Patrolmen's Unions, A. F. of L.	CA	Nov. 8, 1941	367
			Machinists.....	11	United Mine Workers of America, Local 12231, District 50, C. I. O.	MV-PB	Dec. 23, 1941	20
			Blacksmiths.....	2	do.....			
			Carmen.....	30	do.....			
			Boilermakers, helpers of foregoing.	3	No certification <sup>1</sup> .....			
			Powerhouse employees and railway shop laborers.	6	United Mine Workers of America, Local 12231, District 50, C. I. O.			
			Total.....	52				
R-821	National Council Railway Patrolmen's Unions, A. F. of L.	Chicago, Rock Island & Pacific Ry. Co.	Patrolmen (including watchmen-clock pullers in police department).	16	National Council Railway Patrolmen's Unions, A. F. of L.	CA	Dec. 24, 1941	7,925
R-822	.....do.....	Peoria & Pekin Union Ry. Co.	Patrolmen (roundsmen) in police department.	6	.....do.....	CA	Dec. 1, 1941	153
R-823	.....do.....	Chicago & Eastern Illinois R. R. Co.	Patrolmen in the police department.	40	None.....	WI	Dec. 20, 1941	925
R-824	.....do.....	Illinois Central R. R. Co.; Yazoo & Mississippi Valley R. R. Co.; Gulf & Ship Island R. R. Co.	Patrolmen (including extra patrolmen.	291	Frank P. Kennedy.....	MV-PB	Feb. 9, 1942	6,757
			Special patrolmen and special officers) in police department.	52				
			Total.....	1				
				344				
R-825	Brotherhood of Maintenance of Way Employees.	Toledo, Peoria & Western R. R.	Maintenance-of-way employees.	119	Brotherhood of Maintenance of Way Employees.	MV-PB	Dec. 15, 1941	239
R-826	United Mine Workers of America, C. I. O.	Fairport, Painesville & Eastern R. R. Co.	.....do.....	24	United Mine Workers of America, C. I. O.	MV-PB	Dec. 18, 1941	20
R-827	United Mine Workers of America, Local 1223, C. I. O.	Fairport, Painesville & Eastern R. R.	Firemen, hostlers and hostler helpers.	6	None.....	WI	Dec. 10, 1941	20
R-828	Steel Workers' Organizing Committee, C. I. O.	Philadelphia, Bethlehem and New England R. R. Co.	Maintenance-of-way employees.	140	Steel Workers' Organizing Committee, C. I. O.	MV-PB	Dec. 5, 1941	59
R-829	Railroad Marine Workers' Association, Local 933-5, I. L. A.	Bush Terminal Co.	Engineers, oilers, and firemen (marine).	13	None.....	WI	Nov. 25, 1941	-----
R-830	Sheet Metal Workers' International Association, operating through Railway Employees' Department, A. F. of L.	Louisville & Nashville R. R. Co.	Sheet metal workers (including molders) their helpers and apprentices.	89	Sheet Metal Workers' International Association, operating through Railway Employees' Department, A. F. of L.	MV-PB	Nov. 18, 1941	4,803

See footnotes at end of table.

## Representation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1941, TO JUNE 30, 1942—Continued

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by <sup>1</sup>	Date closed	
1	2	3	4	5	6	7	8	9
R-831	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America, in behalf of Joint Council Dining Car Employees Local 370.	Central R. R. Co. of New Jersey.	Cooks, dishwashers, waiters, bartenders, counter-men and porters.	33	Joint Council Dining Car Employees, Local No. 351, Hotel and Restaurant Employees' International Alliance and Bartenders International League of America.	CA	Jan. 21, 1942	710
R-832	Brotherhood of Railroad Trainmen.	Chicago & Eastern Illinois R. R. Co.	Yardmasters.....	20	American Railway Supervisors Association.	MV-PB	Nov. 29, 1941	925
R-833	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Fonda, Johnstown & Gloversville R. R. Co.	Clerical, office, station, and storehouse employees.	43	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	CA	Jan. 27, 1942	20
R-834	International Association of Machinists. International Brotherhood of Blacksmiths, Drop Forgers and Helpers. Brotherhood Railway Carmen of America.	Berlin Mills Co.....	Machinists.....	4	International Association of Machinists.	CA	Dec. 23, 1941	-----
		-----	Blacksmiths.....	1	International Brotherhood of Blacksmiths, Drop Forgers and Helpers.			
		-----	Carmen, the helpers of foregoing.	7	Brotherhood Railway Carmen of America.			
		-----	Total.....	12	Each operating through Railway Employees' Department, A. F. of L.			
R-835	Each operating through Railway Employees' Department, A. F. of L. Railroad Marine Workers' Association, Local 933-5, I. L. A.	New York Dock Ry Co.	Engineers, oilers and firemen (marine).	11	None.....	WI	Nov. 26, 1941	11
R-836	Brotherhood of Maintenance of Way Employees.	{ Kansas City Southern Ry. Co.; Arkansas Western Ry. Co.; Fort Smith & Van Buren Ry. Co.	Foremen and assistant foremen.	120	{ Brotherhood of Maintenance of Way Employees.	CA	Dec. 19, 1941	879
			Track laborers.....	18				56
							Total....	935

R-837	National Council Railway Patrolmen's Unions, A. F. of L.	New York, Chicago & St. Louis R. R. Co.	Patrolmen (including train riders, desk sergeants and non supervisory sergeants) in police department.	51	National Council Railway Patrolmen's Unions, A. F. of L.	MV-MB	Dec. 31, 1941	1,688
R-838	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America, in behalf of Joint Council Dining Car Employees, Local, No. 495 and United Transport Service Employees of America.	Atlantic Coast Line R. R.	Dining car employees.	278	Joint Council Dining Car Employees, Local No. 495, Hotel and Restaurant Employees' International Alliance and Bartenders International League of America.	MV-MB	Feb. 6, 1942	5,010
R-839	Brotherhood of Maintenance of Way Employees.	Richmond, Fredericksburg & Potomac R. R. Co.	Maintenance-of-way and structure department employees below rank of supervisor in track department and general foreman in B & B department.	514	None	W-RR	Mar. 2, 1942	118
R-840	United Mine Workers of America, C. I. O.	Fairport, Painesville & Eastern R. R. Co.	Clerical, office, station and storehouse employees.	11	do	CWC	Dec. 12, 1941	20
R-841	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Norfolk & Portsmouth Belt Line R. R. Co.	do	23	do	W-RR	Jan. 24, 1942	27
R-842	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Norfolk Terminal Ry. Co.	do	18	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	CA	Jan. 27, 1942	-----
R-843	Brotherhood of Maintenance of Way Employees.	Central California Traction Co.	Maintenance-of-way employees.	25	Brotherhood of Maintenance of Way Employees.	CA	Mar. 30, 1942	73
R-844	National Council Railway Patrolmen's Unions, A. F. of L.	Toledo Terminal R. R. Co.	Patrolmen in the police department.	5	None	W-RR	Jan. 27, 1942	88
R-845	Brotherhood of Maintenance of Way Employees.	Waterloo, Cedar Falls & Northern Ry. Co.	Maintenance-of-way employees.	41	Brotherhood of Maintenance of Way Employees.	CA	Dec. 15, 1941	131
R-846	National Council Railway Patrolmen's Unions, A. F. of L.	Cincinnati Union Terminal Co.	Patrolmen in the police department.	6	None	W-RR	Jan. 23, 1942	-----
R-847	Sheet Metal Workers' International Association, operating through Railway Employees' Department, A. F. of L.	Texas & New Orleans R. R. Co.	Sheet metal workers (including sheet metal workers in the maintenance-of-way department), their helpers and apprentices.	41	Sheet Metal Workers' International Association, operating through Railway Employees' Department, A. F. of L.	CA	Jan. 29, 1942	4,416
R-848	Brotherhood of Railroad Shop Crafts of America.	Pennsylvania - Reading Seashore Lines.	Machinists	18	International Association of Machinists, operating through Railway Employees' Department, A. F. of L.	MV-PB	Jan. 28, 1942	407
R-849	do	Maine Central R. R. Co.	Electrical workers, their helpers, and apprentices.	20	Brotherhood of Railroad Shop Crafts of America.			
			Sheet metal workers, their helpers, and apprentices.	33	Sheet Metal Workers' International Association, operating through Railway Employees' Department, A. F. of L.	MV-PB	Dec. 30, 1941	964

See footnotes at end of table.

## Representation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1941, TO JUNE 30, 1942—Continued

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by <sup>1</sup>	Date closed	
1	2	3	4	5	6	7	8	9
R-850	Brotherhood of Railroad Shop Crafts of America.	Louisville & Nashville R. R. Co.	Machinists.....	1,716	International Association of Machinists, Brotherhood Railway Carmen of America. International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America. Sheet Metal Workers' International Association. Each operating through Railway Employees' Department, A. F. of L. Brotherhood of Railroad Shop Crafts of America.	MV-PB	Mar. 18, 1942	4,803
			Carmen (including coach cleaners).....	3,299				
			Boilermakers.....	783				
	International Brotherhood of Blacksmith, Drop Forgers and Helpers.		Sheet Metal workers.....	353				
	International Brotherhood of Electrical Workers. Each operating through Railway Employees' Department, A. F. of L.		Blacksmiths.....	279				
			Electrical workers, helpers, and apprentices of the foregoing.	218	do.....			
			Total.....	6,648				
R-851	New York, New Haven & Hartford R. R. Patrolmen's Benevolent Association, Inc.	New York, New Haven & Hartford R. R. Co.	Patrolmen (including lieutenants and sergeants) in the police department.	482	New York, New Haven & Hartford R. R. Patrolmen's Benevolent Association, Inc.	MV-PB	Feb. 28, 1942	1,838
R-852	United Transport Service Employees of America.	Boston & Maine R. R.	Dining car employees.....	69	United Transport Service Employees of America.	MV-PB	do.....	1,866
R-853	National Council Railway Patrolmen's Unions, A. F. of L.	Baltimore & Ohio R. R.	Patrolmen (including sergeant and watchmen) in police department.	469	National Council Railway Patrolmen's Unions, A. F. of L.	MV-MB	Apr. 10, 1942	6,207
R-854	do.....	Chicago, Indianapolis & Louisville Ry. Co.	Patrolmen (including sergeants) in police department.	9	do.....	CA	Apr. 2, 1942	549
R-855	United Mine Workers of America, C. I. O.	Fairport, Painesville & Eastern R. R. Co.	Yardmasters.....	2	United Mine Workers of America, C. I. O.	MV-PB	Dec. 18, 1941	20
R-856	American Train Dispatchers Association.	Burlington-Rock Island R. R. Co.	Train dispatchers.....	4	American Train Dispatchers Association.	CA	do.....	251
R-857	United Mine Workers of America, C. I. O.	Berlin Mills Co.	Maintenance-of-way employees.	16	Brotherhood of Maintenance of Way Employees.	MV-PB	Dec. 20, 1941	-----

R-858	Employees' Association of Pan American Airways, Western Div.	Pan American Airways-Western Division.	Mechanics, mechanics helpers, and apprentices.	220	None.....	D	Feb. 3, 1942	-----
R-859	Brotherhood of Railroad Signalmen of America.	Colorado & Southern Ry. Co.	Signal Department employees (signal maintainers and telegraph linemen).	4	Brotherhood of Railroad Signalmen of America.	CA	Jan. 30, 1942	755
R-860	Brotherhood of Maintenance of Way Employees.	Sacramento Northern Ry.	Maintenance-of-way employees.	169	Brotherhood of Maintenance of Way Employees.	CA	Apr. 2, 1942	275
R-861	The Order of Railroad Telegraphers.	Akron, Canton & Youngstown Ry. Co.	Station, tower, and telegraph employees.	32	The Order of Railroad Telegraphers...	MV-PB	Feb. 9, 1942	171
R-862	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Georgia & Florida R. R.	Clerical, office, station, and storehouse employees.	76	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	CA	Feb. 16, 1942	408
R-863	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Lehigh & Hudson River Ry. Co.	.....do.....	40	.....do.....	CA	Feb. 23, 1942	96
R-864	Brotherhood of Locomotive Firemen and Enginemen.	Chicago, Aurora & Elgin R. R. Co.	Motormen.....	45	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	June 22, 1942	65
R-865	Brotherhood of Railroad Trainmen.	.....do.....	Conductors.....	31	} Brotherhood of Railroad Trainmen...	MV-PB	.....do.....	65
			{Trainmen (collectors, brakemen, and flagmen).	45				
R-866	Railway Employees' Department, A. F. of L.	Cincinnati Union Terminal Co.	{Foremen of maintenance of equipment department.	23	None.....	*W-RR	Jan. 30, 1942	-----
R-867	International Association of Machinists.	Newburgh & South Shore Ry.	{Machinists.....	26	{International Association of Machinists.	CA	Feb. 11, 1942	5
	International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.		{Boilermakers.....	10	{International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.			
	Sheet Metal Workers' International Association.		{Sheet metal workers.....	1	{Sheet Metal Workers' International Association.			
	International Brotherhood of Electrical Workers.		{Electrical workers.....	2	{International Brotherhood of Electrical Workers.			
	Brotherhood Railway Carmen of America.		{Carmen, helpers, and apprentices of the foregoing.	38	{Brotherhood Railway Carmen of America.			
	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers.		{Powerhouse employees and railway shop laborers.	5	{International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers.			
	Each operating through Railway Employees' Department, A. F. of L.		Total.....	76	Each operating through Railway Employees' Department, A. F. of L.			
R-868	Brotherhood of Railroad Trainmen.	Union R. R. Co. (Pittsburgh, Pa.).	Yardmen.....	741	Order of Railway Conductors.....	MV-MB	Apr. 10, 1942	45

See footnotes at end of table.

## Representation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1941, TO JUNE 30, 1942—Continued

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by <sup>1</sup>	Date closed	
1	2	3	4	5	6	7	8	9
R-869	Order of Railway Conductors..	Richmond, Fredericksburg & Potomac R. R. Co.	Road trainmen.....	167	.....do.....	MV-PB	Mar. 16, 1942	118
R-870	Brotherhood of Sleeping Car Porters.	Kansas City Southern Ry. Co.	Train porters.....	12	Brotherhood of Sleeping Car Porters..	CA	Jan. 28, 1942	879
R-871	International Association of Machinists. Brotherhood Railway Carmen of America. Each operating through Railway Employees' Department, A. F. of L.	Los Angeles Junction Ry. Co.	Machinists.....	2	None.....	W-RR	Feb. 27, 1942	33
			Carmen, their helpers and apprentices.	2				
R-872	American Train Dispatchers Association.	Long Island R. R. Co..	Train dispatchers.....	21	American Train Dispatchers Association.	CA	Mar. 18, 1942	375
R-873	do.....	South Buffalo Ry. Co.	do.....	4	do.....	CA	Apr. 20, 1942	6
R-874	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Nashville, Chattanooga & St. Louis Ry.	Ushers (red caps).....	15	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	MV-PB	June 24, 1942	1,111
R-878	Brotherhood of Locomotive Firemen and Enginemen.	Southern Pacific R. R. Co. of Mexico.	Firemen, hostlers, and hostler helpers (Nogales yard).	9	Brotherhood of Locomotive Firemen and Enginemen.	CA	Mar. 20, 1942	-----
R-879	American Train Dispatchers Association.	Kansas City Southern Ry. Co.	Train dispatchers.....	16	American Train Dispatchers Association.	CA	Mar. 16, 1942	879
R-880	Brotherhood of Railroad Trainmen.	Chicago, North Shore & Milwaukee R. R. Co.	Trainmen (brakemen and collectors).	175	Brotherhood of Railroad Trainmen..	MV-PB	Mar. 9, 1942	138
R-881	do.....	do.....	Yard service employees (switchmen and switch-tenders).	5	do.....	MV-PB	Mar. 18, 1942	138
R-883	Steel Workers' Organizing Committee, C. I. O.	Newburgh and South Shore Ry.	Maintenance of way employees.	72	Steel Workers' Organizing Committee, C. I. O.	CA	Mar. 10, 1942	5
R-884	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Canada Atlantic Transit Co. of U. S.	Clerical and correlated office employees.	15	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	CA	Mar. 7, 1942	-----

R-885	Brotherhood Railway Carmen of America, operating through Railway Employees' Department, A. F. of L.	Fruit Growers Express Co.	Carmen (including piece work inspectors) their helpers and apprentices.	18	Brotherhood Railway Carmen of America, operating through Railway Employees' Department, A. F. of L.	CA	Apr. 11, 1942	-----
R-886	do-----	Western Fruit Express Co.	Piece work inspectors-----	15	None-----	WI	Apr. 10, 1942	-----
R-887	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Fruit Growers Express Co.	Clerical, office, station and storehouse employees.	610	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	CA	May 27, 1942	-----
	International Association of Machinists.	Atchison, Topeka & Santa Fe Ry. System.	Machinists-----	3,612	Association of Consolidated Metal Crafts, Helpers and Apprentices, A. T. & S. F. Ry. System.			
	International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.	-----	Boilermakers-----	1,162	do-----			
	International Brotherhood of Blacksmiths, Drop Forgers, and Helpers	-----	Blacksmiths-----	296	do-----			
	Sheet Metal Workers International Association.	-----	Sheet metal workers (including water service repairmen.)	863	do-----			
R-888	International Brotherhood of Electrical Workers.	-----	Electrical workers (including telegraph and telephone linemen).	444	International Brotherhood of Electrical Workers, operating through Railway Employees' Department, A. F. of L.	MV-PB	May 27, 1942	13,431
	Brotherhood Railway Carmen of America.	-----	Carmen (including coach cleaners).	4,431	Association of Carmen, Helpers and Apprentices, A. T. & S. F. Ry. System.			
	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers.	-----	Powerhouse employees and railway shop laborers.	2,801	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers, operating through Railway Employees' Department, A. F. of L.			
	Each operating through Railway Employees' Department, A. F. of L.	-----	Total-----	13,609				
R-890	Switchmen's Union of North America.	Alameda Belt Line-----	Switchmen (yard foremen and helpers, switchtenders).	25	Switchmen's Union of North America.	MV-PB	Apr. 16, 1942	20
R-891	Brotherhood of Railroad Trainmen.	Midland Terminal Railway Co.	Road brakemen; yard service employees (foremen and helpers).	8 6	Brotherhood of Railroad Trainmen--	CA	Apr. 2, 1942	56
R-893	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers, operating through Railway Employees' Department, A. F. of L.	Texas Pacific-Missouri Pacific Terminal R. R. of New Orleans.	Powerhouse employees and railway shop laborers.	42	National Federation of Railway Workers.	MV-PB	May 28, 1942	94

See footnotes at end of table.



## Representation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1941, TO JUNE 30, 1942—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-894	Railroad Yardmasters of North America.	South Buffalo Ry. Co.	Yardmasters.....	23	Railroad Yardmasters of North America.	CA	Apr. 20, 1942	6
R-896	United Transport Service Employees of America.	Wabash R. R. Co.	Ushers (rod caps).....	5	United Transport Service Employees of America.	CA	Apr. 1, 1942	2,394
	International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.	Texas & New Orleans R. R. Co.	Boilermakers.....	257	International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America, operating through Railway Employees' Department, A. F. of L.	MV-PB	May 23, 1942	4,416
R-897	International Brotherhood of Blacksmiths, Drop Forgers and Helpers. Each operating through Railway Employees' Department, A. F. of L.		Blacksmiths, their helpers and apprentices.	121	Association of Shop Craft Employees of Southern Pacific Lines in Texas and Louisiana.			
R-898	Switchmen's Union of North America.	Fort St. Union Depot Co. (Detroit).	Yardmen (foremen, helpers, and switchtenders).	18	Brotherhood of Railroad Trainmen.	MV-PB	June 19, 1942	-----
R-899	Railroad Yardmasters of America.	Atchison, Topeka & Santa Fe Ry. System.	Yardmasters.....	125	None.....	WI	May 23, 1942	13,431
R-903	Brotherhood of Railroad Trainmen.	Texas-Mexican Ry. Co.	Road Conductors.....	10	Order of Railway Conductors.....	MV-PB	May 27, 1942	161
R-904	Brotherhood of Locomotive Engineers.	Southern Pacific R. R. Co. of Mexico.	Yardmen (foremen and helpers).	11	Brotherhood of Railroad Trainmen.....			
R-905	Inlandboatmen's Union of the Pacific.	Petaluma and Santa Rosa R. R. Co.	Locomotive engineers.....	2	Brotherhood of Locomotive Engineers.	CA	May 23, 1942	-----
R-907	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers, operating through Railway Employees' Department, A. F. of L.	Macon, Dublin & Savannah R. R. Co.	Steward's department, (marine service).	2	Inlandboatmen's Union of the Pacific.	CA	Apr. 17, 1942	38
			Power House employees, roundhouse and railway shop laborers.	24	None.....	W-RR	Apr. 14, 1942	92
R-910	Brotherhood of Railroad Trainmen.	Detroit Terminal R. R. Co.	Yardmasters.....	8	do.....	CWC	June 24, 1942	18

R-915	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Denver Union Stock Yard Co.	Clerical, office, station and storehouse employees.	120	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	MV-PB	June 18, 1942	-----
R-916	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers.	East St. Louis Junction R. R.	Power house employees and railway shop laborers.	6	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers.	CA	June 26, 1942	36
	International Association of Machinists.	La Salle St. Station, Chicago.	Machinists.....	8	International Association of Machinists.			
	International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.		Boilermakers.....	1	International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.			
	Sheet Metal Workers International Association.		Sheet metal workers.....	7	Sheet Metal Workers International Association.			
	International Brotherhood of Electrical Workers.		Electrical workers.....	3	International Brotherhood of Electrical Workers.			
R-921	Brotherhood Railway Carmen of America.		Carmen—the helpers of the foregoing.	6	Brotherhood Railway Carmen of America.	CA	June 19, 1942	-----
	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers.		Powerhouse employees and railway shop laborers (including building pumps).	8	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers.			
	Each operating through Railway Employees' Department, A. F. of L.		Total.....	33	Each operating through Railway Employees' Department, A. F. of L.			
	International Association of Machinists.	St. Johnsbury & Lake Champlain R. R. Co.	Machinists.....	2	International Association of Machinists.			
	International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.		Boilermakers.....	2	International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.			
	Brotherhood Railway Carmen of America.		Carmen—the helpers of the foregoing.	5	Brotherhood Railway Carmen of America.	CA	June 13, 1942	96
R-923	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers.		Powerhouse employees and railway shop laborers.	6	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers.			
	Each operating through Railway Employees' Department, A. F. of L.				Each operating through Railway Employees' Department, A. F. of L.			

<sup>1</sup> 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. D=Dismissed by board. W-RR=Withdrawn representation recognized. CWC=Closed without certification.

<sup>2</sup> Approximate.

<sup>3</sup> No organization received a majority of legal votes cast.

## APPENDIX D

### EXECUTIVE ORDER 9172, ESTABLISHING A PANEL FOR THE CREATION OF EMERGENCY BOARDS FOR THE ADJUSTMENT OF RAILWAY LABOR DISPUTES

Whereas, section 5 of the Railway Labor Act, as amended (ch. 8, title 45, U. S. C.) provides that for a period of thirty days after mediatory efforts of the National Mediation Board have failed to settle a dispute "no change shall be made in the rates of pay, rules, or working conditions or established practices in effect prior to the time the dispute arose"; and

Whereas, duly designated and authorized representatives of employees may, during this thirty-day period, take a strike vote and fix a date for the strike to become effective; and

Whereas, Section 10 of the said Railway Labor Act requires the National Mediation Board to notify the President if an unadjusted dispute threatens, in its judgment, substantially to interrupt interstate commerce to a degree such as to deprive any section of the country of essential transportation service, and provides that upon receipt of such notification the President may, in his discretion, create a board to investigate and report respecting such dispute; and

Whereas, the national interest demands that for the effective prosecution of the war there shall be no strike votes taken, or dates fixed for the beginning of strikes, or strikes, lock-outs, embargoes put into effect, which would affect the transportation industry covered by the Railway Labor Act.

Now, therefore, by virtue of the authority vested in me by the Constitution and the Statutes of the United States, and in order to adjust the policies and procedures under the said Act to the requirements of the war emergency, it is hereby ordered as follows:

1. There is hereby created, for the duration of the war and six months thereafter, a National Railway Labor Panel of nine members, hereinafter referred to as the Panel, to be appointed by the President, and to be qualified as to membership thereon in the same manner as provided in Section 10 of the Railway Labor Act for membership on emergency boards. The President shall designate a chairman from the members of the Panel and shall fill vacancies thereon as they may occur. The Chairman of the Panel shall receive such compensation, together with necessary travelling expenses, as the President may prescribe. The members of the Panel shall receive necessary travel expenses and subsistence expenses or per diem allowances in lieu thereof on such days as they are actually engaged in performance of duties pursuant to this Order.

2. Whenever a dispute between a carrier or carriers and its or their employees concerning changes in rates of pay, rules, or working conditions, or whenever any other dispute not referable to the National Railroad Adjustment Board, is not adjusted or settled under the provisions of Sections 5, 6, 7, 8, and 9 of the Railway Labor Act, the duly designated and authorized representatives of employees involved in such dispute may, prior to notice by the National Mediation Board to the President of a threatened interruption to commerce, notify the Chairman of the Panel of the failure of the parties to adjust the dispute and of their desire to avoid the taking of a strike vote and the setting of a strike date. If, in the judgment of the Chairman of the Panel, the dispute is such that if unadjusted, even in the absence of a strike vote, it may interfere with the prosecution of the war, he may thereupon select three members of the Panel to serve as an emergency board to investigate such dispute and to report thereon to the President. Subject to the provisions of Section 10, such board shall have exclusive and final jurisdiction of the dispute and shall make every reasonable effort to settle such dispute.

3. The National Mediation Board shall furnish the Panel stenographic, investigative, and such other facilities as may be necessary; and within the limits of the funds provided, and upon the certification of the Chairman of the Panel, shall make such other disbursements as are necessary to effectuate this Order.

FRANKLIN D. ROOSEVELT.

THE WHITE HOUSE,  
May 22, 1942.