

*Ninth*  
ANNUAL REPORT OF THE  
NATIONAL  
MEDIATION  
BOARD

INCLUDING  
THE REPORT OF THE  
NATIONAL RAILROAD  
ADJUSTMENT BOARD



*For the Fiscal Year Ended JUNE 30, 1943*



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*For the Fiscal Year Ended* JUNE 30, 1943

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## NATIONAL MEDIATION BOARD

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WILLIAM M. LEISERSON, *Chairman* <sup>1</sup>

GEORGE A. COOK <sup>2</sup>

HARRY H. SCHWARTZ <sup>3</sup>

THOMAS E. BICKERS, *Secretary* <sup>4</sup>

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<sup>1</sup> Appointed March 1, 1943, to succeed Honorable David J. Lewis, resigned.

<sup>2</sup> Chairman from July 1, 1942, to March 1, 1943.

<sup>3</sup> Appointed February 26, 1943, to succeed Honorable Otto S. Beyer, resigned.

<sup>4</sup> Appointed secretary of the Board effective June 1, 1943, to succeed Mr. Robert F. Cole, assigned to other duties.

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## LETTER OF TRANSMITTAL

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NATIONAL MEDIATION BOARD,  
OFFICE OF THE CHAIRMAN,  
Washington, D. C., November 1, 1943.

*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 Ninth Annual Report of the National Mediation Board for the fiscal year ended June 30, 1943, together with the annual report of the National Railroad Adjustment Board, as required by section 3, first (v), of the same act.

WM. M. LEISERSON, *Chairman.*

(v)





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

## **I. SUMMARY AND CONCLUSIONS**

### **1. GENERAL**

The ninth year's work of the National Mediation Board ended June 30, 1943, and this completed the seventeenth year of operation of the Railway Labor Act which was adopted in 1926. Amendments to the act in 1934 created the National Mediation Board. Another amendment in 1936 extended the jurisdiction of the act and the Board to include airline carriers and their employees.

Although the number of labor disputes on the rail and air lines increased during the year, we are pleased to report that, with the exception of a few work-stoppages by small groups of men which were not authorized by the labor organizations, the disputes were settled peacefully in accordance with the procedures provided by the Railway Labor Act, and there was no serious strike or lock-out to interrupt transportation.

The Board's services were invoked in 455 cases, which was an increase of 10 percent over the 419 cases received during the preceding year. At the end of the fiscal year, 425 cases had been disposed of as compared with 370 during the preceding year. Of the 425 cases disposed of, 235, or 55 percent, were disputes involving changes in rates of pay, rules or working conditions, and 190, or 45 percent, were representation disputes.

During the year also, the four divisions of the National Railroad Adjustment Board, which have jurisdiction of disputes requiring interpretation of agreements, disposed of 2,900 such disputes.

Of the cases involving changes in wages and working conditions, five were referred to arbitration boards under the provisions of sections 7 and 8 of the Railway Labor Act. In each of these cases the parties agreed to be bound by the award of a Board of Arbitration consisting of a representative of each party and a neutral chairman. During the fiscal year eight awards were handed down by arbitration boards, three of them being by boards appointed in the preceding year.

Eight emergency boards appointed from the National Railway Labor Panel submitted reports to the President with recommendations for final settlement of the disputes. The Director of Economics Stabilization set aside the recommendations in the most important of these cases, that of the nonoperating employees on the main railroads of the country in which more than a million workers were involved. In another case (Pacific Electric Railway Co.) he reduced a recommended increase of 13 cents an hour for passenger trainmen to 3 cents. In a

third case (Chicago, North Shore & Milwaukee Railroad) a recommended rate of 92 cents an hour was reduced to 90 cents. The action of the Stabilization Director in the nonoperating case and in the case of the Pacific Electric Railway was protested by the organizations representing the employees, and at the end of the fiscal year no final determination had yet been made in these two cases.

During the year a number of court decisions were handed down in cases involving the Railway Labor Act and proceedings before the Board. In the case of the *United Transport Service Employees v. National Mediation Board, et al.*, the United States District Court for the District of Columbia ruled that "Redcaps" employed by the St. Paul Union Depot Co. were a separate craft or class of employees within the meaning of the act and directed the Board to certify the United Transport Service Employees as the duly designated and authorized representative of the redcaps (Civil Action No. 10344). The Board had dismissed an application of the United Transport Service Employees on the ground that the redcaps did not constitute a separate craft or class. The United States Court of Appeals for the District of Columbia affirmed the judgment of the District Court (—Fed. (2d) —). An application has been filed in the Supreme Court by the Brotherhood of Railway and Steamship Clerks for a review of the lower court decisions.

Two cases arising out of jurisdictional disputes between the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen were decided by United States Courts of Appeals. In one case, involving the Missouri-Kansas-Texas Railroad, the Fifth Circuit ruled that an agreement made by the carrier with one organization was valid, but was not binding on the other organization (—Fed. (2d) —). The other case arose on the Southern Pacific Company—Pacific Lines, and the Ninth Circuit affirmed a decision of the District Court holding that the Railway Labor Act does not require exclusive representation of employees by one organization in handling grievances under an agreement (—Fed. (2d) —). Both these decisions are now before the Supreme Court for review.

The United States District Court for the District of Columbia dismissed a suit to set aside a Certification of Representatives made by the Mediation Board after an election on a claim that the Board had erroneously held certain laborers ineligible to vote in the election (*National Fed. of Ry. Workers v. National Mediation Board*, Civil Action No. 15128). The Circuit Court of Appeals for the District of Columbia upheld a ruling of the Board in dismissing an alleged representation dispute on the Chicago & Northwestern Railway, where in fact the dispute involved a controversy as to whether Trainmen or Conductors should perform certain work in the Chicago Yards (*Brotherhood of Railroad Trainmen v. National Mediation Board*, —Fed. (2d) —). The same court affirmed a ruling of the District Court upholding a Board decision that as a matter of law it is required to vote all the employees of a craft employed by a carrier as a single unit in a representation election regardless of whether a portion of the craft had

previously been separately represented by a labor organization (*Switchmen's Union v. National Mediation Board*, — Fed. (2d) —). This case is awaiting final determination by the Supreme Court.

The Attorney General of the United States, in an opinion dated December 29, 1942, answered two questions raised by the Board with respect to agreements that are permissible under the Railway Labor Act. He ruled that provisions in agreements for maintenance of union membership are not permissible, but that a rule that an organization which is the exclusive representative of the employees for collective bargaining purposes shall also be the exclusive representative for the purpose of handling grievances is permissible.

## 2. MEDIATION PROCEEDINGS

The mediation of issues growing out of the making or revising of labor agreements under the Railway Labor Act is always the major responsibility of the National Mediation Board. Among the cases handled in mediation during the fiscal year were four affecting practically all employees of all principal railroads of the country. The railroad employees on the one hand and the railroad managements, speaking for virtually all of the class 1 carriers, on the other hand, arranged to handle their negotiations and subsequent proceedings on a regional basis through comparatively small conference committees.

The best index of the effectiveness of the Railway Labor Act and its agencies is the extent to which they operate to further the settlement of differences over the terms of labor agreements in conferences between the parties directly concerned. Such direct conferences constitute the first and most important step leading to the realization of the objectives of the act, and the more that is settled by the first step, the better for the rail and air carriers, their employees, and the public. Mediation under the auspices of the Board comes into play where direct conferences are not productive of complete agreement, and in a way is an extension of these conferences with the help of the Board and its representatives. As such, mediation under the auspices of the Railway Labor Act may be said to be a safeguard to keep alive and further the conference method for the purpose of adjusting labor differences.

Chapter II of this report, under the caption "Mediation Disputes" describes the Board's activities in connection with such matters during the fiscal year, and outlines some of the problems with which the Board was confronted in its effort to dispose of such cases.

## 3. REPRESENTATION DISPUTES

Basic to the making and maintaining of mutually satisfactory labor agreements are representatives freely chosen by the employees. To assure such free choice, the Railway Labor Act was amended in 1934, and the National Mediation Board was empowered to investigate disputes among employees over representation and to certify who may serve as representatives.

On the whole, since 1934 the act has operated progressively to facilitate the settlement of labor representation questions which otherwise

would have seriously disturbed transportation labor relations and adversely affected the morale of the service.

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 prior to accepting the application for investigation or determination. 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. The policy of the Board in this matter derives from the law, which imposes upon the carrier 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 principle of the law cannot be realized if the representation issue is raised too frequently.

Details in connection with representation disputes handled during the fiscal year are shown in chapter III of this report.

#### 4. 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.

By June 30, 1943, the number of contracts on file with this Board was 4,466 as compared with 3,021 on file as of June 30, 1935.

In addition to the number of contracts referred to there are filed with the Board each year hundreds of supplemental agreements, revisions, and memorandum contracts.

Table XII of this report shows the increase in the number of contracts from year to year since the law became effective.

#### 5. NATIONAL RAILROAD ADJUSTMENT BOARD

Without an agency or agencies such as the National Railroad Adjustment Board to which resort may be had to adjudicate claims involving disputes arising out of grievances or out of interpretation or application of agreements concerning rates of pay, rules or working conditions. The general plan for the maintenance of labor peace and harmony underlying the Railway Labor Act would be incomplete. Its objectives, in other words, would not be realized in their entirety.

The report of the National Railroad Adjustment Board as hereinafter incorporated, outlines the activities of that Board during the present fiscal year.

#### 6. CONTRACTS IN THE AIR TRANSPORT INDUSTRY

In 1936 the commercial air lines and their employees were made subject to the Railway Labor Act. The development of labor relations in the air transport industry, as contemplated by the act made further progress in the course of the past fiscal year.

Chapter IV, item 3, of this Report outlines the Board's observation of the relationship between the air lines and their employees.

## II—RECORD OF CASES

### 1. CASES HANDLED BY THE BOARD

The upward trend of cases submitted to and disposed of by the Board under the Railway Labor Act was again pronounced during the fiscal year 1943, when for the fourth successive year a new high was recorded both in the number of cases docketed and the number of cases disposed of. During the year 455 applications for the Board's services were docketed. In the same period 425, or 94 percent of the number docketed, were handled and settled peaceably, as contemplated under the act, and the cases closed. The greatest number previously docketed and handled in any one year was during the year immediately preceding; viz, the fiscal year 1942, when 419 disputes were docketed and 370, or 88 percent of the number docketed, were handled and disposed of. The year just concluded shows an increase of approximately 9 percent in cases docketed and 15 percent in cases settled over the previous year. The increases recorded in 1943 over the average for the 5-year period 1938-43, in cases docketed and settled, were 59 and 49 percent respectively.

On July 1, 1942, the start of the fiscal year covered by this report, there were 154 docketed cases pending and unsettled. Adding these to the 455 new cases docketed during the year makes a total of 609 cases requiring the Board's services. During the year settlements were effected in 425 disputes, leaving a total of 184 cases pending and unsettled as of June 30, 1943, when the fiscal year ended.

The 184 open disputes constituted the largest backlog of unsettled cases remaining on the Board's docket at the close of any fiscal year since 1936, when the number was exceeded by 1. 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 number of unsettled cases at the end of each year has increased, with 101, 105, 154, and 184 at the close of the past 4 years respectively. The increase in unsettled cases at the close of the fiscal year 1943 was 19 percent over the previous year. Thus, in spite of the fact that the Board and its staff of mediators were able to dispose of an all-time high number of cases in 1943, and 15 percent more cases than in 1942, the increase in new applications for the Board's services brought about an increase of 19 percent in the backlog of unsettled disputes at the year's end.

Labor disputes subject to the jurisdiction of the National Mediation Board fall generally into three different types:

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

- (2) Disputes between carriers and their employees involving the terms of proposed changes in rates of pay, rules, or working conditions.
- (3) The interpretation of mediation agreements where controversies arise between the parties as to the meaning or application of such agreements.

Disputes in the above three categories are designated for the purposes of the Board's records as "representation," "mediation," and "interpretation" cases respectively.

Table I 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, 1943. During the 9-year period, a total of 2,568 new cases was docketed. Adding to this number the 96 cases pending and unadjusted, inherited from the former United States Board of Mediation, replaced by the present Board in 1934, makes a total of 2,664 cases requiring the services of this Board since its inception. During this period the disputed issues were resolved in 2,480 cases, or 93 percent of the grand total, and the dockets closed. There was on June 30, 1943, a backlog of 7 percent of this grand total. A total of 1,434 mediation cases was docketed during this 9-year period as compared with 1,120 representation disputes. The number of such cases disposed of during the period was 1,373 and 1,093 respectively. In the 9-year period there have been only 14 interpretation cases docketed. On June 30, 1943, interpretations had been rendered on all 14 of these cases.

As indicated by table I, a substantially larger number of mediation cases than representation disputes have been docketed and settled during the 9-year period of the present Board's existence. Although the number of representation disputes settled was larger in 1935, 1936, and 1938, since the year last named, settlements of mediation cases docketed and settled have maintained a substantial lead. The number of disputes in both types settled during 1943 exceeded any previous year in the Board's history.

The following percentages reflect the comparison of mediation and representation cases received and disposed of during the 9-year period.

	<i>Mediation</i>	<i>Representation</i>
Docketed.....	56.8	43.2
Disposed of.....	55.7	44.3

In the category of representation disputes the number disposed of has increased yearly for the past 5 years, reaching a record high of 190 cases settled in 1943. There are three principal reasons for this. First, the number of representation disputes among organizations already established in the rail industry (interunion disputes) continued high. Second, many groups of employees and subordinate officials entitled to representation under the Railway Labor Act, who had not previously been so represented, have taken advantage of this privilege under the law. Among such groups, railroad police and mechanical department foremen were particularly active in securing representation. Lastly, a number of representation disputes involved organizations already holding representation in other industries not covered by the Railway Labor Act, which are now seeking representation of certain groups in both the railroad and air line industries.

The steady increase in railroad employment as reflected in the following table, and adjustments in the work assignments to meet the heavy transportation demands in time of war, result in disputes which have and will no doubt, continue to augment the number of cases filed with this Board.

*Number of employees <sup>1</sup> on American railroads*

Year:	<i>Number of employees</i>
1938.....	939, 171
1939.....	987, 675
1940.....	1, 026, 848
1941.....	1, 139, 925
1942.....	1, 270, 687

<sup>1</sup> Represents the average number of 12 midmonth counts of each year for railroads reporting employees and their compensation to the Interstate Commerce Commission.

At the close of each fiscal year a number of matters which seem likely to develop into cases were in the stage of development by the Board. This development procedure will likely become all the more necessary during the coming fiscal year, when parties not experienced in handling matters under the Railway Labor Act will have to be familiarized with the procedures under the act. The tabulation of cases does not, therefore, fully encompass all of the matters in connection with which the Board's services have been sought.

TABLE 1.—Number of cases received and disposed of, fiscal years 1935-43

Status of cases	All types of cases										Representation cases									
	9-year period	Fiscal year—									9-year period	Fiscal year—								
		1943	1942	1941	1940	1939	1938	1937	1936	1935		1943	1942	1941	1940	1939	1938	1937	1936	1935
Cases pending and unsettled at beginning of period.....	96	154	105	101	89	145	148	185	182	96	24	40	29	26	24	27	53	47	65	24
New cases docketed.....	2,568	455	419	307	293	179	238	222	203	252	1,120	201	152	132	97	83	112	107	99	137
Total number of cases on hand and received.....	2,664	609	524	408	382	324	386	407	385	348	1,144	241	181	158	121	110	165	154	164	161
Cases disposed of.....	2,480	425	370	303	281	235	241	259	200	166	1,093	190	141	129	95	86	138	101	117	96
Cases pending and unsettled at end of 9-year period.....	184	184	154	105	101	89	145	148	185	182	51	51	40	29	26	24	27	53	47	65

  

Status of cases	Mediation cases										Interpretation cases									
	9-year period	Fiscal year—									9-year period	Fiscal year—								
		1943	1942	1941	1940	1939	1938	1937	1936	1935		1943	1942	1941	1940	1939	1938	1937	1936	1935
Cases pending and unadjusted at beginning of period.....	72	113	76	73	64	117	95	138	117	72	0	1	0	2	1	1	0	0	0	0
New cases docketed.....	1,434	254	265	174	191	95	123	115	102	115	14	0	2	1	5	1	3	0	2	0
Total number of cases on hand and received.....	1,506	367	341	247	255	212	218	253	219	187	14	1	2	3	6	2	3	0	2	0
Cases disposed of.....	1,373	234	228	171	182	148	101	158	81	70	14	1	1	3	4	1	2	0	2	0
Cases pending and unsettled at end of 9-year period.....	133	133	113	76	73	64	117	95	138	117	0	0	1	0	2	1	1	0	0	0



## 2. DISPOSITION OF CASES

During the past year the Board disposed of 425 cases. This total is composed of 190 disputes among employees over representation, 234 disputes between carriers and their employees requiring mediation, and 1 case in which the Board made an interpretation of 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 its inception in 1934.

### REPRESENTATION DISPUTES

Of the 190 representation cases disposed of during the year, 103 were by secret ballot elections. In 80 cases, balloting was by ballot box and in 23 cases the ballot was taken exclusively by United States mail. Mail elections are usually conducted among groups where the employees are too widely scattered or too few to make a personal ballot practicable. In general, it may be said that a personal ballot election is preferable where the concentration of the employees to be voted is rather large at various voting points, or where the class of employees involved makes a personal ballot desirable from the standpoint of the number of such employees who might have difficulty in properly executing and returning mail ballots. The Board determines the procedure it thinks best.

Fifty-nine representation disputes were resolved by checking employee signatures on authorization cards against authentic carrier records bearing the employees' signatures. These 59 cases represent 37 percent of all representation disputes settled during the year, this percentage being the same as during the fiscal year 1942. During the 8-year period 1935-42, the proportion of representation disputes settled by checks of authorizations was 23 percent. In general, checks of authorizations are authorized by the Board only in cases where employees are not covered by a collective bargaining agreement and where no rival organizations had exhibited or claimed an interest in connection with the determination of representation of the employees involved.

In three cases disposed of during the year 1943, the carrier voluntarily recognized the claim of the organization to representation of the employees concerned, making a formal certification by the Board unnecessary. Eleven cases were withdrawn by the applicant or organization after commencement of investigation by the mediator, and in four cases the application for the Board's services was withdrawn prior to such investigation. Five applications were dismissed by the Board when its investigation revealed no bona fide representation dispute existed among the employees involved. Five cases were closed without certification when the elections conducted resulted in no contestant receiving a majority of the legal votes cast.

As shown by table 2, a total of 1,093 representation disputes have been disposed of during the 9-year period of the Board's operations. Of this number, 900, or 82 percent, were resolved by the issuance of certifications after elections or checks of authorizations. In 37 instances, the right of the petitioning organization to represent the employees concerned was voluntarily recognized by the employer, no formal certification being necessary. Therefore, out of the total of 1,093 disputes coming before the Board, representation rights were established in 937 cases, or 96 percent.

TABLE 2.—*Number of cases disposed of by type of case and method of disposition, years 1935-43*

Type of case and method of disposition	9- year pe- riod	Fiscal year ending June 30—								
		1943	1942	1941	1940	1939	1938	1937	1936	1935
Grand total.....	2, 480	425	370	303	281	235	241	259	200	166
Representation cases, total.....	1, 093	190	141	129	95	86	138	101	117	96
Election.....	635	103	62	67	65	51	94	55	82	56
Checks of authorizations.....	265	59	52	36	15	12	18	20	20	33
Representatives recognized without formal cer- tification.....	37	3	7	2	2	2	7	8	2	4
Withdrawn during investigation.....	82	11	14	10	9	11	8	9	9	1
Withdrawn prior to investigation.....	25	4	0	7	1	2	4	4	2	1
Dismissal.....	37	5	2	4	3	8	7	5	2	1
Closed without certification.....	12	5	4	3						
Mediation cases, total.....	1, 373	234	228	171	182	148	101	158	81	70
Mediation agreements.....	706	<sup>1</sup> 105	132	115	93	76	63	62	36	24
Arbitration agreements.....	24	5	4	4	<sup>2</sup> 3	<sup>1</sup> 3	<sup>1</sup>	<sup>3</sup>	1	
Referred to Emergency Boards constituted under sec. 10 of Railway Labor Act.....	18	0	2	7		2	1	6		
Referred to Panel Emergency Board consti- tuted under Executive Order 9172.....	20	20								
Withdrawn during mediation.....	291	48	56	24	36	33	21	36	17	20
Withdrawn prior to mediation.....	173	17	17	12	39	15	9	34	10	20
Closed by Board after refusal to arbitrate by—										
Carriers.....	80	16	12	5	6	8	4	14	13	2
Employees.....	11	4	2	3		1			1	
Both parties.....	35	18	3	1	4	7	1	1		
Dismissed.....	15	1			1	3	1	2	3	4
Interpretations of mediation agreements.....	14	1	1	3	4	1	2		2	

<sup>1</sup> Includes 1 mediation and arbitration agreement.<sup>2</sup> Includes 2 mediation and arbitration agreements.<sup>3</sup> Includes 1 mediation and arbitration declined.

### MEDIATION DISPUTES

When cases involving changes in rates of pay, rules, or working conditions are submitted to the Board, it has been found that the most desirable means of disposing of such controversies between the carriers and their employees is by effecting a meeting of the minds through the processes of mediation, and that such meeting of minds be reflected in an agreement witnessed by the mediator. Successful disposition of cases in mediation not only reflects the success of the mediator's contribution as an intermediary between the disputants but also reflects a recognition by both parties to the dispute of the spirit and intent of the act to provide a means to peaceably solve their differences. The importance of successful mediation is more impressive when it is realized that under the Railway Labor Act mediation is invoked only after the parties to a dispute have made earnest efforts to reach an agreement through direct negotiations. One of the most important assets in successful mediation is the injection of suggestions and ideas into the discussions which many times are helpful in effecting settlements by bringing new light on the issues involved. Settlements made through mediation also, if properly handled, should bring about a better feeling between the representatives of the disputing parties, and have a beneficial effect in encouraging the disposition of future controversies by means of direct negotiation without the need of resorting to Governmental assistance. Such settlements are fully in accord with the spirit and intent of the Railway Labor Act.

Another and an entirely satisfactory method of disposing of cases in mediation is the withdrawal of the application for mediation during the mediator's handling of the case. It frequently occurs after a considerable time has been spent by the mediator that the parties come to an agreement. In some such cases the invoking party will withdraw its application. Again, withdrawals are sometimes made to permit the parties to resume direct negotiations, and in other instances it develops that prosecution of the dispute through the full handling prescribed under the act may be considered inopportune. Regardless of the specific reasons that make a withdrawal seem desirable, the outstanding fact is that through the process of mediation, means have been found to effect a peaceable disposition of the dispute, as contemplated under the act.

During the fiscal year 1943, 234 mediation cases were disposed of, and of this number 105, or 45 percent, were settled by mediation agreements. For a variety of reasons, the proportion of disputes settled by mediation agreements to ones made by the same method during the two preceding years declined rather sharply, as well as the proportion of settlements by this method to other methods of disposition. There were several factors which contributed to this situation.

It will be noted from table 2, there were 20 cases submitted to the National Railway Labor Panel under Executive Order No. 9172, and further that there were 38 cases disposed of by refusals to arbitrate.

Further, the number of cases disposed of by refusals to arbitrate were considerably in excess of the number so closed in any previous year. This situation was brought about by a number of circumstances growing out of industrial unrest which is always prevalent during times of war.

During the fiscal year, a number of major problems were handled under the Railway Labor Act, among which were national cases involving the manning of Diesel-powered locomotives, and revision of the wage scales for employees engaged in engine service.

National wage questions have been presented by both the operating (representing approximately 350,000 employees) and nonoperating groups (representing over 1,000,000 employees), and many cases involving practically the complete revision of schedules have been handled through the processes of the act. Statistical comparison does not, therefore, completely reflect a picture of the functioning of the Railway Labor Act during the fiscal year when our Nation was at war, and when major issues were being instituted and progressed without interruption to essential transportation.

The national organizations made a no-strike pledge to the United States and the large number of refusals to arbitrate can no doubt be attributed to some extent to the feeling that matters ultimately would be handled by the National Railway Labor Panel.

As indicated, 20 cases which were considered of a major character were disposed of by Emergency Board Panels under Executive Order No. 9172.

In addition to the 105 mediation agreements, 48 disputes were disposed of by the applicant withdrawing its invocation for the Board's services after the commencement of mediation conferences.

Under the Railway Labor Act if cases cannot be disposed of by mediation or an agreement of withdrawal, the Board is required as its final action under the law, to endeavor to induce the parties to submit their controversy to arbitration. While the act does not provide for any compulsion as to arbitration, the Board in carrying out its obligation to endeavor to induce the parties to submit their differences to arbitration has emphasized the spirit and intent of the act to dispose of disputes peaceably. The Board does not consider its proffer of arbitration a perfunctory performance, but that its duty to endeavor to secure an arbitration agreement after other efforts have failed is equally important as that in connection with its efforts to otherwise dispose of the dispute in mediation. The importance of disposing of disputes peaceably during the days of grave national emergency has been strongly emphasized by the Board in its efforts to settle such matters under the act. During 1943, 5 mediation cases were disposed of by securing agreements between the parties to submit their differences to arbitration. The grand total of arbitration agreements secured since the beginning of the Board's work in 1934 was 24.

During 1943, cases disposed of by the three methods, viz., mediation agreements, arbitration agreements and withdrawn during mediation, numbered 158, or 67 percent of the total number of cases disposed of. The cause for the decrease in 1943 was attributed to several factors, one of which was the general wage question affecting all railroad employees. Experience has demonstrated that when major issues of this character are pending, mediation efforts in connection with other matters are much more difficult. A large number of refusals to arbitrate together with the number of cases submitted to the National Railway Labor Panel are also factors which contributed to this decrease and the resultant increase in the number of cases on hand June 30, 1943.

During the year 17 cases were withdrawn prior to the commencement of mediation proceedings, either as a result of exchange of correspondence between the Board's offices and the parties or by independent action on the part of the applicant. Included in the total of 38 cases of refusal to arbitrate were 16 cases in which arbitration was declined by the carriers, 4 cases by the employees, and 18 cases in which arbitration was declined by both parties. One case was dismissed by the Board after investigation by the mediator had developed that the subject of the dispute was one that should properly be handled before the National Railroad Adjustment Board.

### PROBLEMS IN MEDIATION

While the parties to disputes generally have recognized their obligation to exhaust every reasonable effort in conference to dispose of their differences, there have been situations where conferences in connection with numerous and important questions have been concluded in some instances in a few hours and in other instances in a few days. Experience has demonstrated that complete negotiations cannot be conducted in short periods of time, and the Board has, in

some instances, been urging resumption of conferences. We are pleased to state that in a number of instances conferences were resumed by the parties in an effort to agree upon the various items, or at least minimize the number in connection with which Government assistance would be desired. The Board cannot emphasize too strongly the desirability of thorough explorations by the parties before submission to this Board.

Some delays have been experienced after mediation is undertaken by a lack of authority of negotiating representatives, and the Board has endeavored to impress both the employers and the employees with the necessity of vesting their negotiating officers with necessary authority to proceed as contemplated under the act. It is most difficult, and oftentimes impossible, for the mediator to contribute to a solution of a controversy because of positions taken by one side or the other that it is under certain definite instructions from its superior officers. Much time of the Board and that of the parties could be saved if those negotiators have full authority to dispose of the issues.

While reasonable delays in the handling of cases are expected when emergencies or unforeseen circumstances arise requiring the attention of the negotiators, the Board has endeavored to impress the parties with the necessity for holding conferences with reasonable continuity. The Board maintains a relatively small staff of field mediators, and there is always a demand for their services. The necessity for conserving time during this period of grave national emergency is even more pronounced, and the Board has endeavored to impress the parties with this thought.

The employees represented by certain organizations have an interlocking seniority relationship in two crafts or classes, such as engineers and firemen, and conductors and trainmen. The Board has received cases from one organization requesting changes which another organization contended infringed upon its rights. Such questions are primarily jurisdictional and ones in connection with which it is most difficult for the Board to contribute toward a solution.

Disposition of cases which involved requested changes in rates of pay or rules which would have the effect of increased compensation has proved most difficult during the fiscal year, when the national wage issues were so active. Certain carriers have taken the position in some instances, that Executive orders issued in connection with the Government's stabilization program precluded upward adjustments in wages or compensation, while employees have contended that requests for so called standardization, equalization, or adjustments were proper. The uncertainty as to the outcome of the national wage questions delayed disposition of cases involving wages on railroads which were not a party to the national movement.

While there has been substantial uniformity in fundamental rules on most of the principal carriers, there are others on which rules such as those covering compensation for Sunday and holiday service are different from the rules generally in effect.

The organizations have instituted programs looking to the standardization of certain so-called fundamental rules. After rules have been negotiated and have been in force and effect for a long period of years, requested changes oftentimes create difficult disputes.

Another type of dispute which has been submitted to the Board is that with respect to the expansion of the scope coverage of agreements

covering clerical, office, station, and storehouse employees. In the past agreements have been negotiated whereby certain positions had been excepted from the application of the rules. These exceptions included certain positions whose duties were of a confidential, supervisory, technical, or specialized nature. Employees have sought to revise the scope rules by including such positions. Both by direct conference and with the assistance of the Board many of such questions have been disposed of after extended conferences.

Carriers in many instances, have objected to the wording of rules which were generally in effect elsewhere because of some award which may have been rendered by the National Railroad Adjustment Board and have insisted upon different wording of the rule, or an interpretation different from the findings of the National Railroad Adjustment Board.

### 3. CARRIERS INVOLVED IN DISPUTES

Table 3 shows the spread of the utilization of the Board's services as among the various classes of carriers subject to the Railway Labor Act. The class I carriers, of which there were 137 reporting to the Interstate Commerce Commission during 1943, employ approximately 95 percent of the Nation's railroad workers. Logically, therefore, the services of the Board were chiefly occupied on such carriers. Due to the national wage movements of both the operating and nonoperating rail workers during the year, as well as other large cases progressed by the operating employees, practically all of the class I carriers were involved in disputes handled by the Board during 1943. The table shows that 134 class I carriers were parties to 239 cases disposed of during the year. These numbers constitute 98 percent of the class I carriers and 56 percent of the total cases disposed of. The next most important classification of carriers involved in cases disposed of during the year was that of switching and terminal companies. Out of a total of 228 such carriers, 122 were involved in 102 cases disposed of. In 6 cases having to do with the national movements above mentioned, a large number of switching and terminal companies were involved, this fact accounting for the disparity between the number of carriers and the number of cases in which they were concerned. The number of air lines increased one in 1943 over the number in 1942.

TABLE 3.—Number of different carriers involved in cases<sup>1</sup> by classes of carriers, with percentages, fiscal year 1943

Classes of carriers	Total carriers		Different carriers involved in—							
			All cases		Representa- tion cases		Mediation cases		Interpreta- tion cases	
	Num- ber	Per- cent	Num- ber	Per- cent	Num- ber	Per- cent	Num- ber	Per- cent	Num- ber	Per- cent
Class I railroads.....	137	100	134	98	100	73	132	96	1	1
Class II railroads.....	180	100	72	40	10	5	68	38		
Class III railroads.....	202	100	12	6	2	1	11	5		
Switching and terminal companies.....	228	100	122	54	42	19	111	49		
Electric railways.....	82	100	29	35	7	9	25	31		
Miscellaneous carriers.....	( <sup>2</sup> )	( <sup>2</sup> )	16	( <sup>2</sup> )	4	( <sup>2</sup> )	14	( <sup>2</sup> )		
Air carriers.....	19	100	5	26	2	10	3	16		

<sup>1</sup> Carriers reporting to the Interstate Commerce Commission during 1943, except for air carriers, the latter being the number of operating companies as of June 30, 1943.

<sup>2</sup> Not available.

#### 4. MAJOR GROUPS OF EMPLOYEES INVOLVED IN CASES

Table 4 shows the number of cases disposed of during the fiscal year by types, and subdivided among the major groups of employees involved. As has been the case for some years past, the train, engine, and yard service groups were concerned in the largest number of cases, both mediation and representation. Next in numerical order of number of cases disposed of, come the maintenance of equipment, clerical, office, station and storehouse, and the maintenance-of-way and signal department groups. An increase was shown in the number of cases involving railway police employees, as this group has been particularly active in securing representation rights during the past 3 years. Practically every craft or class of railroad employees and practically all air-line pilots were involved in one or more of the 425 cases disposed of during 1943.

TABLE 4.—Number of cases disposed of, by major groups of employees, fiscal year 1943

Major groups of employees	Number of—			
	All types of cases	Representa- tion cases	Media- tion cases	Interpreta- tion cases
Total, all groups of employees.....	425	190	234	1
Combined groups.....	11		11	
Train, engine, and yard service.....	154	78	75	1
Maintenance of equipment.....	67	28	39	
Clerical, office, station and storehouse.....	59	15	44	
Redcaps.....	5	1	4	
Maintenance of way and signal.....	43	17	26	
Dispatchers and telegraphers.....	24	10	14	
Pullman and train porters and dining car.....	16	6	10	
Railway patrolmen and police.....	22	20	2	
Marine service.....	7	5	2	
Air-line employees.....	7	2	5	
Miscellaneous railroad employees.....	10	8	2	

### III. REPRESENTATION DISPUTES—ELECTIONS

#### 1. ELECTIONS AND CERTIFICATION OF REPRESENTATIVES

During the fiscal year 1943, the Board received and docketed 201 representation cases. This number, added to the 40 cases on hand at the beginning of the year, produced a total of 241 cases requiring investigation. Of this number 190 cases were disposed of, leaving a balance of 51 unsettled representation disputes on hand as of June 30, 1943. The 201 cases docketed was an increase of 49 over the previous year. The number of cases disposed of increased by the same number, 49. The proportions of these increases are 32 and 35 percent respectively.

The Railway Labor Act makes it the duty of the Board to determine the choice of employee representatives separately for each craft or class. Many of the representation disputes settled during the year involved more than one craft or class. Accordingly, there were substantially more specific representation disputes disposed of during the year than the total number of cases. Thus, there were 233 separate crafts or classes concerned in the 190 cases disposed of during 1943. The number of cases, and crafts or classes in such cases, settled in 1942, were 141 and 196 respectively.

A grand total of 31,032 employees were involved in the 190 representation disputes settled during 1943. This number is the third smallest for any year since 1934, the two lesser years being 1941, with 26,708 employees, and 1940, with 19,137. The yearly average number of employees involved in representation cases for the 9-year period, 1934-43, is 49,389. The average number of employees involved per case in 1943 was 163. For the fiscal year 1935 the average number of employees per case was 877.

By and large, the greatest number of employees involved in individual representation cases in the 9-year period has been among the shop craft, clerical, and maintenance-of-way groups. In the earlier years of this Board's history, representation disputes accounted for a large part of the work of its members and staff. As the years have progressed, representation among the larger groups has been stabilized to a very considerable extent. However, representation disputes between established organizations, and the recent trend of many smaller groups previously unrepresented to secure the benefits of collective bargaining under the act have operated to bring the number of cases to a new high during 1943.

Of the 190 cases involving 233 crafts or classes, certifications were issued by the Board in 162 cases, establishing representation rights for 204 crafts or classes of employees. Certifications for 120 crafts or classes were based upon the results of secret elections, whereas, for 84 crafts or classes, certifications were issued based on checks of the employee signatures appearing on authorization cards against appropriate records of the carriers. In three additional cases, involving the same number of crafts or classes, representation was voluntarily recognized by the carriers. Accordingly, representation rights were established during the fiscal year 1943, under the terms of the act, for a total of 207 crafts or classes involving 25,826 employees.



TABLE 5.—Number of cases, crafts or classes, and employees involved in representation disputes, by method of disposition, fiscal years 1935-43

Method of disposition	9-year period	Number of cases									9-year period	Number of crafts or classes									
		Fiscal year—										Fiscal year—									
		1943	1942	1941	1940	1939	1938	1937	1936	1935		1943	1942	1941	1940	1939	1938	1937	1936	1935	
Total, all cases.....	1, 093	190	141	129	95	86	138	101	117	96	1, 795	233	196	174	115	152	244	168	209	304	
Elections.....	635	103	62	67	65	51	94	55	82	56	1, 112	120	94	105	84	94	173	80	153	209	
Checks of authorizations.....	265	59	52	36	15	12	18	20	20	33	423	84	74	40	16	15	30	43	39	82	
Representatives recognized without formal certification.....	37	3	7	2	2	2	7	8	2	4	50	3	8	2	2	2	9	17	3	4	
Withdrawn during investigation.....	82	11	14	10	9	11	8	9	9	1	114	12	14	10	9	21	15	17	9	7	
Withdrawn prior to investigation.....	25	4		7	1	2	4	4	2	1	34	4		10	1	8	4	4	2	1	
Dismissed.....	37	5	2	4	3	8	7	5	2	1	50	5	2	4	3	12	13	7	3	1	
Closed without certification.....	12	5	4	3							12	5	4	3							

Method of disposition	9-year period	Number of employees involved								
		1943	1942	1941	1940	1939	1938	1937	1936	1935
Total all cases.....	444, 508	31, 012	42, 385	26, 708	19, 137	65, 909	52, 167	57, 923	65, 059	84, 208
Elections.....		351, 308	21, 074	36, 932	22, 685	16, 543	52, 793	46, 569	25, 255	68, 552
Checks of authorizations.....		33, 934	4, 678	3, 314	1, 944	600	863	3, 459	2, 225	13, 572
Representatives recognized without formal certification.....		24, 417	74	602	107	160	69	426	22, 633	301
Withdrawn during investigation.....		18, 076	1, 418	1, 187	1, 382	1, 412	4, 672	691	4, 970	1, 700
Withdrawn prior to investigation.....		4, 436	3, 340		202	35	168	337	297	7
Dismissed.....		11, 849	213	229	236	387	7, 344	685	2, 543	76
Closed without certification.....		488	215	121	152					

Method of disposition	9-year period	Number of employees participating								
		1943	1942	1941	1940	1939	1938	1937	1936	1935
Total, all cases.....	331,582	20,766	34,898	21,769	15,855	47,438	43,036	23,678	55,760	68,382
Elections.....	309,801	18,285	32,594	20,304	15,416	46,828	40,965	22,240	53,613	59,556
Checks of authorizations.....	21,308	2,273	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.....	473	208	119	146						

During the year, 11 applications for the investigation of representation disputes were withdrawn during investigation by the mediator. In 4 cases, applications were withdrawn prior to the start of investigation. Five applications were dismissed by the Board when its investigation showed no representation disputes existed among the employees within the meaning of the law. Elections were conducted in 5 cases but no certification could be issued since no organization or individual received a majority of legal votes cast in any of them. The 25 cases discussed in this paragraph involved 26 crafts or classes, and a total of 5,186 employees.

In 1943, 87 percent of all employees eligible to vote cast their ballots in the representation elections conducted by the Board. This percent for the 9-year period, 1935-43, is 88. It is therefore quite evident that the employees generally attach major importance to their right under the Railway Labor Act to designate their bargaining representatives by majority vote in secret ballots.

Table 5 shows, for the 9-year period 1935-43, the number of cases, the number of crafts or classes, the number of employees involved, and the number participating in all representation disputes disposed of by the Board, subdivided by methods of disposition.

## 2. MAJOR GROUPS OF EMPLOYEES INVOLVED IN REPRESENTATION DISPUTES

Table 6 shows the number of crafts or classes and the number of employees, classified according to major groups, involved in all representation cases disposed of during the past year.

TABLE No. 6.—*Number of crafts or classes and number of employees involved in representation cases, by major groups of employees, fiscal year 1943*

Major groups of employees	Number of cases	Number of crafts or classes	Employees involved	
			Number	Percent
All groups.....	190	233	31,014	100
Engine, train, and yard service.....	78	86	11,186	36
Maintenance-of-equipment.....	28	60	6,867	22
Clerical, office, station, and storehouse.....	15	15	4,097	13
Redcaps.....	1	1	10	(1)
Maintenance-of-way and signal.....	17	18	974	3
Dispatchers and telegraphers.....	10	11	373	1
Pullman and dining car.....	6	6	2,172	7
Railway patrolmen and police.....	20	20	1,254	4
Marine service.....	5	5	545	2
Miscellaneous rail employees.....	8	9	254	(1)
Air-line employees.....	2	2	3,282	11

<sup>1</sup> Less than  $\frac{1}{2}$  of 1 percent.

During 1943, as in several years past, the group of train, engine, and yard service employees, commonly designated as the "operating" crafts or classes, accounted for the largest number of representation cases handled, the figure being 78. This was over twice as many as in the preceding year, when this group was involved in 33 cases. The number of crafts or classes as well as the number of employees concerned were also the highest in any group reported, being 86 and 11,186 respectively. Included in the total number of employees is one case involving 3,283 men. The average number of employees per case in all cases

was 143. Omitting the large case, the average number was 103. The same figure for the previous year was 85. These figures indicate a renewal of efforts by certain established organizations to acquire representation of groups now represented by others, with the groups of employees concerned increasing in size.

In the maintenance of equipment group the number of cases and crafts or classes involved was about the same as for the previous year, but the number of employees sharply declined. The total number of employees in this group involved in representation cases during 1943 was 6,827, compared with 22,359 in 1942. The 1943 figure includes 1 case involving 4,966 employees alone. It is apparent, therefore, that aside from this major case, others in the total of 28 representation cases in this group were what might be termed "clean-up" cases. Omitting the one large case, the average number of employees involved in maintenance of equipment representation cases was 70.

Of the 190 representation disputes disposed of, 28 cases or 15 percent of the total, involved maintenance of equipment employees. These cases accounted for 60 or 26 percent, of the crafts or classes, and 6,867, or 22 percent, of the total employees involved in all representation cases. The following tabulation shows the trend, over the period 1938-43, of representation disputes involving maintenance of equipment employees as compared with all representation cases.

Fiscal year	Cases		Crafts or classes		Employees	
	Number	Percent of total	Number	Percent of total	Number	Percent of total
1943.....	28	15	60	26	6,867	22
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

For the purpose of this report, representation cases are considered to fall generally within two major categories: 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. Certain national organizations which have in the past represented employees in industries not subject to the Railway Labor Act have recently become active in the railroad field in connection with representation of employees heretofore represented by the so-called national railway organizations.

Table 7 shows the distribution of all representation cases settled, according to types of organizations, with the number of crafts or classes, and number of employees involved, for the 9-year period 1935-43.

Approximately 50 percent of the employees involved in representation disputes during the fiscal year 1943 were included in cases in the first category mentioned above. As shown by table 7, this proportion is very considerably less than in previous years. The percentage of employees in the first group over the 9-year period is 82. This indicates

TABLE 7.—Number of crafts or classes and number of employees involved in representation cases, by types of disputes, fiscal years 1935-43

Types of disputes	Number of cases										Number of crafts or classes									
	9-year period	Fiscal year—									9-year period	Fiscal year—								
		1943	1942	1941	1940	1939	1938	1937	1936	1935		1943	1942	1941	1940	1939	1938	1937	1936	1935
Grand total, all types.....	1,093	190	141	129	95	86	138	101	117	96	1,794	232	196	174	115	152	244	168	209	304
Total national organizations versus system associations or unorganized employees.....	708	125	96	79	56	50	85	70	73	74	1,312	162	141	109	75	111	161	134	150	269
National organizations versus system associations.....	277	21	19	26	24	30	45	26	39	47	711	31	33	51	42	78	98	52	86	240
National organizations versus unorganized employees.....	406	102	76	52	29	17	39	40	26	25	574	129	107	57	30	29	62	78	55	27
Local unions versus system associations.....	6					1	1	2	2		8						1		3	
Local unions versus unorganized employees.....	17		1	1	3	2		2	6	2	17		1	1	3	2		2	6	2
System associations versus unorganized employees.....	2	2									2	2								
Total interunion disputes.....	384	65	45	50	39	36	52	31	44	22	481	70	55	65	40	41	82	34	59	35
National organizations versus national organizations.....	304	58	30	30	31	31	34	27	42	21	376	62	33	36	31	35	58	30	57	34
National organizations versus local unions.....	76	7	13	19	8	5	18	4	2		99	8	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 1935-43—Con.

Types of disputes	Number of employees involved										Percent of employees involved									
	9-year period	Fiscal year—									9-year period	Fiscal year—								
		1943	1942	1941	1940	1939	1938	1937	1936	1935		1943	1942	1941	1940	1939	1938	1937	1936	1935
Grand total, all types.....	444,505	31,009	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	100
Total national organizations or local unions versus system associations or unorganized employees.....	362,433	15,870	24,093	21,919	15,577	58,533	38,947	52,066	54,972	80,456	81	51	57	82	81	89	75	90	84	96
National organizations versus system associations.....	322,836	10,284	17,975	18,879	13,021	56,977	34,456	44,581	49,020	77,643	73	33	43	70	68	87	66	77	75	92
National organizations versus unorganized employees.....	34,420	5,586	6,100	2,868	2,409	1,303	4,204	6,034	3,524	2,392	8	18	14	11	13	2	8	10	5	3
Local union versus system associations.....	3,270	-----	-----	-----	-----	107	287	1,117	1,759	-----	(1)	(1)	(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	1
System associations versus unorganized employees.....	4	4	-----	-----	-----	-----	-----	-----	-----	-----	(1)	(1)	-----	-----	-----	-----	-----	-----	-----	-----
Total interunion disputes.....	82,009	15,135	18,292	4,789	3,560	7,376	13,161	5,857	10,087	3,752	19	49	43	18	19	11	25	10	16	4
National organizations versus national organizations.....	58,973	14,283	10,494	2,018	2,306	6,024	6,874	4,928	8,425	3,641	13	46	25	8	12	9	13	8	13	4
National organizations versus local unions.....	22,386	872	7,482	2,548	1,254	1,352	6,287	929	1,662	-----	5	3	17	9	7	2	12	2	3	-----
Local unions versus local unions.....	650	-----	316	223	-----	-----	-----	-----	-----	111	(1)	-----	1	1	-----	-----	-----	-----	-----	-----
System associations versus system associations.....	59	-----	-----	-----	-----	-----	59	-----	-----	-----	(1)	(1)	(1)	(1)	-----	-----	(1)	-----	-----	-----

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

that the large contests between national organizations and system associations, mainly among maintenance of equipment employees, are growing fewer, as wider representation is secured in this group by the national organizations. For the first time in the 9-year period of the Board's activities under the Railway Labor Act, the number of employees involved in representation disputes between national organizations exceeded the number in cases of disputes between national organizations and system associations, the percentages of employees involved in these two classifications of disputes to the total number of employees concerned in all representation cases being 46 and 33, respectively.

The greatest number of cases in the first category reflects the increased activity of national organizations in securing representation of unorganized employees. There were 102 such cases during the year involving but 5,586 employees or an average of about 55 employees per case. The average figure for the previous year was 80. These figures indicate organizational efforts on smaller carriers, also among small groups which heretofore have had no representation under the act.

In the second category of representation cases the most important classification is that involving disputes between national organizations. During 1943 there were 58 such cases, as against an average figure for the preceding 8 years of 31. The number of employees involved in such cases in 1943 was 14,263, as compared with an average annual figure for the preceding 8-year period of 5,588, showing that this activity is extending to larger carriers with larger groups of employees. The Board cannot control this situation under the law. These figures indicate a trend which, unless changed, will in the future cause this single classification of disputes to become more pronounced from the standpoint of the Board's work, than any other type of representation dispute.

During the past year there were 7 representation disputes between national organizations and local unions, a decrease of 6 from the figure for the previous year. Employees involved in such cases decreased from 7,482, in 1942 to 872 in 1943. There were no representation disputes in 1943 between local unions.

#### 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 year 1943.

Of the 201 crafts or classes for which certifications were issued, 196, or 97.5 percent were in favor of national organizations. The national organizations certified received a total of 17,742 votes, or 86 percent of the total ballots including 2,272 proved authorizations.

In disputes between national organizations and system associations, the former were certified in 19 out of a total of 21 crafts or classes involved in such cases, the system associations being certified in the remaining 2. However, the national organizations received 4,944 ballots, or 68 percent, and the system associations 2,353 ballots, or 32 percent, of the total ballots, which included 1,099 proved authorizations.

National organizations were certified as representing a total of 117 crafts or classes in disputes involving unorganized employees.

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, fiscal year 1943*

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 asso- ciations		
	Crafts or classes	Votes	Crafts or classes	Votes	Crafts or classes	Votes	Crafts or classes	Votes	
Grand total, all types.....	201	20, 558	196	17, 742	-----	218	5	2, 403	195
Elections.....	127	18, 285	122	15, 469	-----	218	5	2, 403	195
Proved authorizations.....	74	2, 273	74	2, 273	-----	-----	-----	-----	-----
Total, national organizations or local unions versus system associations or unorganized employees.....	141	11, 019	136	8, 468	-----	-----	5	2, 403	148
National organizations versus system associations.....	21	7, 299	19	4, 944	-----	-----	2	2, 353	2
Elections.....	19	6, 200	17	3, 845	-----	-----	2	2, 353	2
Proved authorizations.....	2	1, 099	2	1, 099	-----	-----	-----	-----	-----
National organizations versus unor- ganized employees.....	120	3, 720	117	3, 524	-----	-----	3	50	146
Elections.....	58	2, 690	55	2, 494	-----	-----	3	50	146
Proved authorizations.....	62	1, 030	62	1, 030	-----	-----	-----	-----	-----
Total interunion disputes.....	60	9, 539	60	9, 274	-----	218	-----	-----	47
National organizations versus na- tional organizations.....	50	8, 758	50	8, 724	-----	-----	-----	-----	34
Elections.....	44	8, 727	44	8, 693	-----	-----	-----	-----	34
Proved authorizations.....	6	31	4	31	-----	-----	-----	-----	-----
National organizations versus local unions.....	10	781	10	550	-----	218	-----	-----	13
Elections.....	6	668	6	437	-----	218	-----	-----	13
Proved authorizations.....	4	113	4	113	-----	-----	-----	-----	-----
Local unions versus local unions.....	-----	-----	-----	-----	-----	-----	-----	-----	-----
Elections.....	-----	-----	-----	-----	-----	-----	-----	-----	-----
Proved authorizations.....	-----	-----	-----	-----	-----	-----	-----	-----	-----

<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.

Table 9 shows the distribution of representation rights among national organizations, local unions, and system associations by crafts or classes, number of employees involved, and the appropriate percentages, in all representation cases disposed of during the fiscal year 1943 in which certifications were issued by the Board. There were 162 cases settled by elections and checks of authorizations during the year, the number of each type of settlement being 103 and 59, respectively. In these 162 cases, representation rights were definitely established for a total of 204 crafts or classes. Of this total, representation was acquired for the first time for 120, was changed for 56, and remained unchanged for 28. The percentages of employees involved in these 3 categories were 21, 62, and 17, respectively. In cases where representation was acquired, national organizations were certified for 98 percent of the crafts or classes, and for the same percent of the employees involved.



TABLE 9.—*Number of crafts or classes certified and employees involved in representation cases,<sup>1</sup> by types of results, fiscal year, 1943*

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, 162 cases.....	204	25,752	198	24,028	1	161	5	1,563
Elections.....	130	21,075	124	19,351	1	161	5	1,563
Proved authorizations.....	74	4,677	74	4,677				
Representation acquired.....	120	5,291	117	5,198			3	93
Elections.....	60	3,919	57	3,826			3	93
Proved authorizations.....	60	1,372	60	1,372				
Representation changed.....	56	15,987	56	15,987				
Elections.....	42	12,682	42	12,682				
Proved authorizations.....	14	3,305	14	3,305				
Representation unchanged.....	28	4,474	25	2,843	1	161	2	1,470
Elections.....	28	4,474	25	2,843	1	161	2	1,470
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—		Total	
		National organizations	Local unions	System associations		National organizations	Local unions	System associations
Grand total 162 cases.....	100	94	1	5	100	100	100	100
Elections.....	81	75	1	5	81	80	100	100
Proved authorizations.....	19	19			19	20		
Representation acquired.....	21	21			21	22		6
Elections.....	15	15			15	16		6
Proved authorizations.....	6	6			6	6		
Representation changed.....	62	62			62	67		
Elections.....	49	49			49	53		
Proved authorizations.....	13	13			13	14		
Representation unchanged.....	17	11	1	5	17	11	100	94
Elections.....	17	11	1	5	17	11	100	94
Proved authorizations.....								

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

## 5. EXTENT AND NATURE OF LABOR REPRESENTATION

Table 10, below, shows, by organizations and crafts or classes, the number and mileage of principal rail carriers whose employees were

represented by organizations as of June 30, 1943. This table also includes, for purposes of comparison, columns showing the percentages of the total mileage of the selected carriers on which employees were represented by the organizations listed during the fiscal years 1936-43, inclusive. These figures reflect a continuous trend during that period toward more complete representation by labor organizations national in scope.

TABLE 10.—*Number and mileage of principal carriers by railroad where employees are represented by various labor organizations, by crafts or classes, June 30, 1943*

Organization and craft or class	Extent of representation on June 30, 1943		Percent of total mileage covered on June 30—							
	Number of carriers	Mileage covered	1943	1942	1941	1940	1939	1938	1937	1936
Total.....	139	229, 140								
Brotherhood of Locomotive Engineers:										
Locomotive engineers.....	123	220, 813	96	98	98	98	98	97	97	96
Locomotive firemen, hostlers, and hostler helpers.....	2	424	(1)	(1)	(1)	(1)	(1)	1	1	1
Brotherhood of Locomotive Firemen and Engineers:										
Locomotive firemen, hostlers, and hostler helpers.....	130	226, 118	99	99	98	98	98	98	98	96
Locomotive engineers.....	11	5, 827	2	1	1	1	1	1	1	---
Hostlers.....	1	682	(1)	(1)	(1)	(1)	(1)	---	---	---
Order of Railway Conductors of America:										
Conductors (road).....	119	205, 846	90	98	98	98	98	99	99	97
Brakemen, flagmen, baggagemen (road).....	5	863	(1)	(1)	(1)	(1)	(1)	---	---	---
Yard foremen, helpers, and switchtenders.....	3	8, 887	4	4	4	4	4	4	4	4
Yardmasters.....	7	11, 331	5	6	6	6	5	5	4	1
Dining-car stewards.....	2	8, 641	4	4	4	10	10	---	---	---
Dining-car cooks.....	3	23, 107	10	10	6	6	6	---	---	---
Brotherhood of Railroad Trainmen:										
Brakemen, flagmen, baggagemen (road).....	132	227, 637	99	99	99	99	99	99	99	97
Conductors (road).....	19	23, 256	10	2	2	2	2	1	1	1
Yard foremen, helpers, and switchtenders.....	124	210, 436	92	93	92	92	92	86	87	85
Yardmasters.....	21	35, 411	15	13	13	7	7	6	6	1
Dining-car stewards.....	44	163, 969	72	70	71	63	59	55	48	15
Switchmen's Union of North America:										
Yard foremen, helpers, and switchtenders.....	11	18, 014	8	7	10	10	10	9	9	8
Yardmasters.....	2	2, 273	1	1	1	1	1	---	---	---
Railroad Yardmasters of America: Yardmasters.....	30	117, 029	51	42	42	41	34	40	29	24
Railroad Yardmasters of North America:										
Yardmasters.....	7	10, 747	5	5	5	5	4	4	4	1
Station masters.....	2	6, 793	3	3	5	2	3	2	---	---
Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees: Clerical, office, station, and storehouse employees.....	124	225, 185	98	98	98	96	96	94	93	87
United Transport Service Employees of America: Redcaps, ushers, and station attendants.....	20	76, 753	33	33	28	10	12	4	---	---
Coach, parlor-car, and club-car porters.....	1	682	1	(1)	(1)	---	---	---	---	---
Dining-car cooks and waiters.....	3	10, 309	4	---	---	---	---	---	---	---
The Order of Railroad Telegraphers:										
Telegraphers, towermen, agents.....	124	228, 632	99	99	99	99	98	99	99	90
Train dispatchers.....	6	4, 363	2	2	2	2	2	2	2	2
Telegraph and telephone linemen.....	12	15, 487	7	6	6	6	4	2	2	2
Brotherhood of Railroad Signalmen of America:										
Signal department employees.....	84	206, 310	90	89	89	89	87	86	86	82
Telegraph and telephone linemen.....	3	2, 561	1	1	1	1	---	---	---	---
American Train Dispatchers Association: Train dispatchers.....	88	183, 156	80	79	78	78	78	74	68	66
Railway Employees' Department, A. F. L.: Supervisors of mechanics.....	3	11, 053	5	5	2	---	---	---	---	---
Brotherhood of Maintenance of Way Employees: Maintenance-of-way employees.....	130	214, 668	94	94	93	93	92	92	89	82
Shop laborers.....	4	1, 584	1	3	4	4	3	2	2	1
International Association of Machinists: Machinists.....	120	198, 547	87	87	86	82	81	72	70	63
International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America: Boilermakers.....	123	203, 334	89	86	---	---	76	72	68	64

<sup>1</sup> Less than 1/2 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, 1943—Continued

Organization and craft or class	Extent of representation on June 30, 1943		Percent of total mileage covered on June 30—							
	Number of carriers	Mileage covered	1943	1942	1941	1940	1939	1938	1937	1936
International Brotherhood of Blacksmiths, Drop Forgers, and Helpers: Blacksmiths.....	117	190,788	83	79	79	77	77	68	66	64
Sheet Metal Workers International Association: Sheet-metal workers.....	119	202,552	88	86	86	83	76	73	68	62
International Brotherhood of Electrical Workers: Electrical workers.....	114	203,312	89	89	83	82	79	69	64	63
Telegraph and telephone linemen.....	29	87,678	38	37	30	20				
Signalmen.....	3	1,863	1	( <sup>1</sup> )	( <sup>1</sup> )	1	1			
Brotherhood Railway Carmen of America: Carmen.....	122	201,968	88	86	86	83	78	68	64	60
International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers: Powerhouse employees and railway shop laborers.....	113	211,665	92	88	79	79	71	57	55	42
Hotel and Restaurant Employees' International Alliance: Cooks and waiters.....	52	178,541	77	73	67	66	58	38	25	18
Dining-car stewards.....	1	959	( <sup>1</sup> )	( <sup>1</sup> )	( <sup>1</sup> )	( <sup>1</sup> )	( <sup>1</sup> )			9
Coach, parlor-car, and club-car porters.....	5	19,845	9	9	12	5				
American Railway Supervisors Association: Supervisors of mechanics.....	14	42,909	19	18	13	14	6	4		
Yardmasters.....	2	9,012	4	4	4	4	4	4	4	
Brotherhood of Sleeping Car Porters: Coach, parlor-car, and club-car porters.....	22	82,725	36	34	28	21	10	7		
Railway Patrolmen's Unions: Railway patrolmen.....	19	52,266	23	17	5					
Utility Workers Organizing Committee: Machinists.....	2	287	( <sup>1</sup> )							
Boilermakers.....	2	287	( <sup>1</sup> )							
Blacksmiths.....	1	190	( <sup>1</sup> )							
Sheet-metal workers.....	1	190	( <sup>1</sup> )							
Electrical workers.....	1	190	( <sup>1</sup> )							
Carmen.....	1	190	( <sup>1</sup> )							
Firemen and oilers.....	2	287	( <sup>1</sup> )							
System Associations: Locomotive engineers.....	4	2,231	1	1	1	1	1	2	2	2
Locomotive firemen.....	7	3,250	1	2	2	1	2	1	1	1
Brakemen, flagmen, baggagemen (road).....	2	793	( <sup>1</sup> )	( <sup>1</sup> )	( <sup>1</sup> )	( <sup>1</sup> )	( <sup>1</sup> )		1	1
Yard foremen, helpers, switch tenders.....	2	793	( <sup>1</sup> )	( <sup>1</sup> )	( <sup>1</sup> )	( <sup>1</sup> )		1	1	1
Yardmasters.....	9	13,238	6	7	7	6	6	11	17	21
Clerical, office, station, and storehouse employees.....	4	2,034	1	1	1	2	5	5	6	11
Telegraphers, towermen, and agents.....	3	469	( <sup>1</sup> )	( <sup>1</sup> )	1	( <sup>1</sup> )				
Telegraph and telephone linemen.....	3	9,102	4	4	4	13				
Signal department employees.....	2	5,722	2	3	3	3	3	3	3	3
Train dispatchers.....	10	25,071	11	11	11	11	11	17	18	14
Maintenance-of-way employees.....	4	13,891	6	6	7	7	8	7	9	15
Machinists.....	11	29,249	13	12	13	18	19	24	25	28
Boilermakers.....	9	24,615	11	14	16	19	23	25	27	27
Blacksmiths.....	13	36,897	16	21	21	22	23	27	28	29
Sheet-metal workers.....	9	24,575	11	13	13	16	22	21	24	28
Electrical workers.....	12	23,250	10	10	16	16	23	28	28	28
Carmen.....	11	26,151	11	14	14	16	22	27	26	26
Powerhouse employees and railway shop laborers.....	4	11,778	5	12	15	18	22	24	24	20
Dining-car stewards.....	2	6,496	3	3	3	4	8	8	8	16
Cooks and waiters.....	6	11,436	5	8	16	15	15	27	26	16
Coach, parlor-car, and club-car porters.....	4	12,209	5	5	6	7	14	15	14	9
Supervisors of mechanics.....	7	34,222	15	15	12	19	17	17	21	25
Railway patrolmen.....	5	15,333	7	7	( <sup>1</sup> )					
Local unions: Waiters.....	2	10,372	5	5	4					
Coach, parlor, and club-car porters.....	3	16,471	7	10	17					
Supervisors of mechanics.....	2	1,623	1	( <sup>1</sup> )	3					
Carmen.....	1	233	( <sup>1</sup> )	( <sup>1</sup> )	( <sup>1</sup> )					

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

Table 10A shows comparable information for marine department and related employees of the principal carriers by rail. Since the mileage of these carriers bears no direct relation to their marine operations, it is omitted from this section of the table.

TABLE 10-A.—*Representation of marine department and related miscellaneous groups of employees, by organizations and crafts or classes*

Organization and craft or class	Number of railroads as of June 30—							
	1943	1942	1941	1940	1939	1938	1937	1936
<b>National Organization Masters, Mates and Pilots:</b>								
Licensed deck.....	25	23	21	22	23	20	27	22
Unlicensed deck.....	12	6	7	6	4	3	2	1
Float watchmen.....	4	3	2					
<b>National Marine Engineers' Beneficial Association:</b>								
Licensed engine.....	20	20	19	19	19	18	18	15
Unlicensed engine.....	3	2	1	3	1	1		
<b>Seafarers' International Union of North America:</b>								
Unlicensed deck.....	2	2	1	4	7	8	4	4
Unlicensed engine.....	4	4	3	4	4	6	5	5
Marine cooks and stewards.....	2	2	1	3	4	4	4	4
<b>International Longshoremen's Association:</b>								
Licensed deck.....	4	3	5	6	9	10	9	8
Licensed engine.....	3	3	3	3	5	6		
Unlicensed deck.....	7	7	5	5	6	8	2	
Unlicensed engine.....	4	2	4	4	5	7		
Coal-dumper employees.....	5	5	5	5	1			
Float watchmen.....	3	2	2	3	1	1	1	1
<b>Inland Boatmen's Union:</b>								
Licensed engine.....	2	1	1					
Unlicensed deck.....	5	5	4	2	3	1		
Unlicensed engine.....	4	6	6	3	3	2	1	1
Marine cooks and stewards.....	1	1	1	1				
<b>International Brotherhood of Firemen, Oilers, Helpers, Roundhouse, and Railway Shop Laborers:</b>								
Unlicensed deck.....	1	1	1	1				
Unlicensed engine.....	1	1	1	1				
Coal-dumper employees.....	1	1	1	1				
<b>National Maritime Union:</b>								
Unlicensed deck.....	1	1	1					
Unlicensed engine.....	1	1	1					
<b>Car Ferry Workers Independent Union of the Great Lakes:</b>								
Unlicensed deck.....	1	2	2					
Unlicensed engine.....	1	2	2					
Marine cooks and stewards.....	1	2	2					
<b>System associations:</b>								
Licensed deck.....	2	2	2	1		4	4	4
Licensed engine.....	2	2	2	3	1	7	7	7
Unlicensed deck.....	2	1	1	1		1	2	3
Unlicensed engine.....	2	1	1	1		1	4	3
Coal-dumper employees.....	1	1	1	1				

#### IV. DISPUTES MEDIATED—SETTLEMENTS

In the fiscal year 1943 there was a slight decrease in the number of mediation disputes docketed and settled. On June 30, 1942, there were 113 unadjusted mediation disputes on the Board's docket. During the year 254 new disputes were received, and 234 were settled, leaving a total of 133 open cases on hand as of June 30, 1943. This is the largest number of pending mediation disputes at the end of any fiscal year since 1936.

##### 1. MEDIATION AND ARBITRATION AGREEMENTS

Of the 234 disputes over rates of pay, rules, or working conditions disposed of during the year 175 or 75 percent were definitely settled either by mediation agreements, arbitration agreements, or withdrawal prior to or during mediation. This was the first year since the Board was established that an increase in the number of cases disposed of by mediation agreements has not been reflected in the Board's annual report.

There are certain contributing factors responsible for this decrease and the increase in the number of cases on hand at the close of the year, one being the generally unsettled wage situation which retarded the disposition of many corollary cases, and the general stabilization program, including Executive Order 9172 establishing a railway labor panel.

The proportion of mediation agreements to total mediation cases settled for the 8-year period is 51 percent. The large number of disputes which have been disposed of by mediation agreements during the period of the Board's operation reflects the fact that carrier managements and labor organization officials have recognized the value of such process as a means of settling their disputes.

TABLE 11.—*Issues involved in cases disposed of by mediation agreement, fiscal years 1935-43*

Issues involved	9-year pe- riod	1943	1942	1941	1940	1939	1938	1937	1936	1935
Total, all cases.....	<sup>1</sup> 714	106	132	115	93	76	63	62	<sup>1</sup> 43	24
Negotiation of new agreements covering rates of pay, rules, and working conditions.....	115	15	15	17	9	12	13	15	14	5
Changes in rates of pay.....	263	33	69	41	51	23	27	5	10	4
Changes and revisions in rules of existing agreements.....	307	<sup>2</sup> 54	43	53	32	36	22	42	17	8
Miscellaneous cases.....	29	4	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.

<sup>2</sup> Includes 1 case partially disposed of by mediation agreement and partially by arbitration agreement.

A classification of issues involved in disputes settled by mediation agreements shows the question as to rates of pay leading by a substantial margin during the early history of the Board. The number of questions with respect to rules changes was close to the number with respect to wages. However, increased living costs and higher railroad earnings have made increased wages the basic aim of organized labor in the past year.

During the past year five mediation disputes were settled by inducing the parties to submit their differences to arbitration boards 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 234 mediation disputes settled during the past year, 124 were disposed of by other means than by mediation agreements or agreements to arbitrate. The largest number in this group was 48 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. Thirty-eight cases were closed following refusal of either or both parties to agree to arbitration. In 16 of these cases the carriers declined to arbitrate; in 4 the employees declined, and in 18 cases both parties rejected arbitration as a means of settling their disputes. One case was dismissed by the Board. Twenty cases were referred to a Panel Emergency Board constituted under Executive Order No. 9172. A discussion of these 20 cases and the Panel Emergency Board is given in chapter V.

## 3. AIR LINE MEDIATION CASES

Of the 234 mediation cases settled during the year, 5 involved commercial air lines and their employees. Air-line pilots were involved in 4 of these disputes, one of which involved 17 air lines. Since commercial air lines were made subject to the act in 1936 they have been party to a total of 26 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.

As previously indicated in this report, there has been a recent tendency on the part of certain organizations to secure representation for various classes or crafts of employees of the air lines, and this promises to augment the number of mediation cases which will be referred to this Board. The air lines have been conceded to have the "know how" in connection with certain phases of the air transportation and its related requirements, and there is a close working relationship between the military authorities and the air line companies.

Certain air lines have employed large numbers of employees in connection with what are known as modification projects, and it has been determined that such employees are subject to the provisions of the Railway Labor Act.

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.

The necessity for statistical data as to the number of employees, hours of service and compensation for air-line employees is becoming more evident as this industry grows, and it is the hope of the Board that at some appropriate time arrangements can be made whereby complete information may be available as to the number of employees, etc., of the respective air lines which are subject to the Railway Labor Act.

Shortly following the enactment of title II of the Railway Labor Act making the air lines and their employees subject to such act, pilots and other employees sought agreements through collective bargaining, and being unable to reach agreements with the air lines invoked the services of this Board. Unlike the crafts or classes on railroads which had negotiated and revised agreements over periods of many years, it was necessary that an entire agreement structure be "built" embracing many factors of rates of pay, hours of service, and working conditions consistent with the characteristics of the air transportation service. The Board assisted in the consummation of the original agreements, which constituted the frame-work of agreements which were subsequently negotiated, many without further assistance by the Board. Under such circumstances the ability of the parties to effect complete agreements in direct negotiations is to be commended. The relatively few changes in the agreements which have been submitted to mediation impresses the Board as evidence of the thoroughness of the parties in their across-the-table negotiations.

During the fiscal year certain changes or supplemental agreements were sought in connection with the wages and working conditions, of pilots for over-the-ocean service not contemplated by the domestic agreements. These questions were quite involved, embracing many factors not present in negotiations in connection with domestic service. Except for one air line the cases submitted to this Board embracing this question, had been disposed of at the close of the fiscal year.

## V. ARBITRATION AND EMERGENCY BOARDS

### 1. ARBITRATION BOARDS

If the efforts of the Board to effect an amicable settlement of a dispute by a mediation agreement or by withdrawal are unsuccessful, it is then required to endeavor to induce the parties to submit their controversy to arbitration. While the act does not compel the parties or either of them to accept arbitration, the Mediation Board, in carrying out its obligation to endeavor to dispose of cases under the act, emphasizes the spirit and intent of the law to settle matters peaceably. The Board has, therefore, not considered this requirement as a perfunctory action on its part, but rather that its efforts to endeavor to induce the parties to submit their differences to arbitration should be equally as intensive as those put forth in connection with efforts to secure disposition by a mediation agreement.

During the fiscal year 1943, six agreements to arbitrate were executed in accordance with sections 7 and 8 of the act. In one of these cases the parties, after arbitration agreement had been signed, reached an agreement among themselves, obviating the necessity for the Arbitration Board to convene. During the fiscal year 1942, in addition to others there were three arbitration agreements signed, in which cases awards were not rendered until the fiscal year 1943. All arbitration awards made during the fiscal year 1943 are summarized below:

#### Case A-1184 Arb. 16

*Brotherhood of Railway and Steamship Clerks, Freight  
Handlers, Express and Station Employes*

#### v.

*Chicago & North Western Railway Co.  
(Charles M. Thomson, Trustee).  
Duluth, Missabe & Iron Range Railway Co.,  
Great Northern Railway Co.,  
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.*

Members of the arbitration board were Mr. Arthur E. Whittemore, attorney, of Boston, Mass., Mr. H. R. Lyons, vice grand president, Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes, and Mr. R. J. Hagman, assistant general counsel, Great Northern Railway Co.

Messrs. Lyons and Hagman, the party arbitrators selected by the organization and the carriers respectively, designated Mr. Whittemore as the third arbitrator and chairman of the board.

The question in dispute involved request for increase in rates of pay for ore dock laborers. Arbitration hearings began in Duluth, Minn., on July 27, 1942, and extended until August 5, 1942. The award, dated August 6, 1942, provided for increase in pay of 5½ cents per hour in the base pay rate, with all differentials maintained so that the new base pay rate would be 78 cents, effective as of the beginning of the ore



season 1942. The organization representative dissented from the award.

Case A-1098 Arb. 17

*Order of Railway Conductors*

v.

*Union Railroad Co. (Pittsburgh)*

Members of the arbitration board were Mr. Frank M. Swacker, attorney, of New York, N. Y., Mr. W. D. Johnson, vice president, Order of Railway Conductors, and Mr. E. N. Phillips, assistant valuation engineer, Union Railroad Co.

Messrs. Johnson and Phillips, the party arbitrators selected by the organization and the carrier 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. Frank M. Swacker as the neutral member of the arbitration board. The arbitration board elected Mr. Swacker to serve as chairman.

The question in dispute arose over failure to agree on how certain work should be distributed. Arbitration hearings were begun at Pittsburgh, Pa., on July 10, 1942, recessed on July 16, and resumed on July 29, extending until August 5, 1942. The award, which was unanimous, was issued on August 7, 1942, and provided for five seniority districts, allocating the work to be performed in each district.

Case A-1147 Arb. 18

*Seafarers International Union of North America*

v.

*Pere Marquette Railway Co.*

The arbitration board was composed of six members: Messrs. Ray P. Carroll and Morton Zimmerman, selected by the organization; Messrs. M. M. Cronk and Arthur Davis, selected by the carrier; and Mr. Arthur M. Millard, lawyer, Chicago, Ill., and Hon. Herbert B. Rudolph, judge, Pierre, S. Dak., designated by the National Mediation Board as the neutral members, because of inability of the organization and carrier arbitrators to agree upon such neutral members. The arbitration board elected Hon. Herbert D. Rudolph to serve as chairman.

The question in dispute involved increases in rates of pay and annual vacations for employees on the Detroit River car ferries. Arbitration hearings were begun at Detroit, Mich., on September 16, 1942, and ended September 19, 1942. The award, dated September 19, 1942, provided for an increase of \$5 per month in the compensation of the employees involved, and 6 days vacation with pay in addition to "liberty time," provided they have been in the service of the carrier for a period of not less than 160 days during the calendar year preceding their vacation. The organization representatives dissented from the award.

A-1023 Arb. 20

*Order of Railroad Telegraphers*

v.

*Chicago, Rock Island & Pacific Railway Co.*

Members of the Arbitration Board were Hon. Carl B. Stiger, judge, of Des Moines, Iowa, Mr. George E. Joslin, vice president, Order of Railroad Telegraphers, and Mr. G. E. Mallery of Chicago, Ill.

Messrs. Joslin and Mallery, arbitrators selected by the organization and carrier respectively, were unable to agree upon a third arbitrator, and, therefore, the

National Mediation Board designated Hon. Carl B. Stiger as the neutral member of the arbitration board. The arbitration board elected Judge Stiger to serve as chairman.

The question in dispute involved the hourly rate of pay for printer operators. Arbitration hearings began in Chicago, Ill., on January 4, 1943, and extended until January 12, 1943. The award, dated January 14, 1943, granted the increase in rate of pay requested by the organization. The carrier arbitrator dissented from the award.

A-747 Arb. 21

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

v.

*Norfolk Southern Railway*

Members of the arbitration board were Mr. Matthew Page Andrews of Baltimore, Md., Mr. L. W. Reigel, vice grand president, Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, and Mr. J. C. B. Ehringhaus, attorney, Raleigh, N. C.

Messrs. Reigel and Ehringhaus, the party arbitrators selected by the organization and the carrier respectively were unable to agree upon a third arbitrator, and, therefore, the National Mediation Board designated Mr. Matthew Page Andrews as the neutral member of the arbitration board. The arbitration board elected Mr. Andrews to serve as chairman.

The question in dispute involved compensation for work performed during the ninth and tenth hours. Arbitration hearings began on December 28, 1942, ended on December 31, 1942, and the award was dated December 31, 1942. The award, from which the carrier arbitrator dissented, provided for payment of time and half time for work performed during the ninth and tenth hours.

A-1296 Arb. 22

*United Tipple Workers*

v.

*East Broad Top Railroad & Coal Co.*

Members of the arbitration board were Mr. Matthew Page Andrews of Baltimore, Md., Mr. Ira Grove, Jr., of Shirleysburg, Pa., and Mr. N. P. Bernhardt of Rockhill Furnace, Pa.

Messrs. Grove and Bernhardt, party arbitrators selected by the organization and carrier respectively, were unable to agree upon a third arbitrator, and therefore the National Mediation Board designated Mr. Matthew Page Andrews as the neutral member of the arbitration board. The arbitration board elected Mr. Andrews to serve as chairman.

The questions in dispute involved request for increase in rates of pay, transportation or aid in getting tires for certain workers, and ice water. Arbitration hearings were held in Mount Union, Pa., on December 8 and 9, 1942. The award, dated December 12, 1942, which was signed by the neutral and carrier arbitrators, denied the request for increase in rates of pay, and contained a statement that the company had declared that its officials would do all possible to secure tire priorities for the employees concerned and that the question concerning ice water had been settled to the satisfaction of all concerned.

## A-1362 Arb. 23

*Utility Workers Organizing Committee, C. I. O.*

v.

*Hudson & Manhattan Railroad Co.*

Members of the arbitration board were Monsignor Francis J. Haas, Catholic University, Washington, D. C., Mr. Eugene Teeter, national representative, Utility Workers Organizing Committee, C. I. O., New York, N. Y., and Mr. J. C. Van Gieson, general superintendent Hudson & Manhattan Railroad Co. of New York, N. Y.

Messrs. Teeter and Van Gieson, the party arbitrators selected by the organization and the carrier respectively, were unable to agree upon the selection of the third arbitrator, whereupon the National Mediation Board designated Monsignor Haas to act as such arbitrator. The arbitration board elected Monsignor Haas to serve as chairman.

The question in dispute involved request of the employees for changes in certain rules concerning rates of pay and working conditions, and counterproposals of the carrier. Arbitration hearings were held in New York, N. Y., from April 26 until May 8, 1943. The award granted part of the requests of the employees and part of the counterproposals of the carrier, the employee and carrier arbitrators dissenting on certain findings.

## A-1430 Arb. 24

*American Train Dispatchers Association*

v.

*Denver & Rio Grande Western Railroad Co.*

Members of the arbitration board were Mr. Frank P. Douglass of Oklahoma City, Okla., Mr. O. H. Braese, secretary-treasurer, American Train Dispatchers Association, and Mr. R. K. Bradford, executive assistant, Denver & Rio Grande Western Railroad.

Messrs. Braese and Bradford, party arbitrators selected by the organization and the carrier respectively, designated Mr. Douglass as the third arbitrator and chairman of the Board.

The question in dispute involved request of carrier for a new rule with reference to manning and operating C. T. C. machines. Arbitration hearings were held in Denver, Colo., from June 16 until June 30, and unanimous award was rendered June 30, 1943. The award provided that all C. T. C. machines will be manned and operated by train dispatchers when the control board is located at points where train dispatchers are employed.

**2. EMERGENCY BOARDS—NATIONAL RAILWAY LABOR PANEL**

As reported last year, the President by Executive Order 9172 created a National Railway Labor Panel from which emergency boards were to be appointed to investigate unadjusted disputes and report thereon to the President. Section 10 of the Railway Labor Act provides that the President may, in his discretion, appoint emergency boards upon receipt of a report from the National Mediation Board that a dispute threatens substantially to interrupt interstate commerce. The national organizations of railway employees having advised the President that they did not desire to take strike votes and threaten to interrupt commerce, the President in his order authorized the chairman of the National Railway Labor Panel to select three members of the

Panel to serve as an emergency board upon application by authorized representatives of the employees.

The emergency boards thus appointed from the Panel are subject to section 10 of the Railway Labor Act. On February 4, 1943, the President further supplemented the emergency provisions of the act for the war period by issuing Executive Order 9299 which provided that recommendations of emergency boards insofar as they affect wage and salary payments shall conform with the general stabilization program and the directives on policy issued by the Economic Stabilization Director. In addition, this order provided that no changes in wage rates or salaries of employees subject to the provisions of the Railway Labor Act shall be made unless notice of such proposed changes shall have been filed with the chairman of the National Railway Labor Panel, who was authorized to approve proposed changes which he finds conform to the standards of the general stabilization program.

As originally constituted, the National Railway Labor Panel consisted of nine members. After Executive Order 9299 was issued, the President appointed additional members, and at the end of the fiscal year the Panel consisted of the following members:

William M. Leiserson, Chairman

Walter T. Fisher, attorney, Chicago, Ill.	Herbert B. Rudolph, justice, Supreme Court of South Dakota.
John A. Fitch, New York School of Social Work.	Msgr. Francis J. Haas, Catholic University of America.
John A. Lapp, attorney, Chicago, Ill.	I. L. Sharfman, professor of economics, University of Michigan.
William H. Spencer, dean, School of Business, University of Chicago.	George W. Stocking, professor of economics, University of Texas.
Walter P. Stacy, justice, Supreme Court of North Carolina.	Frank M. Swacker, attorney, New York City.
Norman Ware, member, Connecticut State Board of Mediation and Arbitration.	Gordon S. Watkins, professor of economics, University of California.
Edwin E. Witte, chairman, Department of Economics, University of Wisconsin.	James H. Wolfe, justice, Supreme Court of Utah.
Robert D. Calkins, dean, School of Business, Columbia University.	Walter C. Clephane, attorney, Washington, D. C.
Frank P. Douglass, attorney, Oklahoma City.	Richard F. Mitchell, justice, Supreme Court of Iowa.
	Elwyn R. Shaw, justice, Supreme Court of Illinois.
	Ernest M. Tipton, justice, Supreme Court of Missouri.

Eleven separately designated emergency boards were appointed by the chairman of the National Railway Labor Panel during the fiscal year in accordance with the provisions of Executive Orders 9172 and 9299. Three of these Boards had not yet submitted their reports to the President by June 30, 1943.

The disputes referred to emergency boards involved many phases of railroad labor relations, although major emphasis was upon wage

adjustments. Disputes as to the manning of Diesel locomotives involved major issues. Some of the unresolved controversies pertained to a single carrier and a single group of its organized employees. Others included virtually all of the railroads of the country and practically all of their employees.

*Thirty-nine Short-Line Railroads and Refrigerator Car Companies*  
and

*The Committee of the Fourteen Cooperating Railway Labor Organizations representing ten member labor organizations*

Appointed July 21, 1942, the emergency board, composed of Walter P. Stacy (chairman), W. H. Spencer, and Edwin E. Witte, reported to the President September 14, 1942. The recommendations of the emergency board included the application to the carriers involved, under specified conditions, of the Chicago Wage Agreement of December 15, 1941, the Chicago Vacation Agreement of December 17, 1941, and establishment of basic minimum rates of pay.

National Mediation Board Case A-1350

*Three Carriers' Conference Committees, Certain Short-Line Railroads, the Railway Express Agency and several other carriers*

and

*Fifteen Cooperating Railway Labor Organizations*

This dispute involved nearly all of the railroads of the Nation and their nonoperating employees, and dealt with requests for an increase of 20 cents an hour in basic wage rates, a minimum hourly rate of pay of not less than 70 cents, and the establishment of a union shop.

An emergency board composed of I. L. Sharfman (chairman), Walter T. Fisher, and John A. Fitch was appointed February 20, 1943. In its report of May 24, 1943, and supplemental report of May 29, 1943, the Emergency Board denied the union shop and recommended an increase of 8 cents per hour in basic rates of pay. On June 22, 1943, the Director of Economic Stabilization issued an order setting aside the wage recommendation of the Emergency Board.

National Mediation Board Cases A-984, A-1272, A-1275, A-1286 and A-1287

*Three Carriers' Conference Committees, Midland Terminal Railway Co., and Missouri & Arkansas Railway Co.*

and

*Brotherhood of Locomotive Firemen and Enginemen; also*

National Mediation Board Cases A-978 and A-1323

*Western and Southeastern Carriers' Conference Committees*

and

*Brotherhood of Locomotive Engineers*

Appointed February 20, 1943, the emergency board, composed of Frank M. Swacker (chairman), George W. Stocking, and John A. Lapp, reported to the President May 21, 1943. The emergency board investigated the facts respecting the basis of wage rates for firemen on all types of locomotives, the basis of wage rates for all enginemen on Diesel electric locomotives and the proper manning of Diesel electric and electric locomotives. Its recommendations included retention of the existing basis of determining basic daily wage rates (i. e., relation of wage rates to weight on power-driven wheels of locomotives), extension and redefinition of some weight-on-driver classifications, and presence of two men in the cab of

multiple-unit Diesel electric locomotives operating on mainline through passenger trains.

National Mediation Board Cases A-1255 and A-1257

*Pacific Electric Railway Co.*

and

*The Brotherhood of Railroad Trainmen*

Appointed February 20, 1943, the emergency board, consisting of James H. Wolfe (chairman), Gordon S. Watkins, and Frank P. Douglass, reported to the President April 7, 1943. The emergency board recommended wage increases of 13 cents per hour for specified classes of employees and increases of varying amounts for certain other groups of employees. The report also dealt with proposed changes in rules. The Director of Economic Stabilization disapproved 10 cents of the recommended 13-cent-an-hour increase on July 19, 1943, but approved the wage recommendations for certain yard-service employees.

National Mediation Board Case A-1248

*Harbor Belt Line Railroad (Los Angeles Harbor)*

and

*United Mine Workers of America, District 50*

Appointed March 18, 1943, an emergency board composed of James H. Wolfe (chairman), Gordon S. Watkins, and Frank P. Douglass, reported to the President April 7, 1943. Slight increases in rates of pay for the several groups of employees involved in the dispute were recommended.

National Mediation Board Case A-1249

*Chicago, North Shore & Milwaukee Railroad Co.*

and

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

Appointed March 24, 1943, an emergency board, composed of Richard F. Mitchell (chairman), Robert D. Calkins, and Walter C. Clephane, reported to the President June 8, 1943. The recommendations dealt with wages, hours, vacations, and certain other clauses of a proposed contract between the carrier and its employees.

National Mediation Board Cases A-1112, A-1165, A-1226, A-1127 and A-1204

*Columbus & Greenville Railway Co., Georgia & Florida Railroad Co., New York, Ontario & Western Railroad Co., Wichita Falls & Southern Railroad Co.*

and

*Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors, and Brotherhood of Railroad*

*Trainmen; also*

*Meridian & Bigbee River Railway Co.,*

and

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

These disputes centered primarily about application of national railroad wage increases of 1937 or 1941 to operating employees, together with questions of overtime and changes in working rules. Recommendations were formulated by an emergency board consisting of Richard F. Mitchell (chairman), Robert D. Calkins, and Walter C. Clephane. The emergency board was appointed March 27, 1943, and reported to the President June 24, 1943.

## National Mediation Board Case A-1400

*Three Carriers' Conference Committees. Certain Short-Line Railroads and the Pullman Co.*

and

*Five Train and Engine Service Brotherhoods; also*

National Mediation Board Cases A-1267 and A-1271

*Atlanta, Birmingham & Coast Railroad Co.*

and

*Brotherhood of Locomotive Firemen and Enginemen, Brotherhood of Railroad Trainmen and American Train Dispatchers Association*

The dispute involved in case A-1400 embraced a request of railroad operating employees upon most of the Nation's carriers for an increase of 30 percent in existing basic daily wage rates with a minimum money increase of \$3 on the minimum day. An emergency board, composed of Walter P. Stacy (chairman), I. L. Sharfman, and Frank M. Swacker, was appointed May 31, 1943, but the Board had not made its report prior to June 30, 1943.

National Mediation Board Case A-1374

*Union Railroad Co.*

and

*Brotherhood of Locomotive Engineers*

An emergency board was appointed June 14, 1943 composed of Elwyn R. Shaw (chairman), Francis J. Haas, and James H. Wolfe but the Board had not made its report prior to June 30, 1943. The dispute concerned vacations with pay and transportation rights for certain employees of the carrier.

## **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 4,466 such agreements in the Board's files, an increase of 76 new agreements during the past year. Seventy of these new agreements covered railroad workers and 6 covered air-line employees. Table 12 shows, for the 9-year period 1935-43, the number of agreements filed with the Board subdivided according to the different classes of carriers, and types of labor organizations.

In addition to the formal agreements recorded in table 12, the Board also receives each year a great many supplements and amendments to existing agreements. There were 759 such agreements filed with the Board during the year ending June 30, 1943. Of this number, 738 were revised or amended agreements.

Eight of the supplemental agreements received during the year provided for the transfer of seniority rights or the transfer of agreements in effect. Combining the 759 supplemental or memorandum agreements with the 76 new basic agreements brings to 835 the total of agreements of all types received by the Board during the year.



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 1935-43

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>									
1943.....	4,466	2,807	614	107	672	135	8	46	77
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>									
1943.....	3,897	2,507	525	91	580	108	8	38	40
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>									
1943.....	490	253	87	15	74	23	0	8	30
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>									
1943.....	79	47	2	1	18	4	0	0	7
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.

## 2. CLASSES OF EMPLOYEES COVERED BY AGREEMENTS

Table 13 reflects the extent to which various crafts or classes of employees on the principal rail carriers of the country are covered by collective bargaining agreements. The data in this table summarizes the detailed information for individual carriers shown in table 14, and reflects the broad scope of representation of employees by national organizations.

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, 1943

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.....	<sup>2</sup> 132	<sup>2</sup> 7		1	
Conductors.....	<sup>2</sup> 138			1	
Brakemen, flagmen, and baggagemen.....	<sup>2</sup> 137	<sup>2</sup> 2		1	
Yard foremen, helpers, and switchtenders.....	<sup>3</sup> 138	<sup>3</sup> 3		1	4
Yardmasters.....	68	9		42	20
Machinists.....	122	11		5	1
Boilermakers.....	125	9		3	2
Blacksmiths.....	118	13		5	3
Sheet-metal workers.....	120	9		5	5
Electrical workers.....	115	12		8	4
Carmen.....	123	11	1	4	
Powerhouse employees and railway shop laborers.....	<sup>4</sup> 120	4		14	2
Clerical, office, station, and storehouse.....	<sup>2</sup> 124	<sup>2</sup> 4		12	
Maintenance-of-way employees.....	<sup>5</sup> 132	<sup>5</sup> 5		4	
Telegraphers.....	124	3		10	2
Signalmen.....	87	2		24	26
Dispatchers.....	94	10		27	8
Stewards.....	47	2		9	81
Cooks and waiters.....	<sup>6</sup> 58	<sup>6</sup> 2	2	28	50
Marine service:					
Licensed deck.....	<sup>7</sup> 29	1	1	5	106
Licensed engine.....	<sup>4</sup> 24	2	2	6	106
Other marine employees.....	<sup>8</sup> 36	1	11	10	101

<sup>1</sup> See table 14.<sup>2</sup> Includes 1 carrier which has for this craft or class of employees 2 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 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 1 carrier which has for this craft or class of employees 2 agreements, both with national organizations.<sup>5</sup> Includes 2 carriers which have for this craft or class of employees 2 agreements, 1 of which has 1 with a national organization and 1 with a system association; 1 of which has both with national organizations.<sup>6</sup> Includes 5 carriers which have for this craft or class of employees 2 agreements; 3 of which have both with national organizations; 1 of which has 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 3 carriers which have for this craft or class of employees 2 agreements, both with national organizations.<sup>8</sup> Includes 24 carriers which have 1 or more agreements.

### 3. AGREEMENTS ON PRINCIPAL CARRIERS

A summary of the agreements in effect between the principal carriers and the 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. (One class II carrier is also included, the operations of which are closely related to one large class I railroad.)

The summary of collective bargaining agreements in effect on the Pullman Co. and the Railway Express Agency is 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 given the 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, 1943.

TABLE 14.—Collective labor agreements and employee representation on 139 selected carriers as of June 30, 1943

Line No.	Railroad	Engineers		Firemen and hostlers		Conductors		Brakemen, flagmen, and baggage men		Yard foremen, helpers, and switch tenders		Yard-masters		Machinists		Boiler-makers		Black-smiths		Sheet-metal workers		Electrical workers		Carmen and engine cleaners		Powerhouse employees and railway shop laborers		Clerical, office, station, and storehouse employees		Maintenance-of-way employees		Telegraphers		Signalmen		Dispatchers		Dining-car stewards		Dining-car cooks and waiters		Marine employees		All other employees, miscellaneous groups		Line No.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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1	Akron, Canton & Youngstown Ry. Co.	BLE	BLFE	BRT	BRT	BRT	SUNA	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	HRE	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(

## VII. INTERPRETATION AND APPLICATION OF AGREEMENTS

Agreements or contracts in accordance with the Railway Labor Act are of two kinds: first, those 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 who are parties 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 1943, 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 1939-43, inclusive.

TABLE 15.—*Cases docketed and disposed of by the National Railroad Adjustment Board, fiscal years 1939-43, inclusive*

Cases	All divisions					First division				
	1943	1942	1941	1940	1939	1943	1942	1941	1940	1939
Open and on hand beginning of fiscal year.....	6,318	5,584	3,851	2,730	2,283	6,033	5,370	3,607	2,577	2,173
New cases docketed during year.....	2,545	2,814	3,446	3,613	2,083	2,018	2,151	2,923	3,120	1,705
Total number of cases on hand and docketed during year.....	8,863	8,398	7,297	6,343	4,366	8,051	7,521	6,530	5,697	3,878
Cases disposed of.....	2,730	2,080	1,713	1,801	1,636	2,178	1,488	1,160	1,399	1,301
Decided without referee.....	927	904	505	768	607	843	790	377	607	509
Decided with referee.....	571	835	819	663	641	283	445	489	463	492
Withdrawn.....	1,232	341	399	415	388	1,052	253	294	329	300
Open cases on hand—close of fiscal year.....	6,133	6,318	5,584	4,542	2,730	5,873	6,033	5,370	4,298	2,577
Heard.....	1,410	963	642	402	568	1,264	798	534	317	466
Not heard.....	4,723	5,355	4,942	4,140	2,162	4,609	5,235	4,836	3,981	2,111

<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.

TABLE 15.—*Cases docketed and disposed of by the National Railroad Adjustment Board, fiscal years 1939-43, inclusive—Continued*

Cases	Second division			Third division			Fourth division		
	1943	1942	1941	1943	1942	1941	1943	1942	1941
Open and on hand beginning of fiscal year.....	46	29	49	216	181	194	23	4	1
New cases docketed during year.....	126	178	150	361	406	333	40	79	40
Total number of cases on hand and docketed during year.....	172	207	199	577	587	527	63	83	41
Cases disposed of.....	131	161	170	361	371	346	60	60	37
Decided without referee.....	36	75	68	24	29	44	24	10	16
Decided with referee.....	70	70	72	192	273	238	26	47	20
Withdrawn.....	25	16	30	145	69	74	10	3	1
Open cases on hand close of fiscal year.....	41	46	29	216	216	181	3	23	4
Heard.....	27	41	19	117	104	87	2	20	2
Not heard.....	14	5	10	99	112	94	1	3	2

<sup>1</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, are 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.



During the fiscal year 1943, referees were appointed by the Board or selected by the Divisions in 38 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. The number of cases referred to referees during the fiscal year 1943 was 632 as compared with 916 for the previous year, which is a reduction of approximately 31 percent.

## FIRST DIVISION

Referee		Date of appointment	Number of cases for which appointed
Name	Residence		
Carter, Edward F. <sup>1</sup>	Lincoln, Nebr.	Sept. 1, 1942	51
Matry, Thos. J.	Albuquerque, N. Mex.	Oct. 3, 1942	47
Simmons, Robert G.	Lincoln, Nebr.	Mar. 31, 1943	59
Erickson, Lelf <sup>1</sup>	Helena, Mont.	Apr. 13, 1943	78
Bakke, Norris C. <sup>1</sup>	Denver, Colo.	May 17, 1943	59

## SECOND DIVISION

Blake, Bruce <sup>1 2</sup>	Olympia, Wash.	July 9, 1942	17
Do <sup>1 2</sup>	do.	July 27, 1942	14
Sharfman, I. L. <sup>1 2</sup>	Ann Arbor, Mich.	July 31, 1942	19
Do <sup>2</sup>	do.	Aug. 6, 1942	1
Rudolph, Herbert B. <sup>1 2</sup>	Pierre, S. Dak.	Nov. 2, 1942	11
Do <sup>2</sup>	do.	Nov. 3, 1942	2
Do <sup>2</sup>	do.	Nov. 4, 1942	2
Do <sup>2</sup>	do.	Apr. 10, 1943	26
Do <sup>2</sup>	do.	Apr. 15, 1943	1

## THIRD DIVISION

Fansler, Michael <sup>2</sup>	Indianapolis, Ind.	July 10, 1942	8
Shaw, Elwyn R. <sup>2</sup>	Freeport, Ill.	Aug. 7, 1942	27
Do <sup>1 2</sup>	do.	Sept. 14, 1942	4
Do <sup>2</sup>	do.	Sept. 30, 1942	1
Tipton, Ernest M.	Jefferson City, Mo.	Nov. 2, 1942	25
Do <sup>1 2</sup>	do.	Nov. 9, 1942	12
Do <sup>1</sup>	do.	Nov. 11, 1942	4
Do <sup>1</sup>	do.	Nov. 18, 1942	1
Rudolph, Herbert B. <sup>1 2</sup>	Pierre, S. Dak.	Dec. 8, 1942	21
Thaxter, Sidney St. F. <sup>2</sup>	Portland, Maine.	Feb. 2, 1943	23
Do	do.	Feb. 24, 1943	3
Blake, Bruce <sup>2</sup>	Olympia, Wash.	Mar. 13, 1943	20
Do <sup>2</sup>	do.	Mar. 31, 1943	4
Do <sup>2</sup>	do.	Apr. 9, 1943	2
Swaim, H. Nathan <sup>2</sup>	Indianapolis, Ind.	Apr. 28, 1943	14
Do	do.	May 17, 1943	11
Do <sup>2</sup>	do.	June 23, 1943	15
Fox, Fred L.	Charleston, W. Va.	May 26, 1943	11
Do <sup>2</sup>	do.	June 23, 1943	13

## FOURTH DIVISION

Wölfe, Jas. H. <sup>2</sup>	Salt Lake City, Utah	July 1, 1942	16
Do	do.	Oct. 28, 1942	2
Burque, Henri A. <sup>2</sup>	Nashua, N. H.	Sept. 28, 1942	2
Roll, Curtis W. <sup>2</sup>	Indianapolis, Ind.	Dec. 24, 1942	4
Bliss, W. L.	Des Moines, Iowa	Mar. 30, 1943	2

<sup>1</sup> Some cases withdrawn after referees' service commenced.

<sup>2</sup> Selected by National Railroad Adjustment Board Division.

<sup>3</sup> Appointed for first time during fiscal year 1943.

In the years previous to 1941, whenever any division of the Adjustment Board deadlocked due to inability to secure a majority vote, it was generally unable to agree upon a person to be selected as referee, and it was therefore necessary for the National Mediation Board to make such appointment. This was especially true, prior to 1942, for the First and Third Division. During 1942, however, there was a definite improvement in this situation on the Third Division, and, as will be seen below, for the year 1943 this division selected referees in 143, or approximately two-thirds of the deadlocked cases on the division. The record of the Second Division in selecting its own referees in all deadlocked cases on that division is commendable. The Fourth Division selected referees for 16 out of 26 cases in 1943, compared with 4 out of 44 cases in 1942. The First Division, as in previous years, failed to select a single referee in connection with its deadlocked cases, while the Second, Third, and Fourth Divisions agreed upon referees in connection with 75 percent of the deadlocked cases on those divisions. The following is a summary of referee appointments during the fiscal year 1943.

Divisions of National Railroad Adjustment Board	Cases for which referees were selected or appointed				
	Selected by National Railroad Adjustment Board		Appointed by National Mediation Board		Total
	Number of cases	Percent of total	Number of cases	Percent of total	Number of cases
First.....	0	0	294	100	294
Second.....	93	100	0	0	93
Third.....	143	65	76	35	219
Fourth.....	16	62	10	38	26
Total.....	252	40	380	60	632

## 2. INTERPRETATION OF MEDIATION AGREEMENTS

Controversies 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 the year 1943, in keeping with these limitations of the law, the Mediation Board interpreted only one mediation agreement. This interpretation involved the Chicago, Indianapolis & Louisville Rail-

way Co. and its employees as represented by the Order of Railway Conductors of America. The mediation agreement in question was made on September 12, 1941, and provided for revision of the yardmasters' agreement dated July 1, 1935. Following a hearing as required by the act, and consideration of all pertinent facts and arguments, the Board's interpretation was rendered on April 5, 1943.

Since July 21, 1934, the Board has been required to interpret only fourteen questions out of a total of 706 mediation agreements, which incorporated many times that number of items or rules.



## 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 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. Its office headquarters are in the Federal Works Agency Building, Washington, D. C., where its office staff is maintained. In addition to the office staff there is a force of field mediators.

Administration of the affairs of the Board, and subject to its direction, is in charge of the Secretary. The nature of the Board's work requires that the great bulk of actual mediation services be performed in the field, although when in the judgment of the Board it is necessary, mediation conferences are held at the Board's offices in Washington. This consists of 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. This field service is performed by individual members of the Board and its staff of mediators. Some mediation cases are handled jointly by the three Board members at Washington and elsewhere. In addition to mediation services, the Board conducts necessary hearings in connection with disputes between employees over representation to determine the appropriate class or craft for the purposes of the act. It also conducts hearings in connection with the interpretation of mediation agreements. The staff of mediators, all of whom are selected through the civil service, are listed as follows:

Ross R. Barr  
Ralph B. Bronson  
Otto F. Carpenter  
Robt. F. Cole  
Ross J. Foran  
Patrick D. Harvey  
Cornelius E. Hurley

George S. MacSwan  
\*William F. Mitchell  
John F. Murray  
J. Joseph Noonan  
Wallace G. Rupp  
Eugene C. Thompson  
John W. Walsh

### 2. FINANCIAL STATEMENT

The unexpended balance for arbitration and emergency boards has been reappropriated from year to year. The unexpended 1942 balance of \$30,900 was reappropriated and made available for the fiscal year 1943.

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 depend-

\*On military leave.

ing 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.

Regular appropriations:

Salaries and expenses.....	\$174, 855
Printing and binding.....	2, 500
Total operating expenses.....	177, 355
Salaries and expenses, arbitration boards.....	<sup>1</sup> 30, 900
	208, 255
Salaries and expenses, Railway Labor Panel.....	<sup>2</sup> 90, 000
Grand total.....	298, 255

Expenditures:

Salaries, National Mediation Board.....	130, 403
Expenses incident to travel.....	36, 248
Printing and binding.....	2, 500
Other operating expenses.....	8, 204
Total operating expenses.....	177, 355
Expenses of arbitration and emergency boards.....	12, 426
Expenses of Railway Labor Panel.....	89, 885
Grand total.....	279, 666

Unexpended balances:

Expenses of arbitration and emergency boards.....	18, 474
Expenses of Railway Labor Panel.....	115
	18, 589

<sup>1</sup> Reappropriated.

<sup>2</sup> Funds received from Emergency Funds for the President.

## APPENDIX A

### NATIONAL RAILROAD ADJUSTMENT BOARD

(Created June 21, 1934)

M. W. HASSETT, *Chairman*  
R. E. EDRINGTON, <sup>1</sup> *Vice Chairman*  
P. M. CARTER, *Vice Chairman*

ALLISON, R. H.  
ANDERSON, J. A.  
BISHOP, WM.  
BLAKE, J. H.  
BLAKE, R. W.  
BOWEN, A. C.  
CARR, H. J.  
COILE, F. A. <sup>1</sup>  
COOK, C. C.  
DAVIS, R. A.  
DUGAN, C. P.  
FAHERTY, T. K.  
FOWLER, E. W.  
FOX, J. M.  
HAMNER, E. J. <sup>1</sup>  
HELT, D. W.  
HEMENWAY, HARRY  
HUDSON, W. C.  
JONES, A. H.  
KEARBY, H. C. <sup>2</sup>

KNOFF, R. A.  
KRUSE, E. H.  
LEACH, M. G. <sup>3</sup>  
LEWIS, F. W.  
LOSEY, T. E.  
MCDONALD, L. L.  
MILLER, E. S.  
MURDOCK, L. O.  
MURRIN, E.  
PECK, C. E.  
RAY, R. F.  
REESER, H. J.  
SYLVESTER, J. H.  
TRAVIS, R. P.  
VAN SANT, H. M. <sup>4</sup>  
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> Resigned.

<sup>2</sup> Replaced by E. S. Miller.

<sup>3</sup> Substituting temporarily for E. H. Kruse.

<sup>4</sup> Substituting temporarily for F. W. Lewis.

*Accounting of all moneys appropriated by Congress for the fiscal year 1943, 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-----	\$222,560.00
Printing and binding-----	17,000.00

## Deficiency appropriation:

Urgent Deficiency Appropriation Act-----	6,700.00
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Total appropriated, fiscal year 1943-----	246,260.00
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## Expenditures:

Salaries of employees-----	\$124,237.79
Salaries and expenses of referees-----	49,348.39
Travel expenses-----	1,308.15
Transportation of things-----	110.56
Communication services-----	2,422.76
Rent-----	33,500.00
Electric service-----	1,230.56
Printing and binding-----	16,856.26
Other contractual services-----	1,065.63
Supplies and materials-----	2,789.19
Equipment-----	61.30

Total expenditures-----	232,930.59
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## Unexpended balances:

Salaries and expenses (only salaries and expenses of referees)-----	13,151.61
Salaries and expenses (other)-----	34.06
Printing and binding-----	143.74

Total unexpended-----	13,329.41
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*Organization—National Railroad Adjustment Board, Government employees, salaries and duties*

## ADMINISTRATIVE

Name	Title	Salary paid	Duties
Howard, Leland-----	Administrative officer....	\$4,629.64	Under direction of Board, admin- isters its governmental affairs.
More, Lala K-----	Clerk-stenographer-----	2,103.47	Secretarial, stenographic, and cler- ical.
Vought, Marcella R-----	do-----	491.66	Do.
Rattner, Madelyn P-----	do-----	395.02	Do.
House, Beatrice E-----	Telephone operator-----	1,769.82	Operates switchboard and serves as information clerk.
Lello, Albert-----	Junior clerk-----	254.58	Clerical.
Bouzos, Nicholas J-----	Messenger-----	428.59	Usual duties of messenger.
Irion, Paul H-----	do-----	453.33	Do.

## FIRST DIVISION

McFarland, Thomas S-----	Executive secretary-----	\$4,629.64	Administration of affairs of division and subject to its direction.
Young, Herbert W-----	Assistant executive sec- retary-----	3,559.68	Assists executive secretary.
Frohning, William C-----	Principal clerk-stenog- rapher-----	2,733.39	Digests and briefs cases and awards, takes hearings, etc.
Bishop, Ruby F-----	Clerk-stenographer-----	2,162.37	Secretarial, stenographic, and cler- ical.
Blee, Ruth W-----	do-----	1,523.51	Do.
Brown, Kenneth E-----	do-----	1,349.64	Do.
Burdette, Mildred E-----	do-----	2,300.97	Do.
Carmony, Lenore M-----	do-----	580.51	Do.
Cressey, Cleveland B-----	do-----	336.09	Do.

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

FIRST DIVISION—Continued

Name	Title	Salary paid	Duties
DeGraaff, Lois.....	Clerk-stenographer.....	\$2,192.79	Secretarial, stenographic and clerical.
Fostof, Evelyn F.....	do.....	2,409.00	Do.
Fowler, Amelia.....	do.....	61.11	Do.
Hamblin, Vivian M.....	do.....	912.42	Do.
Israel, Bertha.....	do.....	2,378.58	Do.
Klenzendorf, Frances E.....	do.....	2,072.91	Do.
Lazar, Joseph.....	do.....	1,554.09	Do.
Miller, Velma.....	do.....	2,378.58	Do.
More, Lala K.....	do.....	305.53	Do.
Schofield, Amelia.....	do.....	977.71	Do.
Smith, Margaret J.....	do.....	2,409.00	Do.
Barnes, Walter C.....	Assistant clerk - stenographer.	1,029.81	Do.
Rogers, Barbara M.....	do.....	1,572.84	Do.
Trattner, Joseph K.....	do.....	410.60	Do.
Rattner, Madelyn P.....	Clerk-stenographer.....	390.53	Do.
Bouzos, Theodore J.....	File clerk.....	438.00	Maintaining files, etc.
Gillespie, Vincent E.....	do.....	130.65	Do.
Somogyi, John J.....	do.....	934.00	Do.
Bakke, Norris C., 30 days at \$50 per day.	Referee.....	1,500.00	Sat with division as member to make awards upon failure of division to agree or secure majority vote.
Carter, Edward F., 43 days at \$50 per day.	do.....	2,150.00	Do.
Erickson, Leif, 25 days at \$50 per day.	do.....	1,250.00	Do.
Mabry, Thomas J., 98½ days at \$50 per day.	do.....	4,925.00	Do.
Mitchell, Richard F., 97½ days at \$50 per day.	do.....	4,875.00	Do.
Simmons, Robert G., 29¼ days at \$50 per day.	do.....	1,512.50	Do.
Wolfe, James H., 69 days at \$50 per day.	do.....	3,450.00	Do.

SECOND DIVISION

Mindling, John L.....	Executive secretary.....	\$4,629.64	Administration of affairs of division and subject to its direction.
Beazell, Mary Ruth.....	Clerk-stenographer.....	1,856.83	Secretarial, stenographic, and clerical.
Bodenbender, Henry J.....	do.....	2,162.37	Do.
Feldmann, Ellie D.....	do.....	2,409.00	Do.
Glenn, Allise N.....	do.....	2,378.58	Do.
Leary, Mildred J.....	do.....	2,162.37	Do.
MacGowan, Rose B.....	do.....	2,409.00	Do.
Morrison, Margaret E.....	do.....	2,328.66	Do.
Moss, Mary L.....	do.....	1,119.99	Do.
Shaughnessy, Margaret V.....	do.....	320.84	Do.
Simonsen, Helen A.....	do.....	2,300.97	Do.
Vought, Marcella R.....	do.....	979.08	Do.
Wagner, Mary A.....	do.....	2,300.97	Do.
Williams, Dorothy M.....	do.....	2,409.00	Do.
Blake, Bruce, 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.
Mitchell, Richard F., 2½ days at \$50 per day.	do.....	125.00	Do.
Rudolph, Herbert B., 50 days at \$50 per day.	do.....	2,500.00	Do.
Shartman, Isalah L., 30½ days at \$50 per day.	do.....	1,525.00	Do.

THIRD DIVISION

Johnson, Howard A.....	Executive secretary.....	\$4,629.64	Administration of affairs of division and subject to its direction.
Drabek, David J.....	Clerk-stenographer.....	2,192.79	Secretarial, stenographic, and clerical.
Graham, John J.....	do.....	2,162.37	Do.
Groble, Agatha E.....	do.....	2,409.00	Do.
Harp, Hugh T.....	do.....	866.63	Do.
Harp, Rita M.....	do.....	1,295.74	Do.

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

## THIRD DIVISION—Continued

Name	Title	Salary paid	Duties
Heffern, Teresa G.....	Clerk-stenographer.....	\$2, 162. 37	Secretarial, stenographic and clerical.
Klenzendorf, Frances E.....	do.....	336. 09	Do.
Lightner, Hazel I.....	do.....	2, 409. 00	Do.
Morse, Frances.....	do.....	2, 409. 00	Do.
Rochford, William J.....	do.....	2, 162. 37	Do.
Shaughnessy, Margaret V.....	do.....	1, 980. 13	Do.
Smith, Mollie.....	do.....	2, 162. 37	Do.
Tummon, A. Ivan.....	do.....	2, 409. 00	Do.
Lello, Albert.....	Junior clerk.....	174. 58	Clerical.
Joiner, Robert W.....	Messenger.....	105. 43	Usual duties of messenger.
Treanor, Francis J.....	do.....	703. 33	Do.
Bakke, Norris C., 53½ days at \$50 per day.	Referee.....	2, 675. 00	Sat with division as member to make awards upon failure of division to agree or secure majority vote.
Blake, Bruce, 35 days at \$50 per day.	do.....	1, 750. 00	Do.
Fansler, Michael L., 19¼ days at \$50 per day.	do.....	962. 50	Do.
Fox, Fred L., 23¼ days at \$50 per day.	do.....	1, 162. 50	Do.
Garrison, Lloyd K., 4 days at \$50 per day.	do.....	200. 00	Do.
Rudolph, Herbert B., 21 days at \$50 per day.	do.....	1, 050. 00	Do.
Shaw, Elwyn R., 42½ days at \$50 per day.	do.....	2, 125. 00	Do.
Swalm, H. Nathan, 23¼ days at \$50 per day.	do.....	1, 175. 00	Do.
Thaxter, Sidney St. F., 39 days at \$50 per day.	do.....	1, 950. 00	Do.
Tipton, Ernest M., 61¼ days at \$50 per day.	do.....	3, 075. 00	Do.

## FOURTH DIVISION

Parkhurst, Raymond B.....	Executive secretary.....	\$4, 629. 64	Administration of affairs of division and subject to its direction.
Gould, Lois H.....	Clerk-stenographer.....	2, 300. 97	Secretarial, stenographic, and clerical.
Long, Muriel E.....	do.....	2, 300. 97	Do.
Zimmerman, R. Hazel.....	do.....	2, 409. 00	Do.
Bliss, William L., 4¾ days at \$50 per day.	Referee.....	237. 50	Sat with division as member to make awards upon failure of division to agree or secure majority vote.
Burque, Henri A., 10½ days at \$50 per day.	do.....	525. 00	Do.
Roll, Curtis W., 7½ days at \$50 per day.	do.....	375. 00	Do.
Tipton, Ernest M., 1 day at \$50 per day.	do.....	50. 00	Do.
Wolfe, James H., 32 days at \$50 per day.	do.....	1, 600. 00	Do.

## FIRST DIVISION—NATIONAL RAILROAD ADJUSTMENT BOARD

39 South LaSalle Street, Chicago, Ill.

T. K. FAHERTY, *Chairman*  
 PAUL M. CARTER, *Vice Chairman*  
 WM. BISHOP  
 E. W. FOWLER  
 R. A. KNOFF

M. G. LEACH  
 L. L. McDONALD  
 L. O. MURDOCK  
 F. J. WILLIAMS  
 FRED W. LEWIS

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 during fiscal year 1942-43*

Number of cases pending on docket July 1, 1942.....	6, 033
Number of cases received and docketed.....	2, 018
	<hr/> 8, 051
Number decided by issuing awards:	
Without referee.....	843
With referee.....	283
	<hr/> 1, 126
Withdrawn (no awards issued).....	1, 052
	<hr/> 2, 178
Number pending June 30, 1943.....	5, 873
Number cases heard.....	653
Number cases deadlocked.....	294
Number cases heard and not decided.....	1, 264
Number cases awaiting hearing.....	4, 646
	<hr/> 16, 985
Total cases docketed June 30, 1943.....	16, 985

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

	Docketed		Docketed
Akron, Canton & Youngstown Ry.....	1	Atchison, Topeka & Santa Fe Ry. (East and West).....	5
Alabama Great Southern R. R.....	2	Atlanta & West Point R. R. Co.....	3
Alton R. R. Co.....	9	Atlanta, Birmingham & Coast R. R. Co.....	19
Alton & Southern R. R.....	2	Atlantic Coast Line R. R.....	1
Ann Arbor R. R.....	9	Baltimore & Ohio R. R.....	146
Apache Ry. Co.....	1	Baltimore & Ohio Chicago Terminal R. R.....	23
Atchison, Topeka & Santa Fe Ry. (Coast).....	52		

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

	Docketed		Docketed
Bangor & Aroostook R. R. Co.	4	Houston & Brazos Valley Ry.	
Belt Railway Co. of Chicago	9	Co.	2
Bingham & Garfield Ry.	1	Houston, Belt & Terminal Ry.	
Birmingham Southern R. R. Co.	2	Co.	3
Boston & Albany R. R.	3	Houston, North Shore Ry.	3
Boston & Maine R. R.	40	Illinois Central R. R.	8
Burlington-Rock Island R. R. Co.	1	Indiana Harbor Belt R. R.	1
Camas Prairie R. R.	2	International-Great Northern R. R.	74
Central of Georgia Ry. Co.	7	Kansas City Terminal Ry.	4
Central R. R. of New Jersey	56	Kansas, Oklahoma & Gulf Ry.	9
Chesapeake & Ohio Ry.	40	Kentucky & Indiana Terminal R. R. Co.	13
Chicago & North Western Ry.		Lehigh Valley R. R.	36
Minneapolis & St. Louis R. R. Co.	1	Lehigh & New England R. R.	7
Chicago, Burlington & Quincy R. R.	1	Litchfield & Madison Ry. Co.	1
Chicago Great Western Ry.	45	Long Island R. R.	1
Chicago & Eastern Illinois R. R.	20	Los Angeles Junction Ry.	7
Chicago, Indianapolis & Louisville Ry.	22	Maine Central R. R. Co.	12
Chicago, Milwaukee, St. Paul & Pacific R. R. (East)	2	Meridian & Bigbee River Ry. Co.	3
Chicago, Milwaukee, St. Paul & Pacific R. R. (West)	32	Michigan Central R. R.	7
Chicago, North Shore & Milwaukee R. R.	9	Midland Terminal Ry.	1
Chicago, Rock Island & Pacific Ry. Co.	1	Minneapolis & St. Louis R. R. Co.	13
Chicago, St. Paul, Minneapolis & Omaha Ry.	20	Minneapolis, St. Paul & Sault Ste. Marie Ry.	8
Cincinnati, New Orleans & Texas Pacific Ry.	12	Missouri-Kansas-Texas Lines	6
Conemaugh & Black Lick R. R.	1	Missouri Pacific R. R.	57
Cleveland, Cincinnati, Chicago & St. Louis Ry.	7	Monongahela Ry.	5
Delaware & Hudson R. R. Corporation	157	Montour R. R.	1
Delaware, Lackawanna & Western R. R. Co.	10	New Orleans & Northeastern R. R.	4
Denver & Rio Grande Western R. R. Co.	109	New Orleans Terminal Co.	2
Denver & Salt Lake Ry. Co.	3	New York Central R. R. (Buffalo and East)	1
Des Moines Union	1	New York Central R. R. (Ohio Central Lines)	1
Detroit & Toledo Shore Line R. R.	1	New York, Chicago & St. Louis R. R. Co.	22
Detroit, Toledo & Ironton R. R. Co.	3	New York, New Haven & Hartford R. R. Co.	1
Duluth, Missabe & Iron Range Ry.	16	Norfolk & Western Ry.	23
East Broad Top	4	Northern Pacific Ry.	20
El Paso & South Western	5	Northwestern Pacific R. R. Co.	7
Erie	85	Philadelphia, Bethlehem & New England R. R.	1
Florida East Coast R. R. & Coal Co.	1	Pacific Electric Ry.	1
Fort Worth & Denver City Ry. Co.	3	Pennsylvania R. R.	25
Georgia Southern & Florida Ry.	2	Piedmont & Northern Ry. Co.	2
Grand Trunk Ry. System	9	Pittsburgh & Lake Erie R. R.	11
Great Northern Ry.	18	Pittsburgh, Chartiers & Youghiogheny	1
Green Bay & Western R. R. Co.	1	Reading Co.	5
Gulf Coast Lines	2	Richmond, Fredericksburg & Potomac R. R. Co.	1
Gulf, Colorado & Santa Fe Ry.	39	Sacramento Northern Ry. Co.	3
Gulf, Mobile & Ohio R. R.	2	St. Louis, Brownsville & Mexico Ry. Co.	1
		St. Louis, San Francisco Ry. Co.	7
		St. Louis, Southwestern Ry. Lines	11
		San Antonio, Uvalde & Gulf R. R. Co.	18



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

	Docketed		Docketed
San Diego & Arizona Eastern Ry. Co.....	3	Union Pacific R. R. (Northwestern District).....	2
Seaboard Air Line Ry.....	1	Union Pacific R. R. (South-Central District).....	13
Sioux City Terminal Ry.....	1	Union Ry. (Memphis).....	9
Southern Ry.....	59	Union Ry. (Pittsburgh).....	17
Southern Pacific Lines.....	209	Virginian Co.....	2
Spokane, Portland & Seattle Ry.....	10	Wabash R. R. Co.....	63
Terminal R. R. Association of St. Louis.....	6	Wheeling & Lake Erie Ry. Co.....	1
Tennessee Central Ry. Co.....	8	Western Pacific R. R.....	10
Texas & Pacific Ry. Co.....	50	Wichita Falls & Southern R. R. Co.....	2
Texas City Terminal Ry. Co.....	1	Wichita Valley Ry. Co.....	2
Texas-Mexican Ry. Co.....	11		
Union Pacific R. R. (Central District).....	4		
Union Pacific R. R. (Southwestern District).....	2	Total.....	2, 018

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

	Docketed		Docketed
Engineers-Firemen-Conductors-Trainmen.....	9	Firemen.....	263
Engineers-Firemen-Trainmen.....	3	Firemen-Conductors-Trainmen.....	1
Engineers-Firemen.....	91	Conductors.....	126
Engineers-Firemen-Conductors.....	1	Conductors-Trainmen.....	187
Engineers-Conductors-Trainmen.....	2	Trainmen.....	1, 145
Engineers.....	165	Switchmen's Union of North America.....	12
Engineers-Conductors.....	3		
Engineers-Trainmen.....	10	Total.....	2, 018

## SECOND DIVISION—NATIONAL RAILROAD ADJUSTMENT BOARD

J. A. ANDERSON, *Chairman*  
 R. W. BLAKE, *Vice Chairman*  
 A. C. BOWEN  
 HARRY J. CARR  
 M. W. HASSETT

W. C. HUDSON  
 T. E. LOSEY  
 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 employees, and railroad shop laborers. This division shall consist of 10 members, five of whom shall be selected by the carriers and 5 by the national labor organizations of the employees.

*Report of cases handled by the Second Division, fiscal year ending June 30, 1943*

	Number of cases
Docketed.....	126
Heard.....	90
Decided.....	131
Decided with referee.....	70
Decided without referee.....	61
Withdrawn.....	25
Deadlocked.....	74

*Report of cases handled by the Second Division, fiscal year ending June 30, 1943—Con.*

## CARRIERS PARTY TO CASES DOCKETED

	Number of cases		Number of cases
Alton R. R. Co.....	1	Great Northern Ry. Co.....	4
American Refrigerator Transit Co.....	1	Illinois Central System.....	4
Ann Arbor R. R. Co.....	1	Kansas City Terminal Ry. Co.....	2
Atlantic Coast Line R. R. Co.....	18	Lehigh Valley R. R.....	3
Baltimore & Ohio Chicago Terminal R. R. Co.....	1	Louisiana & North West R. R.....	1
Bangor & Aroostook R. R. Co.....	1	Louisville & Nashville R. R. Co.....	2
Belt Ry. Co. of Chicago.....	1	Minneapolis & St. Louis R. R. Co.....	1
Boston & Maine R. R.....	4	Missouri Pacific R. R. Co.....	2
Charleston & Western Carolina Ry.....	1	Nashville, Chattanooga & St. Louis Ry.....	2
Chicago & Eastern Illinois Ry. Co.....	2	New York Central System.....	1
Chicago & Northwestern Ry.....	3	Norfolk & Western Ry Co.....	2
Chicago, Burlington & Quincy RR. Co.....	6	Pacific Fruit Express Co.....	1
Chicago, Rock Island & Pacific Ry.....		Portland Terminal Co.....	4
Co. and Chicago, Rock Island & Gulf Ry.....	6	Reading Co.....	3
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.....	5	St. Louis Southwestern Ry, Co., and St. Louis Southwestern Ry. Co. of Texas.....	1
Cincinnati Union Terminal Co.....	1	Sand Springs Ry Co.....	1
Cleveland, Cincinnati, Chicago & St. Louis Ry.....	1	Seaboard Air Line Ry.....	1
Delaware, Lackawanna & Western R. R. Co.....	4	Southern Pacific Co. (Pacific Lines).....	1
Denver & Rio Grande Western R. R. Co.....	14	Southern Pacific Lines in Texas and Louisiana, and Texas & New Orleans R. R. Co.....	3
Duluth, Winnipeg & Pacific Ry.....	1	Tennessee Central Ry. Co.....	1
Erie R. R.....	3	Texas & Pacific Ry. Co.....	2
Fruit Growers Express Co.....	1	Wabash R. R. Co.....	8
		Total.....	126

## ORGANIZATIONS PARTY TO CASES DOCKETED

	Number of cases
International Association of Macinists.....	41
International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.....	6
International Brotherhood of Blacksmiths, Drop Forgers, and Helpers.....	2
Sheet Metal Workers' International Association.....	3
International Brotherhood of Electrical Workers.....	8
Brotherhood Railway Carmen of America.....	55
International Brotherhood of Firemen and Oilers, Roundhouse and Shop Laborers.....	3
Federated trades.....	5
Individually submitted cases.....	3
Total.....	126

## 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, 68 in number, developed during the fiscal year ending June 30, 1943, 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

R. F. RAY, *Chairman*  
R. A. DAVIS, *Vice Chairman*  
R. H. ALLISON  
C. C. COOK  
C. P. DUGAN  
D. W. HELT

H. HEMENWAY  
A. H. JONES  
H. C. KEARBY<sup>1</sup>  
E. S. MILLER  
J. H. SYLVESTER

H. A. JOHNSON, *Executive Secretary*

#### 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 1943*

	<i>Number of cases</i>		<i>Number of cases</i>
Docketed.....	361	Deadlocked.....	214
Heard.....	267	Decided by referee.....	192
Decided.....	361	Interpretations.....	10
Withdrawn.....	145		

#### CARRIERS PARTY TO CASES DOCKETED

	<i>Number of cases</i>		<i>Number of cases</i>
Alton.....	3	Florida East Coast.....	3
Atchison, Topeka & Santa Fe.....	9	Fred Harvey.....	2
Atlantic Coast Line.....	7	Galveston Wharves.....	1
Baltimore & Ohio.....	6	Great Northern.....	4
Belt Railway.....	1	Gulf Coast—IGN.....	38
Brooklyn Eastern District Terminal	2	Houston Belt & Terminal.....	2
Central of Georgia.....	2	Illinois Central.....	7
Central of Vermont.....	1	Illinois Terminal.....	1
Chesapeake & Ohio.....	11	International Great Northern.....	1
Chicago, Burlington & Quincy.....	5	Lehigh Valley.....	9
Chicago, Indianapolis & Louisville	1	Litchfield & Madison.....	1
Chicago, Milwaukee, St. Paul & Pacific.....	1	Los Angeles Union Passenger Terminal.....	2
Chicago & North Western.....	3	Louisiana & Arkansas.....	1
Chicago, Rock Island & Pacific.....	8	Maine Central.....	1
Chicago, St. Paul, Minneapolis & Omaha.....	1	Minneapolis & St. Louis.....	1
Cincinnati Union Terminal.....	1	Minneapolis, St. Paul & Sault Ste Marie.....	1
Cleveland, Cincinnati, Chicago & St. Louis.....	1	Missouri-Kansas-Texas.....	12
Delaware & Hudson.....	10	Missouri Pacific.....	17
Delaware, Lackawanna & Western.....	5	New York Central.....	5
Denver & Rio Grande Western.....	6	New York, Chicago & St. Louis.....	2
Des Moines Union.....	2	Northern Pacific.....	2
Detroit, Toledo & Ironton.....	1	Northern Pacific Terminal.....	4
Duluth, Missabe & Iron Range.....	2	Pennsylvania.....	6
Erie.....	10	Pullman Company.....	39
		Reading.....	4

<sup>1</sup> H. C. Kearby replaced by E. S. Miller July 24, 1942.

## CARRIERS PARTY TO CASES DOCKETED—continued

	Number of cases		Number of cases
St. Joseph Union Depot Co.....	1	Texas Mexican.....	1
St. Louis-San Francisco.....	1	Texas & Pacific.....	3
St. Louis Southwestern.....	6	Union Ry.....	3
Seaboard Air Line.....	1	Wabash.....	6
Southern Pacific (Pacific Lines).....	61	Western Pacific.....	8
Southern Pacific (Texas and Louisiana).....	2		
Terminal Railroad of St. Louis.....	3	Total.....	361

## ORGANIZATIONS PARTY TO CASES DOCKETED

American Train Dispatchers Association.....	11	Brotherhood of Sleeping Car Porters.....	25
Brotherhood of Maintenance of Way Employees.....	41	Joint Council of Dining Car Employees.....	23
Brotherhood of Railroad Signalmen of America.....	15	Order of Railroad Telegraphers.....	71
Brotherhood of Railroad Trainmen.....	5	Order of Railway Conductors (Pullman System).....	14
Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.....	154	United Transport Service Employees of America.....	2
		Total.....	361

## FOURTH DIVISION—NATIONAL RAILROAD ADJUSTMENT BOARD

E. J. HAMNER,<sup>1</sup> *Chairman*  
 R. A. WALTON, *Vice Chairman*  
 J. H. BLAKE  
 F. A. COILE<sup>2</sup>

J. M. FOX  
 E. MURRIN<sup>3</sup>  
 H. J. REESER  
 R. P. TRAVIS

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).

<sup>1</sup> Resigned; replaced by H. J. Reeser, January 15, 1943.

<sup>2</sup> Resigned; replaced by R. P. Travis, March 1, 1943.

<sup>3</sup> Elected chairman to fill unexpired term of E. J. Hamner.

*Report of cases handled by the Fourth Division for the fiscal year ending  
June 30, 1943*

	<i>Number of cases</i>
Open and on hand beginning fiscal year .....	23
New cases docketed during fiscal year .....	40
Total number cases on hand and docketed during fiscal year .....	63
Cases disposed of during fiscal year .....	60
Decided without Referee .....	24
Decided with Referee .....	26
Withdrawn .....	10
Open cases on hand close of fiscal year .....	3
Heard .....	2
Not heard .....	1
Cases heard during fiscal year .....	30
Cases deadlocked during fiscal year .....	26
Interpretations issued during fiscal year .....	6
Issued without Referee .....	2
Issued with Referee .....	4

## CARRIERS PARTY TO CASES DOCKETED

Atchison, Topeka & Sante Fe Ry. Co. (Coast Lines) .....	1
Central R. R. Co. of New Jersey .....	2
Chicago & Eastern Illinois R. R. Co. ....	2
Chicago & North Western Ry. Co. ....	16
Chicago, Rock Island & Pacific Ry. Co. ....	3
Indiana Harbor Belt R. R. Co. ....	2
Lehigh Valley R. R. Co. ....	1
Mystic Terminal Co. ....	1
New York Central R. R. Co. ....	1
Northern Pacific Terminal Co. of Oregon .....	1
Pennsylvania R. R. Co. ....	6
Reading Co. ....	1
Southern Pacific Co. (Pacific Lines) .....	1
Toledo Terminal R. R. Co. ....	1
Western Pacific R. R. Co. ....	1
	40

## ORGANIZATIONS—EMPLOYES PARTY TO CASES DOCKETED

	<i>Number of cases</i>
American Railway Supervisors' Association, Inc. ....	19
Brotherhood of Sleeping Car Porters .....	3
Inlandboatmen's Union of the Pacific .....	1
International Union of Operating Engineers .....	1
Miscellaneous Classes of Employees (subordinate officials) .....	2
National Council Railway Patrolmen's Unions, A. F. of L. ....	4
National Maritime Union of America (Inlandboatmen's Division) .....	1
National Organization Masters, Mates, and Pilots of America .....	3
Railway Patrolmen's Union, A. F. of L. ....	2
Railroad Yardmasters of America .....	4
	40

## APPENDIX B

### MEDIATION AND ARBITRATION CASES UNDER THE RAILWAY LABOR ACT

FISCAL YEAR JULY 1, 1942, TO JUNE 30, 1943

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-77	Apr. 17, 1935	Employees....	Brotherhood of Locomotive Engineers and Reading Co.	1,377	Locomotive engineers.	June 28, 1935	Philadelphia, Pa...	AD	July 6, 1942
A-87	Dec. 7, 1934	-----do-----	Brotherhood of Locomotive Firemen and Enginemen and Missouri Pacific Lines: International-Great Northern R. R.; Houston & Brazos Valley R. R.; Sugar Land Ry.; San Antonio Southern Ry.; Asherton & Gulf Ry.	1,328	-----do-----	Mar. 5, 1941	Washington, D. C.	WM	Feb. 24, 1943
A-623	July 7, 1939	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes and Chesapeake & Ohio Ry. Co.	3,092	Clerical, office station, and storehouse employees.	Oct. 17, 1939	Richmond, Va....	AD	Nov. 30, 1942
A-693	Oct. 2, 1939	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes and Fort Worth & Denver City Ry. Co.; Wichita Valley Ry. Co.	804	-----do-----	Oct. 16, 1941	Fort Worth, Tex..	AD	May 3, 1943
A-732	Sept. 20, 1939	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes and Virginian Ry.	653	-----do-----			WPM	Nov. 1, 1942
A-747	Oct. 4, 1939	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes and Norfolk Southern Ry. Co.	734	-----do-----	June 9, 1940	Raleigh, N. C.....	AA	Oct. 13, 1942
A-790	Apr. 12, 1940	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes and Missouri-Kansas-Texas R. R. Co.; Missouri-Kansas-Texas R. R. Co. of Texas.	3,188	-----do-----	Nov. 7, 1940	Dallas, Tex.....	AD	July 21, 1942
A-826	Aug. 6, 1940	-----do-----	Order of Railway Conductors and Northwestern Pacific R. R. Co.	331	Conductors.....	Apr. 18, 1941	San Francisco, Calif.	AD	July 29, 1942
A-849	May 20, 1940	Employees and carrier (2 applications).	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes and Atchison, Topeka & Santa Fe Ry. System...	13,160	Clerical, office, station, and storehouse employees.	Sept. 17, 1940	Chicago, Ill.....	MA	July 30, 1942

See footnotes at end of table.

*Mediation and arbitration cases under the Railway Labor Act—Continued*

FISCAL YEAR JULY 1, 1942, TO JUNE 30, 1943—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-894	Nov. 29, 1940	Employees....	Brotherhood of Locomotive Firemen and Enginemen and Baltimore & Ohio R. R. System.	6, 151	Locomotive firemen.	May 13, 1941	Baltimore, Md....	AD	Sept. 16, 1942
A-913	Jan. 24, 1941	.....do.....	Brotherhood of Locomotive Firemen and Enginemen and Georgia & Florida R. R.	408	.....do.....	Nov. 24, 1941	Augusta, Ga.....	AD	Sept. 1, 1942
A-930	Dec. 27, 1940	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and St. Louis-San Francisco Ry. Co.; St. Louis-San Francisco & Texas Ry. Co.	4, 825	Clerical, office, station, and storehouse employees.	Apr. 17, 1941	St. Louis, Mo....	AD	Nov. 16, 1942
A-946	Apr. 15, 1941	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Great Northern Ry. Co.	8, 118	.....do.....	June 4, 1942	St. Paul, Minn.	AD	Dec. 4, 1942
A-953	May 15, 1941	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and St. Paul Union Depot Co.	-----	.....do.....	Oct. 8, 1942	.....do.....	MA	Nov. 22, 1942
A-973	June 25, 1941	Employees (joint).	Order of Railway Conductors and Brotherhood of Railroad Trainmen and Cincinnati, New Orleans & Texas Ry. Co.	337	Trainmen.....	Nov. 22, 1941	Washington, D. C.	WM	Sept. 20, 1942
A-975	July 4, 1941	Employees....	The Order of Railroad Telegraphers and Western Pacific R. R. Co.	1, 195	Telegraph operators—new yard office Oakland.	July 9, 1941	San Francisco, Calif.	WM	July 21, 1942
A-978	July 7, 1941	Carriers.....	Certain Carriers represented by Western Carriers' Conference Committee and Brotherhood of Locomotive Engineers.	-----	Locomotive engineers.	Sept. 22, 1942	Chicago, Ill.....	AD <sup>2</sup>	Nov. 16, 1942
A-982	July 14, 1941	.....do.....	Southern Pacific Co. (Pacific Lines) and Brotherhood of Railroad Trainmen.	8, 365	Trainmen.....	Mar. 18, 1942	San Francisco, Calif.	WM	Nov. 24, 1942
A-984	July 3, 1941	Employees....	Brotherhood of Locomotive Firemen and Enginemen and certain carriers represented by Western Carriers' Conference Committee.	-----	Locomotive firemen.	Sept. 22, 1942	Chicago, Ill.....	AD <sup>2</sup>	Nov. 16, 1942
A-996	Aug. 8, 1941	.....do.....	Brotherhood of Locomotive Engineers and Burlington-Rock Island R. R. Co.	228	Locomotive engineers.	Aug. 20, 1942	.....do.....	WM	Nov. 6, 1942
A-997	.....do.....	.....do.....	Brotherhood of Locomotive Engineers and Kansas City Southern Ry. Co.	880	.....do.....	.....do.....	.....do.....	WM	Do.
A-998	.....do.....	.....do.....	Brotherhood of Locomotive Engineers and Wabash R. R. Co.	2, 394	.....do.....	.....do.....	.....do.....	WM	Do.
A-999	.....do.....	.....do.....	Brotherhood of Locomotive Engineers and Atchison, Topeka & Santa Fe Ry. Co. (Coast Lines).	2, 498	.....do.....	.....do.....	.....do.....	WM	Oct. 30, 1942

A-1021	July 12, 1941	.....do.....	The Order of Railroad Telegraphers and Atchison, Topeka and Santa Fe Ry. Co.	13, 160	Telegraph operators.	Nov. 18, 1941	.....do.....	WM	Jan. 5, 1943
A-1022	July 14, 1941	.....do.....	The Order of Railroad Telegraphers and Chicago, Burlington & Quincy R. R. Co.	9, 042	.....do.....	June 29, 1942	.....do.....	WM	July 30, 1942
A-1023	July 12, 1941	Employees	The Order of Railroad Telegraphers and Chicago, Rock Island & Pacific Ry. Co.	7, 773	.....do.....	Aug. 26, 1942	.....do.....	AA	Sept. 16, 1942
A-1025	.....do.....	Carrier	The Order of Railroad Telegraphers and Pennsylvania R. R.	9, 813	.....do.....	Jan. 8, 1942	Philadelphia, Pa.	WM	Mar. 15, 1943
A-1069	Sept. 15, 1941	.....do.....	Brotherhood of Railroad Signalmen of America and New York Central R. R. (west of Buffalo); Cleveland Union Terminals; Michigan Central R. R.; Cleveland, Cincinnati, Chicago & St. Louis Ry. Co.; Peoria & Eastern Ry.	5, 409	Signalmen	Dec. 5, 1941	New York, N. Y.	WM	Mar. 3, 1943
A-1082	Nov. 3, 1941	Carrier	Wabash Ry. Co. and Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	2, 394	Clerical, office, station, and storehouse employees.	April 8, 1942	St. Louis, Mo.	AD	Aug. 13, 1942
A-1088	Nov. 21, 1941	Employees	Brotherhood of Locomotive Engineers and Great Northern Ry. Co.	8, 118	Locomotive engineers.	Jan. 15, 1942	St. Paul, Minn.	AD	July 6, 1942
A-1094	Dec. 1, 1941	Carrier	Southern Pacific Co. (Pacific Lines) and Brotherhood of Locomotive Engineers.	8, 365	.....do.....	Nov. 10, 1942	San Francisco, Calif.	WM	Nov. 10, 1942
A-1095	Aug. 13, 1941	(?)	Order of Railway Conductors and Brotherhood of Railroad Trainmen and Chicago, Indianapolis & Louisville Ry. Co.	541	Conductors and brakemen.	June 8, 1942	Chicago, Ill.	MA	Mar. 15, 1943
A-1104	Jan. 31, 1942	Employees	Brotherhood of Railroad Trainmen and Central R. R. Co. of New Jersey.	661	Trainmen	Mar. 3, 1943	Philadelphia, Pa.	MA	Mar. 22, 1943
A-1112	Feb. 10, 1942	Employees (joint).	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen and Columbus & Greenville Ry. Co.	168	Train and engine service employees.	Feb. 18, 1942	Columbus, Miss.	AD	Sept. 1, 1942
A-1119	Feb. 16, 1942	Employees	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Terminal R. R. Association of St. Louis.	367	Clerical, Office, station and storehouse employees.	Aug. 3, 1942	St. Louis, Mo.	MA	Aug. 7, 1942
A-1120	July 15, 1940	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and New York Central R. R. Co.	10, 918	.....do.....	Mar. 30, 1942	New York, N. Y.	MA	Nov. 14, 1942
A-1123	Feb. 19, 1942	Employees (joint)	Brotherhood of Locomotive Firemen and Enginemen; Brotherhood of Railroad Trainmen and Interstate R. R. Co.	55	Train, engine and yard service employees.	Apr. 13, 1942	Washington, D. C.; Andover, Va.	MA	July 25, 1942
A-1127	Mar. 6, 1942	.....do.....	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen; and Wichita Falls & Southern R. R. Co.	169	Locomotive engineers, firemen, conductors, and trainmen.	Aug. 24, 1942	Wichita Falls, Tex.	AD	Oct. 12, 1942
A-1130	.....do.....	Employees	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Erie R. R. Co.	2, 377	Clerical, office, station, and storehouse employees.	Mar. 14, 1942	Cleveland, Ohio.	WM	Sept. 2, 1942

See footnotes at end of table.



## Mediation and arbitration cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1942, TO JUNE 30, 1943—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-1148	Mar. 21, 1942	Employees....	Brotherhood of Locomotive Engineers and Hudson & Manhattan R. R. Co.	9	Locomotive engineers.	Apr. 15, 1942	New York, N. Y.	MA	Sept. 1, 1942
A-1152	Apr. 2, 1942	.....do.....	Brotherhood of Railroad Signalmen of America and Erie R. R. Co.	2,377	Signalmen.....	Nov. 22, 1941	Cleveland, Ohio..	WM	Sept. 30, 1942
A-1153	.....do.....	.....do.....	United Transport Service Employees of America, C. I. O. and Union Ry. and Depot Co.	-----	Red caps.....	-----	-----	WPM	July 9, 1942
A-1154	.....do.....	.....do.....	Brotherhood of Maintenance of Way Employees and Alabama, Tennessee & Northern R. R. Corporation.	220	Maintenance-of-way employees.	May 25, 1942	Mobile, Ala.....	WM	Oct. 22, 1942
A-1155	.....do.....	.....do.....	Brotherhood of Maintenance of Way Employees and Copper Range R. R. Co.	93	.....do.....	Aug. 10, 1942	Houghton, Mich..	MA	Aug. 13, 1942
A-1156	Apr. 3, 1942	.....do.....	Brotherhood of Maintenance of Way Employees and Kansas City Southern Ry.; Fort Smith & Van Buren R. R. Co.; Arkansas Western R. R. Co.	957	.....do.....	July 17, 1942	Kansas City, Mo..	MA	July 23, 1942
A-1158	.....do.....	.....do.....	Brotherhood of Maintenance of Way Employees and Cumberland & Pennsylvania R. R. Co.	50	.....do.....	July 3, 1942	Cumberland, Md..	AD	Aug. 13, 1942
A-1159	.....do.....	.....do.....	Brotherhood of Maintenance of Way Employees and Canton R. R. Co.	35	.....do.....	June 22, 1942	Baltimore, Md....	AD	July 31, 1942
A-1161	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 Railway Carmen of America; International Brotherhood of Electrical Workers; each operating through Railway Employees' Department, A. F. of L. and Atlanta, Birmingham & Coast R. R. Co.	637	Machinists, boiler-makers, black-smiths, electrical workers, carmen (including coach cleaners), and helpers and apprentices of these crafts.	Aug. 17, 1942	Atlanta, Ga.....	WM	Jan. 8, 1943
A-1164	.....do.....	.....do.....	National Marine Engineers' Beneficial Association and Wabash R. R. Co.	2,394	Licensed marine engineers.	-----	-----	WPM	Aug. 25, 1942
A-1165	Apr. 6, 1942	Employees (joint).	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen; and Georgia & Florida R. R.	408	Train, engine, and yard service employees.	July 3, 1942	Augusta, Ga.....	AD	Sept. 1, 1942

A-1168	Apr. 7, 1942	Employees....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and New Orleans & Lower Coast R. R.	60	Clerical, office, station, and storehouse employees.	June 15, 1942	New Orleans, La.	AD	Aug. 13, 1942
A-1169	Apr. 9, 1942	.....do.....	Brotherhood of Maintenance of Way Employees and Des Moines & Central Iowa R. R.	75	Maintenance-of-way employees.	Aug. 15, 1942	Des Moines, Iowa.	MA	Nov. 24, 1942
A-1171	Apr. 16, 1942	.....do.....	Brotherhood of Railroad Signalmen of America and Hudson & Manhattan R. R. Co.	9	Signalmen.....	July 20, 1942	New York, N. Y..	MA	Sept. 1, 1942
A-1172	.....do.....	.....do.....	Brotherhood of Maintenance of Way Employees and Ashley, Drew and Northern Ry. Co.	41	Maintenance-of-way employees.	.....	.....	WPM	July 1, 1942
A-1173	Apr. 17, 1942	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Kansas City Terminal Ry. Co.	170	Clerical, office, station, and storehouse employees.	Aug. 15, 1942	Kansas City, Mo..	MA	Sept. 17, 1942
A-1174	Apr. 18, 1942	.....do.....	Brotherhood of Maintenance of Way Employees and East Tennessee and Western North Carolina R. R. Co.	34	Maintenance-of-way employees.	Aug. 17, 1942	Johnson City, Tenn.	MA	Aug. 20, 1942
A-1175	.....do.....	.....do.....	Brotherhood of Maintenance of Way Employees and New Orleans Public Belt R. R.	128	.....do.....	Jan. 8, 1943	New Orleans, La..	AD	Mar. 8, 1943
A-1176	.....do.....	.....do.....	Brotherhood of Maintenance of Way Employees and Atlanta & St. Andrews Bay Ry. Co.	82	.....do.....	July 13, 1942	Dothan, Ala.....	AD	Sept. 1, 1942
A-1177	Apr. 20, 1942	Carrier.....	Order of Railway Conductors, and Brotherhood of Railroad Trainmen and Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	1,629	Conductors and trainmen.	.....do.....	St. Paul, Minn....	WM	July 17, 1942
A-1180	.....do.....	Employees....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Terminal R. R. Association of St. Louis.	367	Clerical, office, station, and storehouse employees.	Aug. 3, 1942	St. Louis, Mo.....	MA	Aug. 7, 1942
A-1181	Mar. 26, 1942	.....do.....	Brotherhood of Locomotive Engineers and Houston Belt & Terminal Ry. Co.	26	Hostlers and hostler helpers.	July 28, 1942	Houston, Tex.....	WM	Feb. 11, 1943
A-1182	Apr. 22, 1942	.....do.....	Brotherhood of Maintenance of Way Employees and Greenwich & Johnsonville Ry. Co.	7	Maintenance-of-way employees.	July 2, 1942	Greenwich, N. Y..	MA	July 2, 1942
A-1183	Apr. 24, 1942	.....do.....	System Federation No. 103, functioning through Railway Employees' Department, A. F. of L. and New York Central System.	10,918	Shop craft employees.	Aug. 19, 1942	New York, N. Y..	WM	May 17, 1943
A-1185	.....do.....	.....do.....	System Federation No. 20 functioning through Railway Employees' Department, A. F. of L. and Chicago & Eastern Illinois R. R. Co.	912	.....do.....	Aug. 3, 1942	Chicago, Ill.....	MA	Aug. 27, 1942
A-1187	Apr. 28, 1942	.....do.....	Brotherhood of Railroad Trainmen and Hudson & Manhattan R. R. Co.	9	Conductors, collectors, flagmen, and guards—agents and information clerks.	July 31, 1942	New York, N. Y..	MA	Sept. 1, 1942
A-1188	Apr. 30, 1942	.....do.....	System Federation No. 172 functioning through Railway Employees' Department, A. F. of L. and Hudson & Manhattan R. R. Co.	9	Shop craft employees.	Aug. 3, 1942	.....do.....	MA	Do.

See footnotes at end of table.

*Mediation and arbitration cases under the Railway Labor Act—Continued*

FISCAL YEAR JULY 1, 1942, TO JUNE 30, 1943—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-1190	May 6, 1942	Carrier-----	Pittsburg, Shawmut & Northern R. R. Co. and Utility Workers Organizing Committee, C. I. O.	190	Shop craft employees.	June 19, 1942	St. Marys, Pa.----	MA	Sept. 29, 1942
A-1191	Apr. 22, 1942	Employees----	System Federation No. 26 functioning through Railway Employees' Department, A. F. of L. and Central of Georgia Ry. Co.	1, 816	-----do-----	Sept. 4, 1942	Savannah, Ga.----	AD	Nov. 16, 1942
A-1192	May 7, 1942	-----do-----	System Federation No. 142 functioning through Railway Employees' Department, A. F. of L. and Hudson & Manhattan R. R. Co.	9	-----do-----	Aug. 3, 1942	New York, N. Y.---	MA	Sept. 1, 1942
A-1194	May 9, 1942	-----do-----	Brotherhood of Maintenance of Way Employees and Tennessee, Alabama & Georgia Ry. Co.	95	Maintenance-of-way employees.	July 20, 1942	Chattanooga, Tenn.	WM	Dec. 14, 1942
A-1195	Apr. 17, 1942	-----do-----	Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America and Union Electric Railway Co. (Coffeyville, Kans.).	86	All employees-----	July 27, 1942	Coffeyville, Kans.	MA	July 29, 1942
A-1198	May 14, 1942	-----do-----	System Federation No. 13 functioning through Railway Employees' Department, A. F. of L., and Wabash R. R. Co.	2, 394	Shop craft employees.	Nov. 23, 1942	St. Louis, Mo.----	MA	Feb. 23, 1943
A-1200	Mar. 23, 1942	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Canadian Pacific Ry. Co.	325	Clerical, office, station, and storehouse employees.	June 22, 1942	Montreal, Quebec.	AD	Oct. 12, 1942
A-1202	{Apr. 17, 1942 Apr. 24, 1942}	{-----do----- -----do-----}	{Brotherhood of Railroad Trainmen and Lehigh Valley R. R. Co. Order of Railway Conductors and Lehigh Valley R. R. Co.	{1, 260 1, 260}	{Trainmen and yardmen. Conductors-----}	{July 13, 1942 July 13, 1942}	{Bethlehem, Pa.---- -----do-----}	{MA MA}	{July 21, 1942 Do.}
A-1204	May 18, 1942	Employees (joint).	Brotherhood of Locomotive Firemen and Enginemen; Brotherhood of Railroad Trainmen and Meridian & Bigbee River Ry. Co.	51	Enginemen and trainmen.	June 13, 1942	Meridian, Miss.---	AD	Aug. 13, 1942
A-1205	May 21, 1942	Employees----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Fort Dodge, Des Moines & Southern R. R. Co.	150	Clerical, office, station, and storehouse employees.	Aug. 17, 1942	Boone, Iowa-----	MA	Aug. 18, 1942
A-1206	May 23, 1942	-----do-----	Brotherhood of Railroad Signalmen of America and Texas & Pacific Ry. Co.	1, 839	Signal department employees.	Oct. 7, 1942	Dallas, Tex.-----	MA	Oct. 19, 1942

A-1207	do	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Chicago, Rock Island & Pacific Ry. Co.	7, 773	Red caps (ushers)	July 7, 1942	Chicago, Ill.	MA	July 10, 1942
A-1209	Aug. 27, 1942	do	Brotherhood of Railroad Trainmen and Fort Street Union Station.		Yardmen	Nov. 11, 1942	Detroit, Mich.	WM	Dec. 15, 1942
A-1211	Mar. 6, 1942	do	Air Line Mechanics Association, International and American Airlines, Inc.		Stores, commissary, and plant maintenance personnel.			WPM	July 2, 1942
A-1212	Apr. 22, 1942	do	System Federation No. 69 functioning through Railway Employees' Department, A. F. of L. and Florida East Coast Ry. Co.	682	Hose cutters	Sept. 26, 1942	St. Augustine, Fla.	AD	Dec. 19, 1942
A-1213	June 9, 1942	do	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Engineers; Order of Railway Conductors; Brotherhood of Railroad Trainmen and Louisville & Nashville R. R. Co.	4, 745	Train and engine service employees.	Aug. 6, 1942	Louisville, Ky.	AD	Sept. 16, 1942
A-1215	June 9, 1942	do	Brotherhood of Railroad Signalmen of America and Boston & Maine R. R.	1, 825	Signal department employees.	July 6, 1942	Boston, Mass.	MA	July 10, 1942
A-1216	June 30, 1942	Carrier	Order of Railway Conductors and Southern Pacific Co. (Pacific Lines).	8, 365	Conductors	do	San Francisco, Calif.	D	July 18, 1942
A-1217	do	do	Brotherhood of Railroad Trainmen and Fort Worth & Denver City Ry. Co.	804	Dining-car stewards.	Sept. 2, 1942	Fort Worth, Tex.	AD	Oct. 12, 1942
A-1218	June 11, 1942	do	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse, and Railway Shop Laborers, operating through Railway Employees' Department, A. F. of L. and Western Pacific R. R. Co.	1, 195	Firemen, oilers, helpers, roundhouse, and railway shop laborers.	Oct. 22, 1942	San Francisco, Calif.	MA	Nov. 5, 1942
A-1220	do	Employees (joint).	Brotherhood of Locomotive Firemen and Engineers; Brotherhood of Railroad Trainmen and Cuyahoga Valley Ry. Co.	14	Train and engine service employees.	July 14, 1942	Cleveland, Ohio.	MA	July 16, 1942
A-1221	June 12, 1942	Employees	System Federation No. 83 functioning through Railway Employees' Department, A. F. of L. and Tennessee, Alabama & Georgia Ry. Co.	95	Shop craft employees	Aug. 3, 1942	Chattanooga, Tenn.	WM	Nov. 6, 1942
A-1222	do	do	do	95	do	do	do	WM	Do.
A-1223	June 15, 1942	do	Brotherhood of Locomotive Firemen and Engineers; Brotherhood of Railroad Trainmen and San Francisco & Napa Valley R. R. American Train Dispatchers Association and New York Central R. R. Co.	7	Train and engine service employees and bus operators.			WM	Sept. 7, 1942
A-1224	June 17, 1942	do	Brotherhood Railway Carmen of America, operating through Railway Employees' Department, A. F. of L. and Interstate R. R. Co.	10, 918	Train dispatchers	Sept. 17, 1942	New York, N. Y.	MA	Sept. 19, 1942
A-1225	do	do	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Engineers; Order of Railway Conductors; Brotherhood of Railroad Trainmen; and New York, Ontario & Western Ry. Co.	55	Carmen			WPM	May 13, 1943
A-1226	June 18, 1942	Employees (joint).	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Engineers; Order of Railway Conductors; Brotherhood of Railroad Trainmen; and New York, Ontario & Western Ry. Co.	546	Train and engine service employees.	Aug. 4, 1942	New York, N. Y.	AD	Oct. 12, 1942

See footnotes at end of table.

*Mediation and arbitration cases under the Railway Labor Act—Continued*

FISCAL YEAR JULY 1, 1942, TO JUNE 30, 1943—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-1227	Mar. 30, 1940	Employees...	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America, on behalf of Joint Council Dining Car Employees' Local No. 351 and Alton R. R. Co.	959	Dining-car employees.	July 14, 1942	Chicago, Ill.....	MA	Aug. 5, 1942
A-1229	June 26, 1942	.....do.....	System Federation No. 47 functioning through Railway Employees' Department, A. F. of L. and Denver & Salt Lake Ry. Co.	231	Machinists, boiler-makers, blacksmiths, sheet-metal workers, electrical workers, carmen (including coach cleaners), helpers and apprentices of foregoing.	Aug. 27, 1942	Denver, Colo.....	MA	Sept. 1, 1942
A-1230	June 27, 1942	.....do.....	Brotherhood of Locomotive Firemen and Enginemen and Southern Pacific R. R. Co. of Mexico.	1,331	Firemen, firemen helpers, hostlers, and hostler helpers.	Aug. 4, 1942	Nogales, Ariz.; Washington, D. C.	MA	Oct. 5, 1942
A-1231	.....do.....	.....do.....	System Federation No. 96, functioning through Railway Employees' Department, A. F. of L. and Lehigh Valley R. R. Co. ;	1,260	Machinists, boiler-makers, blacksmiths, sheet-metal workers, electrical workers, carmen.	July 22, 1942	Bethlehem, Pa.....	AD	Oct. 12, 1942
A-1232	June 29, 1942	.....do.....	System Federation No. 77, functioning through Railway Employees' Department, A. F. of L. (I. B. E. W.) and Lehigh Valley R. R. Co.	294	Linemen.....	.....	.....	WPM	July 13, 1942
A-1233	June 30, 1942	Carrier.....	Union Stock Yards, San Antonio and Amalgamated Meat Cutters and Butcher Workmen of North America, Local 85.	.....	All employees.....	July 31, 1942	San Antonio, Tex.	WM	May 11, 1943
A-1234	July 1, 1942	Employees (joint).	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen; and Louisville & Nashville R. R. Co.	4,745	Train and engine service employees.	Aug. 6, 1942	Louisville, Ky....	AD	Sept. 16, 1942

A-1238	July 6, 1942	Employees....	System Federation No. 59, functioning through Railway Employees' Department, A. F. of L. (I. B. F. O.) and Louisiana & Arkansas Ry. Co.	877	Powerhouse employees and railway shop laborers.	July 31, 1942	Kansas City, Mo..	WM	Aug. 28, 1942
A-1239	July 8, 1942	....do.....	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse, and Railway Shop Laborers, operating through Railway Employees' Department, A. F. of L. and Alton & Southern R. R.	91	Firemen, oilers, helpers, roundhouse and railway shop laborers.	Aug. 10, 1942	East St. Louis, Ill.	MA	Aug. 11, 1942
A-1240	July 9, 1942	....do.....	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse, and Railway Shop Laborers, operating through Railway Employees' Department, A. F. of L., and Tennessee Central Ry. Co.	287	....do.....	Nov. 9, 1942	Nashville, Tenn..	MA	Nov. 14, 1942
A-1241	July 10, 1942	....do.....	Brotherhood of Railroad Trainmen and Lackawanna & Wyoming Valley R. R. Co.	24	Motormen, conductors, and brakemen.	Sept. 22, 1942	Scranton, Pa.....	MA	Oct. 3, 1942
A-1242	....do.....	....do.....	National Council Railway Patrolmen's Unions, A. F. of L., and New York, Chicago & St. Louis R. R. Co.	1,688	Patrolmen.....	Aug. 7, 1942	Cleveland, Ohio..	WM	Aug. 18, 1942
A-1243	July 15, 1942	....do.....	United Transport Service Employees of America, C. I. O., and Chicago & Western Indiana R. R. Co.	172	Red caps.....	Aug. 10, 1942	Chicago, Ill.....	MA	Aug. 19, 1942
A-1244	....do.....	....do.....	United Transport Service Employees of America, C. I. O., and Illinois Central R. R. Co.	4,824	....do.....	Sept. 3, 1942	....do.....	MA	Sept. 30, 1942
A-1245	Mar. 30, 1940	....do.....	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America, on behalf of Joint Council Dining Car Employees, Local No. 465, and Spokane, Portland & Seattle Ry. Co.	957	Dining-car employees.	Dec. 5, 1942	Portland, Oreg....	MA	Dec. 12, 1942
A-1246	Aug. 3, 1942	....do.....	National Council Railway Patrolmen's Unions, A. F. of L., and Cincinnati Union Terminal Co.	-----	Patrolmen.....	Nov. 17, 1942	Cincinnati, Ohio..	MA	Nov. 18, 1942
A-1248	{Aug. 6, 1942 Aug. 7, 1942	Carrier.....	{United Construction Workers Division of District No. 50, United Mine Workers of America and Harbor Belt Line R. R.	126	{Maintenance-of-way employees.	{Oct. 26, 1942	San Pedro, Calif..	AD <sup>2</sup>	Dec. 2, 1942
A-1249	Aug. 10, 1942	Employees (joint),	Brotherhood of Locomotive Firemen and Enginemen; Brotherhood Railroad Trainmen and Chicago, North Shore & Milwaukee R. R. Co.	138	Conductors, motormen, and trainmen.	Oct. 9, 1942	Chicago, Ill.....	AD <sup>2</sup>	Jan. 11, 1943
A-1251	Aug. 11, 1942	Employees....	Brotherhood of Locomotive Firemen and Enginemen and Aliquippa & Southern R. R. Co.	44	Enginemen.....	Sept. 22, 1942	Pittsburgh, Pa....	MA	Sept. 24, 1942
A-1252	Aug. 12, 1942	Carrier.....	New York Central R. R. Co. (Stanley yards only) and Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen.	-----	Train and engine service employees.	-----	-----	WPM	Sept. 22, 1942

See footnotes at end of table.

## Mediation and arbitration cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1942, TO JUNE 30, 1943—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-1253	Aug. 12, 1942	Employees....	The Order of Railroad Telegraphers and Chicago, North Shore & Milwaukee R. R. Co.	138	Freight agents.....	Oct. 12, 1942	Chicago, Ill.....	MA	Nov. 19, 1942
A-1254	-----do-----	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Maine Central R. R. Co.; Portland Terminal Co.	28	Clerical, office, station, and storehouse employees.	Mar. 1, 1943	Portland, Maine..	MA	Apr. 6, 1943
A-1255	-----do-----	-----do-----	Brotherhood of Railroad Trainmen and Pacific Electric Ry. Co.	862	Yardmasters.....	Nov. 2, 1942	Los Angeles, Calif.	AD <sup>2</sup>	Dec. 18, 1942
A-1256	Aug. 13, 1942	Employees (joint).	Brotherhood of Locomotive Firemen and Enginemen; Brotherhood of Railroad Trainmen and State Belt R. R. of California.	58	Engineers, firemen, and yardmen.	-----	-----	WPM	Sept. 10, 1942
A-1257	-----do-----	Employees....	Brotherhood of Railroad Trainmen and Pacific Electric Ry. Co.	862	Motormen, conductors.	Nov. 2, 1942	Los Angeles, Cal.	AD <sup>2</sup>	Dec. 18, 1942
A-1258	Aug. 14, 1942	-----do-----	Brotherhood of Railroad Trainmen and Spokane, Portland & Seattle Ry. Co.	957	Yardmen.....	Feb. 22, 1943	Portland, Oreg....	MA	Feb. 25, 1943
A-1259	Aug. 15, 1942	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Missouri Pacific R. R. Co.	7, 139	Clerical, office, station, and storehouse employees.	Jan. 25, 1943	St. Louis, Mo.....	MA	May 8, 1943
A-1260	Aug. 19, 1942	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Detroit & Toledo Shore Line R. R.	59	-----do-----	Nov. 16, 1942	Detroit, Mich....	MA	Dec. 22, 1942
A-1261	-----do-----	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Fred Harvey Service, Inc.	-----	Clerical.....	Feb. 5, 1943	Chicago, Ill.....	MA	Feb. 9, 1943
A-1262	Aug. 20, 1942	-----do-----	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America, on behalf of Joint Council Dining Car Employees, Local No. 351 and Fort Worth & Denver City Ry. Co.	804	Cooks and waiters..	Oct. 22, 1942	Fort Worth, Tex..	MA	Nov. 4, 1942
A-1263	-----do-----	-----do-----	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America, on behalf of Joint Council Dining Car Employees, Local No. 351 and Fort Worth & Denver City Ry. Co.;	Not available.	-----do-----	Oct. 26, 1942	-----do-----	MA	-----do-----

A-1264	Aug. 21, 1942	do	Chicago, Rock Island & Pacific Ry. Co., Joint Texas Division.	8, 100	Red caps	Nov. 27, 1942	Chicago, Ill.	WM	Nov. 30, 1942
A-1267	Aug. 25, 1942	Employees (joint).	United Transport Service Employees of America C. I. O., and Chicago & North Western Ry. Co.	637	Train, engine, and yard service em- ployees.	Oct. 29, 1942	Atlanta, Ga.	AD	Dec. 10, 1942
A-1268	Aug. 26, 1942	Employees	Brotherhood of Locomotive Firemen and En- gineemen; Brotherhood of Railroad Train- men, and Atlanta, Birmingham & Coast R. R. Co.		Foremen in mechan- ical department.	Nov. 20, 1942	Cincinnati, Ohio	MA	June 7, 1943
A-1269	do	do	System Federation No. 150, functioning through Railway Employees' Department, A. F. of L., and Cincinnati Union Terminal Co.	9	Clerical	do	New York, N. Y.	MA	Nov. 24, 1942
A-1270	Aug. 19, 1942	do	Independent Clerical Association of Employ- ees of Hudson & Manhattan R. R. Co. and Hudson & Manhattan R. R. Co.	862	Signal department employees.	Nov. 18, 1942	Los Angeles, Calif.	MA	Nov. 28, 1942
A-1271	Aug. 28, 1942	do	Brotherhood of Railroad Signalmen of Amer- ica and Pacific Electric Ry. Co.	637	Train dispatchers	Oct. 22, 1942	Atlanta, Ga.	AD	Dec. 17, 1942
A-1272	Aug. 29, 1942	do	American Train Dispatchers Association and Atlanta, Birmingham & Coast R. R. Co.	31, 300	Firemen	Sept. 22, 1942	Chicago, Ill.	AD <sup>2</sup>	Nov. 16, 1942
A-1273	do	do	Brotherhood of Locomotive Firemen and En- gineemen and 27 Southeastern Carriers rep- resented by Southeastern Carriers' Confer- ence Committee.	546	Signal department employees.	Nov. 24, 1942	New York, N. Y.	MA	Dec. 2, 1942
A-1275	Sept. 2, 1942	Employees and carriers (joint).	Brotherhood of Railroad Signalmen of Amer- ica and New York, Ontario & Western Ry.	N o t avail- able.	Locomotive engi- neers, firemen, hostlers, and hos- tler helpers.	Sept. 22, 1942	Chicago, Ill.	AD <sup>1</sup>	Nov. 16, 1942
A-1276	do	Employees	Certain Carriers represented by Eastern Car- riers' Conference Committee and Brother- hood of Locomotive Firemen and Engine- men.	55	Maintenance-of- way employees.	Oct. 5, 1942	Bethlehem, Pa.	MA	Nov. 2, 1942
A-1277	Sept. 3, 1942	do	United Steelworkers of America, District No. 9, C. I. O. and Philadelphia, Bethlehem & New England R. R. Co.	862	Machinists, black- smiths, sheet- metal workers, electrical workers, carmen, and labor- ers.	Nov. 18, 1942	Los Angeles, Calif.	MA	Nov. 24, 1942
A-1278	Sept. 5, 1942	do	System Federation No. 159, functioning through Railway Employees' Department, A. F. of L. and Pacific Electric Ry. Co.		Clerical, office, sta- tion, and store- house employees.			WPM	Oct. 14, 1942
A-1279	do	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Sta- tion Employees and Atchison Union Depot & R. R. Co.		do	Oct. 15, 1942	Charleston, S. C.	WM	Oct. 19, 1942
A-1280	do	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Sta- tion Employees and Charleston Union Sta- tion Co.	51	do	Jan. 28, 1943	Edwardsville, Ill.	MA	Feb. 4, 1943

See footnotes at end of table.



## Mediation and arbitration cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1942, TO JUNE 30, 1943—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-1281	Sept. 5, 1942	Employees.	System Federation No. 40, functioning through Railway Employees' Department, A. F. of L., and Virginian Ry. Co.	653	Machinists, boiler-makers, blacksmiths, sheet-metal workers, electrical workers, carmen (including coach cleaners), helpers, and apprentices of foregoing.	Nov. 13, 1942	Norfolk, Va. ....	MA	Dec. 9, 1942
A-1282	Sept. 10, 1942	....do.....	System Federation No. 162, functioning through Railway Employees' Department, A. F. of L. (I. B. B. I. S. B.), and Texas & New Orleans R. R. Co.	4, 341	Boilermakers.....	Nov. 17, 1942	Houston, Tex. ....	MA	Feb. 4, 1943
A-1283	....do.....	....do.....	System Federation No. 162, functioning through Railway Employees' Department, A. F. of L., and Texas & New Orleans R. R. Co.	4, 341	Machinists, boiler-makers, sheet-metal workers, electrical workers, carmen.	Nov. 16, 1942	....do.....	MA	Do.
A-1284	Sept. 12, 1942	....do.....	Brotherhood of Maintenance of Way Employees and Union Belt of Detroit.	-----	Crossing watchmen.	Nov. 17, 1942	Detroit, Mich. ....	MA	Nov. 20, 1942
A-1285	Sept. 14, 1942	....do.....	Brotherhood of Locomotive Firemen and Enginemen and Copper Range R. R. Co.	93	Firemen, helpers, hostlers, and hostler helpers.	-----	-----	WM	Nov. 18, 1942
A-1286	....do.....	....do.....	Brotherhood of Locomotive Firemen and Enginemen and Midland Terminal Ry. Co.	56	....do.....	Sept. 22, 1942	Chicago, Ill. ....	<sup>2</sup> AD	Nov. 16, 1942
A-1287	....do.....	....do.....	Brotherhood of Locomotive Firemen and Enginemen and Missouri & Arkansas Ry. Co.	365	....do.....	....do.....	....do.....	<sup>2</sup> AD	Do.
A-1288	....do.....	....do.....	Brotherhood of Locomotive Firemen and Enginemen and Texas-Mexican Ry. Co.	161	....do.....	....do.....	....do.....	WM	Nov. 18, 1942
A-1289	....do.....	....do.....	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America, on behalf of Joint Council Dining Car Employees, Local No. 351 and Chicago, Indianapolis & Louisville Ry.	541	Dining-car employees.	Dec. 1, 1942	....do.....	WM	Jan. 6, 1943

A-1292	Aug. 24, 1942	Carrier.....	Missouri Pacific R. R. Co. and Brotherhood of Railroad Trainmen.	7, 139	Yardmen.....	Dec. 15, 1942	St. Louis, Mo.....	WM	Jan. 4, 1943
A-1293	Sept. 16, 1942	Employees....	Brotherhood of Locomotive Firemen and Enginemen and Florida East Coast Ry. Co.	682	Hostlers and hostler helpers.	Sept. 22, 1942	Chicago, Ill.....	WM	Nov. 18, 1942
A-1294	-----do-----	-----do-----	Brotherhood of Maintenance of Way Employees and Wichita Falls & Southern Ry. Co.	169	Maintenance-of-way employees.	Nov. 6, 1942	Wichita Falls, Tex.	AD	Dec. 14, 1942
A-1295	Sept. 21, 1942	-----do-----	Brotherhood of Locomotive Firemen and Enginemen and Norfolk Southern R. R. Co.	734	Firemen, helpers, hostlers, and hostler helpers.	Sept. 22, 1942	Chicago, Ill.....	WM	Nov. 23, 1942
A-1296	Sept. 24, 1942	Carrier.....	East Broad Top R. R. & Coal Co. and United Tiptle Workers, C. I. O.	67	Operators of transfer tiptle.	Nov. 4, 1942	Orbisonia, Pa.....	AA	Nov. 10, 1942
A-1298	Sept. 26, 1942	Employees....	System Federation No. 140, functioning through Railway Employees' Department, A. F. of L. and Fort Worth & Denver City Ry.; Wichita Valley Ry.	804	Machinists, boiler-makers, blacksmiths, sheet-metal workers, electrical workers, carmen (including coach cleaners).	Jan. 22, 1943	Fort Worth, Tex..	MA	Mar. 1, 1943
A-1239	Sept. 30, 1942	-----do-----	System Federation No. 103, functioning through Railway Employees' Department, A. F. of L. and New York Central Lines (East and West).	-----	Shop-craft employees.	Feb. 3, 1943	New York, N. Y..	AD	Apr. 6, 1943
A-1300	-----do-----	-----do-----	Brotherhood of Railroad Trainmen and New York, Chicago & St. Louis R. R. Co. (Chicago yard).	1, 688	Yardmen.....	Dec. 7, 1942	Cleveland, Ohio..	MA	Dec. 11, 1942
A-1301	Oct. 2, 1942	Carriers.....	American Airlines, Inc.; Braniff Airways, Inc.; Chicago and Southern Air Lines, Inc.; Colonial Airlines, Inc.; Continental Air Lines, Inc.; Delta Air Lines; Eastern Air Lines, Inc.; Inland Air Lines, Inc.; Mid-Continent Airlines, Inc.; National Airlines, Inc.; Northeast Airlines, Inc.; Northwest Airlines, Inc.; Pan American-Grace Airways, Inc.; Pennsylvania-Central Airlines Corp.; Transcontinental & Western Air, Inc.; United Air Lines Transport Corp; Western Air Lines, Inc.; and Air Line Pilots Association.	-----	Pilots in trans-ocean operations.	Oct. 5, 1942	Washington, D.C.	WM	Nov. 17, 1942
A-1304	Oct. 6, 1942	Employees....	Brotherhood of Locomotive Firemen and Enginemen; Brotherhood of Railroad Trainmen and Steelton & Highspire R. R. Co.	35	Locomotive engineers, firemen, and yardmen.	Dec. 4, 1942	Harrisburg, Pa....	AD	Feb. 5, 1943
A-1305	Oct. 5, 1942	-----do-----	Air Line Pilots Association and American Air Lines, Inc.	-----	Pilots and copilots..	Nov. 7, 1942	Washington, D. C.	MA	Feb. 16, 1943
A-1306	-----do-----	-----do-----	Air Line Pilots Association and Transcontinental & Western Air, Inc.	-----	-----do-----	-----do-----	-----do-----	WM	June 12, 1942
A-1307	-----do-----	-----do-----	Air Line Pilots Association and United Air Lines Transport Corp.	-----	-----do-----	Oct. 26, 1942	Washington, D. C.; New York, N. Y.	MA	Apr. 11, 1943

See footnotes at end of tables

## Medication and arbitration cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1942, TO JUNE 30, 1943—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-1308	Sept. 17, 1942	Employees	Amalgamated Association of Street, Electric Railway, and Motor Coach Employees of America and Salt Lake & Utah R. R. Corp.	76	Train and motor service employees.	Mar. 10, 1943	Salt Lake City, Utah.	MA	Mar. 19, 1943
A-1309	Oct. 8, 1942	do	do	76	Shop and maintenance of way employees.	Mar. 13, 1943	do	MA	Do.
A-1310	do	do	System Federation No. 23, functioning through Railway Employees' Department, A. F. of L. and Wheeling & Lake Erie Ry. Co.; Lorain & West Virginia Ry. Co.	532	Machinists, boiler-makers, blacksmiths, sheet-metal workers, electrical workers, carmen (including coach cleaners), helpers and apprentices of foregoing.	Dec. 14, 1942	Cleveland, Ohio...	MA	Jan. 23, 1943
A-1313	Oct. 16, 1942	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Lake Terminal R. R. Co.	40	Clerical, office, station, and storehouse employees.	Jan. 8, 1943	Pittsburgh, Pa....	AD	Mar. 13, 1943
A-1314	do	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Texas Pacific-Missouri Pacific Terminal R. R. Co. of New Orleans.	94	do	Apr. 9, 1943	New Orleans, La..	AD	May 19, 1943
A-1315	do	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Detroit & Toledo Shore Line R. R.	59	do	Nov. 23, 1942	Detroit, Mich.....	MA	Nov. 27, 1942
A-1316	Oct. 19, 1942	do	Brotherhood of Locomotive Firemen and Enginemen and Boston & Maine R. R.	1,825	Locomotive firemen.	Apr. 5, 1943	Boston, Mass.....	MA	Apr. 13, 1943
A-1317	Oct. 22, 1942	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Pacific Fruit Express Co.		Clerical, office, station, and storehouse employees.	Nov. 27, 1942	San Francisco, Calif.	AD	Mar. 15, 1943

A-1318	Oct. 23, 1942	-----do-----	Brotherhood of Railroad Trainmen and Walla Walla Valley Ry. Co.	24	Conductors, motor-men, brakemen, trolley tenders, barnmen, linemen, linemen helpers.	Feb. 10, 1943	Walla Walla, Wash.	MA	Feb. 19, 1943
A-1319	Oct. 24, 1942	-----do-----	Brotherhood of Railroad Signalmen of America and Atchison, Topeka & Santa Fe Ry. System.	13, 160	Signalmen	Feb. 8, 1943	Chicago, Ill.	MA	Mar. 4, 1943
A-1320	Oct. 27, 1942	-----do-----	Brotherhood of Railroad Signalmen of America and Missouri-Kansas-Texas R. R. Co.	3, 188	-----do-----	Jan. 15, 1943	Dallas, Tex.	MA	Mar. 20, 1943
A-1322	Sept. 15, 1942	Employees (joint).	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen and Wabash R. R. Co.	2, 394	Train and engine service employees.	Apr. 5, 1943	St. Louis, Mo.	WM	Apr. 15, 1943
A-1323	Nov. 4, 1942	Employees	Brotherhood of Locomotive Engineers and following Southeastern Carriers: Atlantic Coast Line R. R.; Central of Georgia Ry. Co.; Kentucky & Indiana Terminal R. R.; Louisville & Nashville R. R. Co.; Richmond, Fredericksburg & Potomac R. R. Co.; Seaboard Air Line Ry.; Southern Ry. System.	23, 817	Locomotive engineers.	Nov. 9, 1942	Washington, D. C.	AD <sup>1</sup>	Dec. 10, 1942
A-1324	Nov. 6, 1942	-----do-----	Brotherhood of Railroad Trainmen and Texas & New Orleans R. R. Co.; International Great Northern R. R. Co.	5, 571	Yardmen	-----	-----	WPM	Jan. 9, 1943
A-1327	Nov. 7, 1942	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Wabash R. R. Co.	2, 394	Clerks(freight office, Kansas City, Mo.)	Mar. 8, 1943	Kansas City, Mo.	MA	Mar. 23, 1943
A-1329	Nov. 9, 1942	-----do-----	Brotherhood Railway Carmen of America, operating through Railway Employees' Department, A. F. of L., and Pacific Fruit Express Co.	-----	Carmen	Nov. 27, 1942	San Francisco, Calif.	AD	Mar. 13, 1943
A-1330	Nov. 13, 1942	Employees (joint).	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen; Brotherhood of Railroad Trainmen and Chicago, Burlington & Quincy R. R. Co.; Colorado & Southern Ry. Co.	9, 790	Train and engine-men (Denver yard).	Dec. 7, 1942	Chicago, Ill.	MA	Dec. 18, 1942
A-1331	Sept. 2, 1942	Employees	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America, on behalf of Joint Council Dining Car Employees, Local No. 351 and Atchison, Topeka & Santa Fe Ry. Co. (Fred Harvey Service, Inc.).	13, 160	Dining-car employees.	Apr. 26, 1943	-----do-----	WM	May 10, 1943
A-1332	Nov. 19, 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. 8, 1943	St. Louis, Mo.	MA	Mar. 23, 1943
A-1333	Nov. 25, 1942	-----do-----	Seafarers' International Union of North America and Grand Trunk Western R. R. Co.	1, 026	Unlicensed personnel on Lake Michigan car ferries.	Dec. 14, 1942	Detroit, Mich.	MA <sup>4</sup> , AD	Jan. 22, 1943

See footnotes at end of table.

## Mediation and arbitration cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1942, TO JUNE 30, 1943—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-1334	Nov. 25, 1942	Employees....	American Train Dispatchers Association and South Buffalo Ry. Co.	87	Train dispatchers...	Mar. 1, 1943	Buffalo, N. Y.; Lackawanna, N. Y.	MA	Mar. 3, 1943
A-1335	Dec. 2, 1942	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Atlanta, Birmingham & Coast Ry. Co.	637	Clerical, office, station, and storehouse employees.	Apr. 12, 1943	Atlanta, Ga.....	AD	May 15, 1943
A-1336	Dec. 4, 1942	-----do-----	American Railway Supervisors Association and Chicago, Rock Island & Pacific Ry. Co.	7,773	Mechanical foremen	-----	-----	WPM	May 20, 1943
A-1338	Dec. 7, 1942	-----do-----	Brotherhood of Railroad Trainmen and Missouri-Kansas-Texas R. R. Co.	3,188	Yardmasters.....	Jan. 18, 1943	Dallas, Tex.....	AD	Feb. 25, 1943
A-1341	Dec. 11, 1942	-----do-----	American Train Dispatchers Association and Baltimore & Ohio R. R. Co.	6,151	Train dispatchers...	Mar. 29, 1943	Indianapolis, Ind.	MA	Apr. 12, 1943
A-1346	Dec. 16, 1942	-----do-----	American Train Dispatchers Association and Denver & Rio Grande Western R. R. Co.	2,405	-----do-----	Mar. 22, 1943	Denver, Colo.....	MA	Mar. 27, 1943
A-1347	Dec. 17, 1942	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers Express and Station Employees and Fruit Growers Express Co.	-----	Clerical, office, station, and storehouse employees.	Jan. 26, 1943	Washington, D. C.	MA	Mar. 8, 1943
A-1349	Dec. 18, 1942	-----do-----	American Federation of Railroad Workers and Aliquippa & Southern R. R. Co.	44	Maintenance-of-way, car department, and roundhouse employees.	Jan. 28, 1943	Pittsburgh, Pa....	AD	Mar. 12, 1943
A-1350	-----do-----	-----do-----	15 Cooperating Railway Labor Organizations and Certain Carriers represented by—Western Carriers' Conference Committee, Eastern Carriers' Conference Committee, Southeastern Carriers' Conference Committee, and certain other carriers.	-----	Clerks, maintenance-of-way employees, telegraphers, signalmen, machinists, boilermakers, blacksmiths, sheet-metal workers, electrical workers, carmen, firemen, oilers, roundhouse and railway shop laborers, deck personnel, engine-room personnel,	Jan. 7, 1943	Chicago, Ill.....	AD <sup>2</sup>	Feb. 16, 1943

A-1351	do	do	American Federation of Railroad Workers and Donora Southern R. R.	16	lighter captains, other-than-lighter captains, dining-car employees.	June 2, 1943	Donora, Pa.	MA	June 5, 1943
A-1352	do	do	American Federation of Railroad Workers and Monongahela Connecting R. R. Co.	37	Shop-craft employees.	Feb. 2, 1943	Pittsburgh, Pa.	AD	Mar. 12, 1943
A-1353	do	do	American Federation of Railroad Workers and Pittsburgh & Lake Erie R. R. Co., Lake Erie & Eastern R. R. Co.	248	Hourly rated clerks, electrical workers, car department employees.	Jan. 20, 1943	do	AD	Mar. 3, 1943
A-1354	do	do	American Federation of Railroad Workers and Youngstown & Suburban Ry. Co.	32	Car department employees.	June 8, 1943	Youngstown, Ohio	MA	June 9, 1943
A-1356	Dec. 21, 1942	do	System Federation No. 10, functioning through Railway Employees' Department, A. F. of L., and Denver & Rio Grande Western R. R. Co.	2,405	Maintenance-of-way and shop-craft employees.	Mar. 27, 1943	Denver, Colo.	MA	May 7, 1943
A-1362	Dec. 24, 1942	do	System Federation No. 138, functioning through Railway Employees' Department, A. F. of L. (I. B. F. O.), and Detroit, Toledo & Ironton Ry. Co.	464	Shop-craft employees.	Apr. 26, 1943	Dearborn, Mich.	MA	May 1, 1943
A-1364	Dec. 16, 1942	do	United Steelworkers of America, C. I. O., and River Terminal Ry. Co.	22	Firemen and oilers.	Feb. 11, 1943	Cleveland, Ohio	MA	Feb. 27, 1943
A-1365	Jan. 2, 1943	do	Brotherhood of Railroad Trainmen and California Western Railroad & Navigation Co.	49	Machinists, boiler-makers, carmen, powerhouse employees, and railway shop laborers.	May 5, 1943	San Francisco, Calif.	MA	May 12, 1943
A-1366	Dec. 21, 1942	do	United Steelworkers of America, C. I. O., and Cuyahoga Valley Ry. Co.	14	Conductors and brakemen.	Feb. 15, 1943	Cleveland, Ohio	MA	Feb. 26, 1943
A-1368	Jan. 6, 1943	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes and Missouri-Kansas-Texas R. R. Co.; Missouri-Kansas-Texas R. R. Co. of Texas.	3,188	Shop-craft and yard-clerk employees.	Apr. 5, 1943	Dallas, Tex.	AD	May 7, 1943
A-1369	Jan. 4, 1943	do	Brotherhood of Sleeping Car Porters and Atlantic Coast Line R. R. Co.	4,991	Clerical, office, station, and storehouse employees.	Apr. 17, 1943	Wilmington, N. C.	MA	Apr. 28, 1943
A-1372	Jan. 8, 1943	do	Brotherhood of Railroad Trainmen and Chicago & Eastern Illinois R. R. Co.	912	Train and chair-car porters, attendants, and maids.	May 10, 1943	Chicago, Ill.	MA	May 22, 1943
A-1373	Jan. 9, 1943	do	Brotherhood of Railroad Trainmen and Chicago, Burlington & Quincy R. R. Co.	9,042	Dining-car stewards.	May 6, 1943	do	WM	May 11, 1943
A-1375	Jan. 11, 1943	do	Brotherhood of Railroad Trainmen and Chesapeake & Ohio Ry. Co.	3,092	Trainmen.	do	Richmond, Va.	MA	May 14, 1943
A-1381	Jan. 16, 1943	do	Brotherhood of Maintenance of Way Employes and Belfast & Moosehead Lake R. R.	33	do	Mar. 24, 1943	Belfast, Maine	MA	Apr. 1, 1943

<sup>8</sup> Not available.

See footnotes at end of table.

## Mediation and arbitration cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1942, TO JUNE 30, 1943—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-1382	Jan. 20, 1943	Employees....	System Federation No. 10, functioning through Railway Employees' Department, A. F. of L. and Denver & Rio Grande Western R. R. Co.	2, 405	Shop-craft employees.	Mar. 27, 1943	Denver, Colo.....	WM	May 6, 1943
A-1385	Jan. 23, 1943	.....do.....	System Federation No. 2, functioning through Railway Employees' Department, A. F. of L. (I. B. F. O.) and Missouri Pacific R. R. Co.	7, 139	Firemen and oilers..	May 21, 1943	St. Louis, Mo.....	MA	May 21, 1943
A-1386	.....do.....	.....do.....	System Federation No. 2, functioning through Railway Employees' Department, A. F. of L. (I. B. F. O.) and Missouri-Illinois R. R. Co.	193	.....do.....	.....do.....	.....do.....	MA	Do.
A-1387	Jan. 27, 1943	.....do.....	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen; Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees; The Order of Railroad Telegraphers; The Railway Employees' Department, A. F. of L. and Illinois Central R. R. Co.	6, 606	Train and engine service employees, clerical, office, station, and storehouse employees, telegraphers, shop-craft employees.	May 17, 1943	Chicago, Ill.....	MA	June 1, 1943
A-1388	Jan. 28, 1943	.....do.....	Brotherhood of Railroad Trainmen and Pennsylvania R. R.	9, 813	Trainmen.....	Apr. 13, 1943	Philadelphia, Pa..	WM	Apr. 22, 1943
A-1390	Feb. 1, 1943	Carrier.....	Boston & Maine R. R. and Brotherhood of Locomotive Engineers.	1, 825	Engineers.....	Apr. 5, 1943	Boston, Mass.....	WM	Apr. 12, 1943
A-1393	Feb. 3, 1943	Employees....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Tennessee Central Ry. Co.	287	Clerical, office, station, and storehouse employees.	.....	.....	WPM	June 26, 1943
A-1398	Jan. 30, 1943	.....do.....	Brotherhood of Railroad Trainmen and San Antonio, Uvalde & Gulf R. R. Co.	317	Trainmen.....	Mar. 22, 1943	Houston, Tex.....	AD	May 7, 1943
A-1400	Feb. 17, 1943	Carriers.....	Certain carriers represented by Eastern, Western and Southeastern Carriers Conference Committee, American Short Line Railroad Association, and certain other carriers and Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and	Not available.	Train, engine, and yard service employees.	Feb. 18, 1943	Chicago, Ill.....	AD *	Mar. 25, 1943

A-1401	Feb. 6, 1943	Employees....	Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen; Switchmen's Union of North America. Copper Range Railroad Workers, Local 615, C. I. O., International Union Mine, Mill and Smelter Workers and Copper Range R. R. Co.	93	Mechanical department (including coal-dock) employees, station employees, general office employees.	June 1, 1943	Houghton, Mich..	MA	June 11, 1943
A-1402	Feb. 19, 1943	-----do-----	Brotherhood of Locomotive Firemen and Enginemen; Brotherhood of Railroad Trainmen and Frankfort & Cincinnati R. R. Co.	41	Train and engine service employees.	-----	-----	WPM	June 16, 1943
A-1404	Feb. 22, 1943	-----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. 24, 1943	St. Louis, Mo. ....	WM	Apr. 23, 1943
A-1405	Feb. 25, 1943	-----do-----	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America, on behalf of Joint Council Dining Car Employees, Local No. 351 and Chicago & North Western Ry. Co	8,100	Dining-car employees.	-----	-----	WPM	May 18, 1943
A-1406	-----do-----	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, and Northern Pacific Terminal Co. of Oregon.	62	Clerical, office, station, and storehouse employees.	Feb. 27, 1943	Portland, Oreg. ....	AD	Apr. 16, 1943
A-1409	Feb. 26, 1943	-----do-----	The Order of Railroad Telegraphers and Denver & Rio Grande Western R. R. Co.	2,405	Telegraphers. ....	May 10, 1943	Denver, Colo. ....	MA	May 14, 1943
A-1412	Mar. 4, 1943	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, and Texas and New Orleans R. R. Co.	4,341	Clerical, office, station, and storehouse employees.	Mar. 25, 1943	Houston, Tex. ....	WM	Apr. 22, 1943
A-1416	Mar. 9, 1943	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, and Wabash R. R. Co.	2,394	-----do-----	Mar. 15, 1943	St. Louis, Mo. ....	MA	Mar. 23, 1943
A-1417	-----do-----	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, and Norfolk Terminal Ry. Co.	-----	-----do-----	-----	-----	WPM	June 17, 1943
A-1419	Mar. 10, 1943	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Port Terminal R. R. Association.	-----	-----do-----	Mar. 25, 1943	Houston, Tex. ....	WM	Apr. 22, 1943
A-1420	Mar. 11, 1943	Carrier. ....	Boston & Maine R. R. and System Federation No. 18, functioning through Railway Employees' Department, A. F. of L. (Mechanical Section No. 2).	1,825	Shop-craft employees.	Apr. 15, 1943	Boston, Mass. ....	MA	Apr. 24, 1943
A-1421	Mar. 12, 1943	Employees....	United Mine Workers of America, District 50 and Fairport Painesville & Eastern R. R. Co.	20	All employees. ....	-----	-----	WPM	June 21, 1943
A-1426	Mar. 19, 1943	-----do-----	Brotherhood of Sleeping Car Porters and Chicago, Milwaukee, St. Paul & Pacific R. R. Co.	10,479	Sleeping-car porters, and other porters.	May 15, 1943	Chicago, Ill. ....	MA	May 20, 1943

See footnotes at end of table.



## Mediation and arbitration cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1942, TO JUNE 30, 1943—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-1430	Mar. 26, 1943	Employees....	American Train Dispatchers Association and Denver & Rio Grande Western R. R. Co.	2,405	C. T. C. operators..	Mar. 29, 1943	Denver, Colo.....	AA	Apr. 9, 1943
A-1441	Apr. 8, 1943	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Cleveland, Cincinnati, Chicago & St. Louis Ry.	2,309	Freight-house employees.	June 9, 1943	Cincinnati, Ohio..	MA	June 18, 1943
A-1444	Apr. 9, 1943	-----do-----	Railroad Yardmasters of America and Alton R. R. Co.	959	Yardmasters.....	May 17, 1943	Chicago, Ill.....	MA	May 20, 1943
A-1445	Apr. 13, 1943	-----do-----	The Order of Railroad Telegraphers and Denver & Rio Grande Western R. R. Co.	2,405	Telegraphers.....	May 11, 1943	Denver, Colo.....	WM	May 14, 1943
A-1464	May 13, 1943	Employees and carrier (joint).	Chicago, Attica & Southern R. R. Co. and Brotherhood of Locomotive Firemen and Enginemen; Brotherhood of Railroad Trainmen.	155	Train and engine service employees.	June 15, 1943	Attica, Ind.....	MA	June 19, 1943
A-1474	June 11, 1943	Employees....	System Federation No. 17, functioning through Railway Employees' Department, A. F. of L. and New York, New Haven & Hartford R. R. Co.	1,838	Shop-craft employees.	June 7, 1943	New Haven, Conn.	MA	June 26, 1943

<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> Referred to Panel Emergency Board.

<sup>3</sup> Board proffered services.

<sup>4</sup> All rules agreed to in mediation except 12 in which arbitration offered.

# APPENDIX C

## REPRESENTATION CASES UNDER THE RAILWAY LABOR ACT

FISCAL YEAR JULY 1, 1942, TO JUNE 30, 1943

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-875	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Nashville, Chattanooga & St. Louis Ry. Co.	Clerks, messengers, and certain employees in group 1. Employees other than clerks, messengers, etc., in group 2.	516 421	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	MV-PB	July 20, 1942	1,090
R-876	Brotherhood of Locomotive Firemen and Enginemen.	Steelton & Highspire R. R. Co.	Locomotive engineers..... Locomotive Firemen hostlers, and hostler helpers.	28 24	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	July 17, 1942	35
R-877	Sheet Metal Workers' International Association. <sup>2</sup> International Brotherhood of Electrical Workers. <sup>3</sup>	Pittsburgh & West Virginia Ry. Co.	Sheet-metal workers..... Electrical workers, helpers, and apprentices.	1 5	Sheet Metal Workers' International Association. <sup>1</sup> International Brotherhood of Electrical Workers. <sup>3</sup>	CA	May 22, 1943	136
R-882	Brotherhood of Railroad Trainmen.	Steelton & Highspire R. R. Co.	Yardmen.....	72	Brotherhood of Railroad Trainmen....	MV-PB	July 17, 1942	36
R-889	Brotherhood of Sleeping Car Porters.	Seaboard Air Line Ry. Co.	Train porters.....	109	Brotherhood of Sleeping Car Porters...	MV-PB	Aug. 13, 1942	4,241
R-892	Steel Workers' Organizing Committee, C. I. O. (subsequently changed to United Steelworkers of America, C. I. O.).	Conemaugh & Black Lick R. R. Co.	Maintenance-of-way employees.	111	United Steelworkers of America, C. I. O.	MV-PB	July 25, 1942	48
R-895	Railroad Yardmasters of America.	Missouri Pacific R. R. Co.	Yardmasters.....	98	Railroad Yardmasters of America.....	MV-PB	Apr. 9, 1943	7,139
R-900	Brotherhood of Maintenance of Way Employees.	Philadelphia Belt Line.	Maintenance-of-way employees.	5	Brotherhood of Maintenance of Way Employees.	CA	July 25, 1942	9
R-901	Railroad Yardmasters of America.	Pittsburgh, Chartiers & Youghiogheny Ry. Co.	Yardmasters.....	4	None.....	W-RR	July 16, 1942	23
R-902	Brotherhood of Locomotive Firemen and Enginemen.	Kansas City Terminal Ry.	Locomotive engineers.....	35	Brotherhood of Locomotive Engineers.	MV-PB	Oct. 5, 1942	170

See footnotes at end of table.

## Representation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1942, TO JUNE 30, 1943—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-906	National Council Railway Patrolmen's Unions, A. F. of L.	Ann Arbor R. R. Co....	Patrolmen (including sergeants and bridge guards) in police department.	7	National Council Railway Patrolmen's Unions, A. F. of L.	CA	July 6, 1942	294
R-908	Brotherhood of Railroad Trainmen.	Cleveland Union Terminal Co.	Yardmen (foremen, helpers, and switchtenders).	98	Brotherhood of Railroad Trainmen....	MV-PB	Aug. 25, 1942	-----
R-909	International Union of Operating Engineers.	Central R. R. Co. of New Jersey.	Hoisting engineers in marine service.	19	International Union of Operating Engineers.	CA	Aug. 3, 1942	661
R-911	Brotherhood of Locomotive Firemen and Enginemen.	Pittsburg & Shawmut R. R. Co.	Locomotive engineers....	18	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	Sept. 9, 1942	97
R-912	Utility Workers Organizing Committee, C. I. O.	Hudson & Manhattan R. R. Co.	Substation department employees.	26	Utility Workers Organizing Committee, C. I. O.	CA	Aug. 6, 1942	9
R-913	Seafarers' International Union of North America.	Pere Marquette Ry. Co.	Unlicensed marine personnel on car ferries.	353	Seafarers' International Union of North America.	MV-PB	July 22, 1942	2,102
R-914	Brotherhood Railway Carmen of America. <sup>2</sup>	Western Fruit Express Co.	Piece-work inspectors....	10	Brotherhood Railway Carmen of America. <sup>2</sup>	CA	Aug. 10, 1942	-----
R-917	{ Steel Workers Organizing Committee, C. I. O. (subsequently changed to United Steelworkers, of America, C. I. O.). }	River Terminal Ry. Co.	Machinists.....	21	United Steelworkers of America, C. I. O.	CA	July 20, 1942	22
			Boilermakers.....	7				
			Carmen, helpers and apprentices of foregoing.	32				
			Powerhouse employees, roundhouse and railway shop laborers.	5				
R-918	Brotherhood of Railroad Trainmen.	Oklahoma City-Ada Atoka Ry. Co.	Road trainmen.....	29	None.....	D	July 22, 1942	132
R-919	Order of Railway Conductors; Brotherhood of Railroad Trainmen; Railroad Yardmasters of North America.	Delaware, Lackawanna & Western R. R. Co.	Yardmasters.....	69	No certification.....	CWC	Aug. 25, 1942	995
R-920	Utility Workers Organizing Committee, C. I. O.	New York, New Haven & Hartford R. R. Co.	Maintenance-of-way employees.	35	None.....	D	Dec. 15, 1942	1,838
R-922	Brotherhood of Locomotive Firemen and Enginemen.	Bingham & Garfield Ry. Co.	Locomotive engineers....	30	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	Aut. 26, 1942	33

R-924	Brotherhood of Trainmen, Brakemen, Porters, Switchmen, Firemen, and Railway Employees Inc.	Missouri Pacific R. R. Co.	Passenger train porters....	108	None .....	D	Sept. 25, 1942	7,139
R-925	Brotherhood of Railroad Trainmen.	Erie R. R. Co.....	Road conductors.....	536	Brotherhood of Railroad Trainmen...	MV-MB	Sept. 30, 1942	2,377
R-926	Brotherhood of Maintenance of Way employees.	Wichita Falls & Southern R. R. Co.	Maintenance-of-way employees.	60	None .....	W-RR	July 24, 1942	169
R-927	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Ogden Union Stockyards Co.	Clerical, office, station, and storehouse employees.	41	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	CA	Sept. 1, 1942	-----
R-928	The Order of Railroad Telegraphers.	Denver & Rio Grande Western R. R. Co.	Linemen (telegraph, telephone, and teletype maintainers).	7	The Order of Railroad Telegraphers...	CA	Aug. 3, 1942	2,405
R-929	Utility Workers Organizing Committee, C. I. O.	Rutland R. R. Co.....	Maintenance-of-way employees.	257	Brotherhood of Maintenance of Way Employees.	MV-PB	Sept. 7, 1942	407
R-930	Brotherhood of Locomotive Firemen and Enginemen.	Chicago, Aurora & Elgin R. R. Co.	Hostling switchmen.....	8	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	Sept. 30, 1942	65
R-931	Brotherhood of Locomotive Firemen and Enginemen.	Patapsco & Back River R. R. Co.	Locomotive engineers.....	98	} Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	Sept. 24, 1942	67
R-932	Brotherhood of Railroad Trainmen.	.....do.....	Locomotive firemen, hostlers, and hostler helpers.	75				
			Yardmen (conductors or foremen, brakemen or helpers).	242	Brotherhood of Railroad Trainmen...	MV-PB	.....do.....	67
R-933	United Steelworkers of America, C. I. O.	South Buffalo Ry. Co..	Clerical, office, station, and storehouse employees.	87	United Steelworkers of America, C. I. O.	MV-PB	Aug. 3, 1942	87
R-934	Brotherhood of Railroad Trainmen.	Akron, Canton & Youngstown Ry. Co.	Road conductors.....	12	Brotherhood of Railroad Trainmen...	MV-MB	Oct. 5, 1942	171
R-935	Brotherhood of Railroad Trainmen.	.....do.....	Yard foremen (conductors) yard helpers (brakemen).	50	.....do.....	MV-PB	Oct. 8, 1942	171
R-936	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Central of Georgia Ry. Co.	Office, station, storehouse, warehouse, dock, and pier watchmen.	19	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	CA	Sept. 30, 1942	1,816
R-937	Switchmen's Union of North America.	Denver & Rio Grande Western R. R. Co.	Yardmasters.....	40	} Brotherhood of Railroad Trainmen... Switchmen's Union of North America.	MV-PB	Aug. 25, 1942	2,405
R-938	Switchmen's Union of North America.	Salt Lake Union Depot and R. R. Co.	Yardmen (foremen, helpers, and switchtenders).	411				
R-939	National Council Railway Patrolmen's Unions, A. F. of L.	Western Pacific R. R. Co.	Switchtenders.....	4	Switchmen's Union of North America.	CA	Aug. 26, 1942	-----
R-940	International Brotherhood of Boilermakers, Iron Ship Builders, and Helpers of America. <sup>1</sup>	Norfolk & Western Ry. Co.	Patrolmen (including train riders).	59	National Council Railway Patrolmen's Unions, A. F. of L.	CA	Mar. 26, 1943	1,195
			Boilermakers, their helpers and apprentices.	568	International Brotherhood of Boilermakers, Iron Ship Builders, and Helpers of America. <sup>1</sup>	MV-PB	Oct. 12, 1942	2,129
R-941	Brotherhood Railway Carmen of America. <sup>2</sup>	Birmingham Southern R. R. Co.	Carmen and their helpers.	26	Brotherhood Railway Carmen of America. <sup>2</sup>	MV-PB	Oct. 26, 1942	33

See footnotes at end of table.

*Representation cases under the Railway Labor Act—Continued*

FISCAL YEAR JULY 1, 1942, TO JUNE 30, 1943—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-942	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.	Concession clerks.....	64	None.....	WI	Sept. 18, 1942	138
R-943	American Train Dispatchers Association.	Pennsylvania R. R.....	Power directors, assistant power directors, extra power directors.	41	American Train Dispatchers Association.	MV-MB	Nov. 11, 1942	9,813
R-944	American Train Dispatchers Association.	Long Island R. R. Co.	Power directors, assistant power directors.	5	.....do.....	CA	Nov. 8, 1942	374
R-945	United Transport Service Employees of America, C. I. O.	Florida East Coast Ry. Co.	Locomotive firemen.....	150	None.....	WPI	July 21, 1942	682
R-946	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Missouri-Illinois R. R. Co.	Clerical, office, station, and storehouse employees.	21	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	CA	Oct. 2, 1942	193
R-947	Brotherhood of Railroad Trainmen.	Wheeling & Lake Erie Ry. Co. and Lorain & West Virginia Ry. Co.	Road conductors.....	97	Order of Railway Conductors.....	MV-PB	Oct. 23, 1942	532
R-948	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse, and Railway Shop Laborers. <sup>2</sup>	Tennessee Central Ry. Co.	Powerhouse employees....	4	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse, and Railway Shop Laborers. <sup>2</sup>	CA	Nov. 8, 1942	287
R-949	} Railroad Marine Workers, Local 933-5, International Longshoremen's Association.	Long Island R. R. Co....	{Engineers.....	17	}None.....	WI	Oct. 29, 1942	374
R-950		Gulf, Mobile & Ohio R. R. Co.	{Firemen.....	32				
	American Railway Supervisors Association.		Mechanical department foremen or supervisors of mechanics.	41	American Railway Supervisors Association.	CA	Nov. 2, 1942	1,963
	{International Association of Machinists; International Brotherhood of Boilermakers, Iron Ship Builders, and Helpers of America; International Brotherhood of Electrical Workers. <sup>2</sup>	Lehigh & New England R. R. Co.	{Machinists.....	55	}International Association of Machinists. International Brotherhood of Boilermakers, Iron Ship Builders, and Helpers of America. International Brotherhood of Electrical Workers. <sup>2</sup>	MV-PB	Oct. 12, 1942	190
R-951			{Boilermakers.....	19				
			{Electrical workers, helpers and apprentices of foregoing.	4				
R-952	Brotherhood Railway Carmen of America. <sup>2</sup>	Maine Central R. R. Co.	Carmen (including coach cleaners) their helpers and apprentices.	274	Brotherhood of Railroad Shop Crafts of America.	MV-PB	Sept. 30, 1942	964

R-953	United Steelworkers of America, C. I. O.	Conemaugh & Black Lick R. R. Co.	Machinists..... Boilermakers..... Blacksmiths..... Carmen, helpers and apprentices of foregoing. Powerhouse employees and railway shop laborers.	37 12 2 26 5	United Steelworkers of America, C. I. O.	MV-PB	Oct. 24, 1942	48
R-954	American Railway Supervisors Association.	Wabash R. R. Co.	Mechanical department foremen or supervisors of mechanics.	95	American Railway Supervisors Association.	MV-PB	Oct. 7, 1942	2,394
R-955	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Pittsburgh, Chartiers & Youghiogheny Ry. Co.	Clerical, office, station, and storehouse employees.	17	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and station employees.	CA	Nov. 2, 1942	23
R-956	United Mine Workers of America, and Employees League of Buffalo Creek & Gauley R. R. Co.	Buffalo Creek & Gauley R. R. Co.	Machinists..... Blacksmiths..... Carmen, helpers and apprentices of foregoing.	2 1 32	None..... United Mine Workers of America..... Employees League of Buffalo Creek & Gauley R. R. Co.	MV-PB	Nov. 19, 1942	19
R-957	Brotherhood of Locomotive Firemen and Enginemen.	Norfolk & Portsmouth Belt Line R. R. Co.	Locomotive engineers.	34	Brotherhood of Locomotive Engineers.	MV-PB	Nov. 16, 1942	27
R-958	Railroad Yardmasters of America.	Atchison, Topeka & Santa Fe Ry. System.	Yardmasters.	240	Railroad Yardmasters of America.	MV-MB	Nov. 3, 1942	13,160
R-959	Utility Workers Organizing Committee, C. I. O.	Alton R. R. Co.	Dining-car employees.	144	Joint Council Dining Car Employees, Local No. 351, Hotel and Restaurant Employees' International Alliance, A. F. of L.	MV-PB	Oct. 14, 1942	959
R-960	Brotherhood of Locomotive Firemen and Enginemen.	Nashville, Chattanooga & St. Louis Ry.	Locomotive engineers.	300	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	Nov. 24, 1942	1,090
R-961	United Mine Workers of America, and Employees League of Buffalo Creek & Gauley R. R. Co.	Buffalo Creek & Gauley R. R. Co.	Road brakemen, baggage-men, flagmen.	7	Employees League of Buffalo Creek & Gauley R. R. Co.	MV-PB	Nov. 20, 1942	19
R-962	do	do	Locomotive firemen, hostlers, and hostler helpers.	3	United Mine Workers of America.	MV-PB	do	19
R-963	do	do	Maintenance-of-way employees.	59	Employees League of Buffalo Creek & Gauley R. R. Co.	MV-PB	do	19
R-964	United Steelworkers of America, C. I. O.	Conemaugh & Black Lick R. R. Co.	Clerical, office, station, and storehouse employees.	37	None	WI	Oct. 12, 1942	48
R-965	Air Line Mechanics Association, International.	Pan American Airways, Inc., Western Division.	Mechanics, mechanics helpers, and inspectors.	180	None	WI	Dec. 8, 1942	-----
R-966	The Order of Railroad Telegraphers.	Baltimore & Eastern R. R. Co.	Agents.	11	The Order of Railroad Telegraphers.	CA	Nov. 10, 1942	106
R-967	Switchmen's Union of North America.	Union Depot Co. (Columbus, Ohio).	Switchtenders.	10	None	CWC	Nov. 1, 1942	-----
R-968	American Train Dispatchers Association.	Pennsylvania R. R.	Movement directors, assistant movement directors, and powermen.	130	American Train Dispatchers Association.	MV-MB	Nov. 20, 1942	9,813

See footnotes at end of table.

## Representation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1942, TO JUNE 30, 1943—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-969	National Council Railway Patrolmen's Unions A. F. of L.	Pittsburgh & Lake Erie R. R. Co.	Patrolmen (including sergeants and extra policemen) in police department.	86	National Council Railway Patrolmen's Unions, A. F. of L.	CA	Nov. 2, 1942	233
R-970	Brotherhood of Locomotive Firemen and Enginemen.	Florida East Coast R. R. Co.	Inside hostler helpers.....	8	Brotherhood of Locomotive Firemen and Enginemen.	CA	Oct. 12, 1942	682
R-971	Brotherhood Railway Carmen of America. <sup>2</sup>	Toledo, Peoria & Western R. R. Co.	Carmen, their helpers and apprentices.	33	Brotherhood Railway Carmen of America. <sup>2</sup>	MV-PB	Nov. 3, 1942	239
R-972	Brotherhood of Railroad Trainmen.	Pennsylvania R. R. ....	Road conductors.....	3, 283	Brotherhood of Railroad Trainmen...	MV-MB	Dec. 27, 1942	9, 813
R-973	Brotherhood of Maintenance of Way Employees.	Texas Electric Ry. Co..	Maintenance-of-way employees.	83	Brotherhood of Maintenance of Way Employees.	CA	Nov. 20, 1942	174
R-974	National Council Railway Patrolmen's Unions, A. F. of L.	Texas Pacific-Missouri Pacific Terminal R. R. of New Orleans.	Patrolmen (including special officers) in police department.	26	National Council Railway Patrolmen's Unions, A. F. of L.	MV-PB	Nov. 2, 1942	94
R-975	Brotherhood of Locomotive Firemen and Enginemen.	Denver & Rio Grande Western R. R. Co.	Locomotive engineers.....	579	Brotherhood of Locomotive Firemen and Enginemen.	MV-MB	Dec. 31, 1942	2, 405
R-976	United Steelworkers of America, C. I. O.	Colorado & Wyoming Ry. Co.	Maintenance-of-way employees.	87	United Steelworkers of America, C. I. O.	MV-PB	Feb. 27, 1943	114
R-977	International Association of Machinists; <sup>2</sup> International Brotherhood of Boilermakers, Iron Ship Builders, and Helpers of America; <sup>2</sup> International Brotherhood of Blacksmiths, Drop Forgers, and Helpers; <sup>2</sup> Sheet Metal Workers' International Association; <sup>2</sup> International Brotherhood of Electrical Workers; <sup>2</sup> Brotherhood Railway Carmen of America; <sup>2</sup> International Brotherhood of Firemen, Oilers, Helpers, Roundhouse, and Railway Shop Laborers. <sup>2</sup>	St. Louis-San Francisco Ry. Co. and St. Louis-San Francisco & Texas Ry. Co.	Machinists.....	1, 372	Association of Metal Crafts & Car Department Employees, Frisco Lines.	MV-PB	Dec. 29, 1942	4, 825
			Boilermakers.....	381	International Brotherhood of Boilermakers, Iron Ship Builders, and Helpers of America. <sup>2</sup>			
			Blacksmiths.....	174	International Brotherhood of Blacksmiths, Drop Forgers, and Helpers. <sup>2</sup>			
			Sheet-metal workers.....	282	Sheet Metal Workers' International Association. <sup>2</sup>			
			Electrical workers.....	98	Association of Metal Crafts & Car Department Employees, Frisco Lines.			
			Carmen (including coach cleaners), helpers, and apprentices of foregoing.	1, 795	Brotherhood Railway Carmen of America. <sup>2</sup>			
			Powerhouse employees and railway shop laborers.	864	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse, and Railway Shop Laborers. <sup>2</sup>			

R-978	Brotherhood of Railroad Trainmen.	Lehigh Valley R. R. Co.	Road conductors.....	322	Order of Railway Conductors.....	MV-MB	Dec. 22, 1942	1, 260
R-979	do.....	Pecos Valley Southern Ry. Co.	Road conductors.....	1	Brotherhood of Railroad Trainmen....	CA	Nov. 24, 1942	40
R-980	Licensed Tugmen's Protective Association Local 16, International Longshoremen's Association.	Wabash R. R. Co.....	Road trainmen.....	3	Licensed Tugmen's Protective Association Local 16, International Longshoremen's Association.	MV-PB	Nov. 9, 1942	2, 394
R-981	Brotherhood of Locomotive Engineers.	Bessemer & Lake Erie R. R. Co.	Masters on car ferries.....	10	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	Nov. 20, 1942	214
R-982	United Steelworkers of America, C. I. O.	Conemaugh & Black Lick R. R. Co.	Locomotive engineers.....	94	United Steelworkers of America, C. I. O.	CA	Oct. 26, 1942	48
R-983	Employees' League of Buffalo Creek & Gauley R. R. Co.	Buffalo Creek & Gauley R. R. Co.	Maintenance of way employees (including watchmen).	3	None.....	CWC	Nov. 24, 1942	19
R-984	do.....	do.....	Locomotive engineers.....	2	Employees' League of Buffalo Creek & Gauley R. R. Co.	MV-PB	do.....	19
R-985	Brotherhood of Locomotive Firemen and Enginemen.	Wheeling & Lake Erie Ry. Co., and Lorain & West Virginia Ry. Co.	Road conductors.....	2	Brotherhood of Locomotive Engineers.	MV-PB	Jan. 30, 1943	532
R-986	Brotherhood of Railroad Trainmen.	Cornwall R. R. Co.....	Locomotive engineers.....	221	Brotherhood of Railroad Trainmen....	MV-PB	Dec. 27, 1942	36
R-987	United Transport Service Employees of America, C. I. O.	Chicago, Burlington & Quincy R. R. Co.	Yardmen (foremen, helpers, and switch tenders).	18	None.....	WI	Nov. 6, 1942	9, 042
R-988	Brotherhood of Maintenance of Way Employees.	Midland Terminal Ry. Co.	Dining car department employees.	475	Brotherhood of Railroad Trainmen....	CA	Mar. 30, 1943	56
R-989	American Train Dispatchers Association.	Virginian Ry. Co.....	Maintenance-of-way employees.	25	Brotherhood of Railroad Trainmen....	CA	Mar. 30, 1943	56
R-990	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Goldsboro Union Station Co.	Train dispatchers.....	16	American Train Dispatchers Association.	MV-MB	Dec. 5, 1942	653
R-991	do.....	Atlantic & East Carolina Ry. Co.	Power directors.....	3	None.....	W-RR	Jan. 15, 1943	-----
R-992	Brotherhood of Railroad Trainmen.	St. Louis Southwestern Ry. Co., St. Louis Southwestern Ry. Co. of Texas.	Clerical, office, station, and storehouse employees.	10	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	CA	Jan. 18, 1943	96
R-993	do.....	Pennsylvania-Reading Seashore Lines.	do.....	64	Brotherhood of Railroad Trainmen....	MV-PB	Mar. 18, 1943	1, 617
R-994	United Transport Service Employees of America, C. I. O.	Chicago, Milwaukee, St. Paul & Pacific R. R. Co.	Dining car department employees.	76	do.....	MV-PB	Jan. 30, 1943	405
R-995	National Council Railway Patrolmen's Unions, A. F. of L.	La Salle Street Station (Chicago).	Patrolmen.....	314	Joint Council Dining Car Employees, Local No. 351, Hotel and Restaurant Employees International Alliance, A. F. of L.	MV-PB	do.....	10, 479
				5	None.....	WI	Nov. 10, 1942	-----

See footnotes at end of table.



## Representation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1942, TO JUNE 30, 1943—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-996	National Council Railway Patrolmen's Unions, A. F. of L.	Chicago River & Indiana R. R. Co.	Patrolmen (including lieutenants and sergeants) in police department.	31	National Council Railway Patrolmen's Unions, A. F. of L.	MV-MB	Jan. 18, 1943	228
R-997	do	do	Patrolmen (including special agents, assistant special agents, and sergeants) in Police Dept. Carmen, their helpers and apprentices.	23	do	MV-MB	do	1
R-998	Brotherhood Railway Carmen of America. <sup>2</sup>	Philadelphia, Bethlehem & New England R. R. Co.		43	Brotherhood Railway Carmen of America. <sup>2</sup>	MV-PB	Dec. 19, 1942	55
R-999	United Steelworkers of America, C. I. O.	Patapsco & Back River R. R. Co.	Maintenance-of-way employees.	143	United Steelworkers of America, C. I. O.	MV-PB	Jan. 23, 1943	67
R-1000	Brotherhood of Locomotive Engineers.	Cornwall R. R. Co.	Locomotive engineers.	6	Brotherhood of Locomotive Engineers.	MV-PB	Dec. 15, 1942	36
R-1001	The Order of Railroad Telegraphers.	Hannibal Union Depot Co.	Locomotive firemen and hostlers.	9				
R-1002	do	Keokuk Union Depot Co.	Night ticket clerk-operator.	1	The Order of Railroad Telegraphers.	CA	Dec. 31, 1942	
R-1003	Brotherhood of Railroad Trainmen.	Harbor Belt Line R. R.	Operator and operator-ticket sellers.	4	do	CA	do	
R-1004	do	Denver & Rio Grande Western R. R. Co.	Yardmasters.	8	Brotherhood of Railroad Trainmen.	CA	Nov. 10, 1942	126
			Road conductors.	267	do	MV-PB	Mar. 25, 1943	2,405
R-1005	International Association of Machinists. <sup>1</sup>	Quanah, Acme & Pacific Ry. Co.	Machinists.	6	International Association of Machinists. <sup>1</sup>	CA	Dec. 7, 1942	122
	Brotherhood of Railway Carmen of America. <sup>2</sup>		Carmen (including coach cleaners).	7	Brotherhood Railway Carmen of America. <sup>2</sup>			
	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse, and Railway Shop Laborers. <sup>3</sup>		Powerhouse employees and railway shop laborers, helpers, and apprentices.	5	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse, and Railway Shop Laborers. <sup>3</sup>			
R-1006	Brotherhood of Railroad Trainmen.	Erie R. R. Co.	Yardmasters.	112	Brotherhood of Railroad Trainmen.	MV-PB	Mar. 19, 1943	2,377
R-1007	American Train Dispatchers Association.	Delaware & Hudson R. R. Corp.	Night chief, trick, and relief dispatchers including 3 C. T. C. positions.	35	None.	D	Apr. 12, 1943	846

R-1008	Brotherhood of Railroad Trainmen.	Western Pacific R. R. Co.	Road conductors.....	159	Brotherhood of Railroad Trainmen....	MV-PB	May 3, 1943	1,195
R-1009	Brotherhood of Railroad Signalmen of America.	Kansas City Southern Ry. Co.	Signalmen (including telegraph linemen)	34	Brotherhood of Railroad Signalmen of America.	CA	Dec. 14, 1942	880
R-1010	National Council Railway Patrolmen's Unions A. F. of L.	Elgin, Joliet & Eastern Ry.	Patrolmen (including special agents) in police department.	43	National Council Railway Patrolmen's Unions, A. F. of L.	MV-PB	Feb. 27, 1943	392
R-1012	United Steelworkers of America, C. I. O.	River Terminal Ry. Co.	Blacksmiths.....	1	United Steelworkers of America, C. I. O.	CA	Jan. 30, 1943	22
R-1013	Brotherhood of Railroad Trainmen.	Alabama, Tennessee & Northern R. R. Corp.	Road conductors.....	16	Order of Railway Conductors.....	MV-PB	Apr. 26, 1943	220
R-1014	National Council Railway Patrolmen's Unions, A. F. of L.	Belt Ry. Co. of Chicago.	Patrolmen in Police Dept.	29	National Council Railway Patrolmen's Unions, A. F. of L.	MV-MB	Jan. 18, 1943	440
R-1015	The Order of Railroad Telegraphers.	Ann Arbor R. R. Co....	Purser-radio-operators and radio supervisors in steamship service.	5	The Order of Railroad Telegraphers...	MV-MB	Apr. 5, 1943	294
R-1016	National Council Railway Patrolmen's Unions, A. F. of L.	Detroit & Toledo Shore Line R. R. Co.	Patrolmen in Police Dept.	12	National Council Railway Patrolmen's Unions, A. F. of L.	CA	Mar. 22, 1943	59
R-1017	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse, and Railway Shop Laborers. <sup>2</sup>	Union Depot Co. (Columbus, Ohio.)	Stationary firemen.....	3	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse, and Railway Shop Laborers. <sup>2</sup>	MV-MB	Apr. 5, 1943	-----
R-1018	Brotherhood Railway Carmen of America. <sup>2</sup>	Union Terminal Ry. Co. (St. Joseph, Mo.)	Carmen.....	2	Brotherhood Railway Carmen of America. <sup>2</sup>	CA	Feb. 27, 1943	25
R-1019	Brotherhood of Railroad Trainmen.	Central R. R. Co. of New Jersey.	Road conductors.....	402	None.....	WI	Feb. 4, 1943	661
R-1020	United Transport Service Employees of America, C. I. O.	Dayton Union Ry. Co..	Ushers (red-cap porters)...	10	United Transport Service Employees of America, C. I. O.	MV-MB	Mar. 22, 1943	-----
R-1021	Brotherhood of Railroad Signalmen of America.	Louisiana & Arkansas Ry. Co.	Signalmen (including telegraph linemen).	3	Brotherhood of Railroad Signalmen of America.	CA	Dec. 14, 1942	877
R-1022	Brotherhood of Railway and Steamship Clerks Freight Handlers, Express and Station Employees.	Lehigh Valley R. R. Co.	Clerical, office, station and storehouse employees.	2,476	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	CA	Mar. 24, 1943	1,260
R-1023	American Railway Supervisors Association.	Chicago & Western Indiana R. R. Co.	Mechanical department foremen or supervisors of mechanics.	14	American Railway Supervisors Association.	CA	Mar. 17, 1943	172
R-1024	Brotherhood of Railroad Trainmen and Railroad Yardmasters of North America.	Illinois Central System..	Yardmasters.....	127	None.....	CWC	June 7, 1943	6,606
R-1025	United Transport Service Employees of America, C. I. O.	Chicago, Burlington, & Quincy R. R. Co.	Dining-car cooks, waiters, waiters-in-charge, coach waiters, porter-waiters, waiter-porters, lounge and parlor car porters, cocktail lounge porters, coach cafe cooks and waiters.	411	Joint Council Dining Car Employees, Local No. 351, Hotel and Restaurant Employees' International Alliance, A. F. of L.	MV-PB	June 23, 1943	9,042

See footnotes at end of table.

*Representation cases under the Railway Labor Act—Continued*

FISCAL YEAR JULY 1, 1942, TO JUNE 30, 1943—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-1026	National Council Railway Patrolmen's Unions, A. F. of L.	Bessemer & Lake Erie R. R. Co.	Patrolmen (including sergeants, guards and shop watchmen) in Police Dept.	98	National Council Railway Patrolmen's Unions, A. F. of L.	CA	Mar. 31, 1943	214
R-1027	do	Detroit Terminal R. R. Co.	Patrolmen in Police Dept.	3	do	CA	Mar. 22, 1943	18
R-1028	Brotherhood of Railroad Trainmen.	St. Louis Southwestern Ry. Co.; St. Louis Southwestern Ry. Co. of Texas.	Yardmasters	29	Brotherhood of Railroad Trainmen	MV-PB	Mar. 18, 1943	1,617
R-1029	do	Nashville, Chattanooga & St. Louis Ry.	Road conductors	192	Order of Railway Conductors	MV-PB	May 19, 1943	1,090
R-1030	Railway Patrolmen's Union, Greater New York Local No. 22411, A. F. of L.	Lehigh Valley R. R. Co.	Patrolmen (including lieutenants and sergeants) in police department.	20	Railway Patrolmen's Union, Greater New York Local No. 22411, A. F. of L.	CA	Mar. 24, 1943	1,260
R-1031	United Mine Workers of America, District 50.	Berlin Mills Ry. Co.	Maintenance-of-way employees.	17	Brotherhood of Maintenance of Way Employees.	MV-PB	Mar. 10, 1943	
R-1032	do	do	Machinists. Carmen the helpers of foregoing.	5 8	United Mine Workers of America, District 50.	MV-PB	do	
R-1034	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse, and Railway Shop Laborers. <sup>2</sup>	Georgia R. R.	Powerhouse employees and railway shop laborers.	58	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse, and Railway Shop Laborers. <sup>3</sup>	CA	Apr. 17, 1943	329
R-1035	Brotherhood of Locomotive Firemen and Enginemen.	Kentucky and Indiana Terminal R. R.	Locomotive engineers	61	Brotherhood of Locomotive Engineers	MV-PB	Apr. 26, 1943	125
R-1036	United Transport Service Employees of America, C. I. O.	Louisville & Nashville R. R. Co.	Train porters	72	None	WPI	Jan. 15, 1943	4,745
R-1037	Utility Workers Organizing Committee, C. I. O.	Buffalo Creek R. R.	Clerical office, station and storehouse employees.	25	Utility Workers Organizing Committee, C. I. O.	MV-PB	May 29, 1943	34
R-1038	Brotherhood of Railroad Trainmen.	Yazoo & Mississippi Valley R. R. Co.	Motor-car operators	12	Brotherhood of Railroad Trainmen	CA	May 8, 1943	1,207
R-1041	Brotherhood of Locomotive Firemen and Enginemen.	Smoky Mountain R. R.	Locomotive engineers; Locomotive firemen and hostlers.	3	Brotherhood of Locomotive Firemen and Enginemen.	CA	Apr. 26, 1943	30
R-1042	Switchmen's Union of North America.	Spokane International R. R. Co.	Switchmen	9	Switchmen's Union of North America.	CA	Feb. 27, 1943	153

R-1043	International Brotherhood of Electrical Workers. <sup>2</sup>	Erie R. R. ....	Telephone maintainers....
R-1044	United Transport Service Employees of America, C. I. O.	Pullman Co. ....	Laundry workers .....
R-1045	Brotherhood of Maintenance of Way Employes.	Pennsylvania R. R. ....	Foremen in electric traction department.
R-1046	Brotherhood of Railroad Trainmen.	Virginian Ry. Co. ....	Yardmasters .....
R-1047	United Steelworkers of America, C. I. O.	River Terminal Ry. Co. ....	Clerical, office, station, and storehouse employees.
R-1049	National Council Railway Patrolmen's Unions, A. F. of L.	Washington Terminal Co.	Patrolmen (including sergeants) in Police Dept.
R-1050	Brotherhood of Sleeping Car Porters, and United Transport Service Employees, of America, C. I. O.	Louisville & Nashville R. R. Co.	Train porters .....
R-1051	Brotherhood of Sleeping Car Porters.	Chesapeake & Ohio Ry. Co.	do .....
R-1052	Seafarers' International Union of North America.	Ann Arbor R. R. Co. ....	Unlicensed marine personnel.
R-1053	Brotherhood of Railroad Trainmen.	Niagara Junction Ry. ....	Yardmen .....
R-1056	National Council Railway Patrolmen's Unions A. F. of L.	New York, Ontario & Western Ry. Co.	Patrolmen (including lieutenants and sergeants) in police department.
R-1057	do .....	Indiana Harbor Belt R. R.	do .....
R-1058	do .....	Alton & Southern R. R. Co.	Patrolmen in Police Dept.
R-1059	Railroad Yardmasters of America.	Chicago Produce Terminal Co.	Yardmasters .....
R-1060	Railroad Yardmasters of America, and Brotherhood of Railroad Trainmen.	Nashville, Chattanooga & St. Louis Ry.	do .....
R-1061	American Railway Supervisors Association.	Belt Ry. Co. of Chicago	Mechanical department foremen or supervisors of mechanics.
R-1062	United Transport Service Employees of America, C. I. O.	Colorado & Southern Ry. Co.	Dining-car employees (cooks and waiters).
R-1063	Brotherhood of Railroad Trainmen.	Smoky Mountain R. R.	Road conductors .....
R-1064	Railroad Yardmasters of America, and Brotherhood of Railroad Trainmen.	Nashville Terminal .....	Road brakemen .....
R-1066	Brotherhood of Trainmen, Brakemen and Porters Inc.	Missouri Pacific R. R. Co.	Yardmasters .....
R-1067	National Council Railway Patrolmen's Unions, A. F. of L.	Galveston Wharves .....	Train Porters .....
			Patrolmen (wharf watchmen) police department.

See footnotes at end of table.

16	International Brotherhood of Electrical Workers. <sup>2</sup>	MV-MB	Apr. 13, 1943	2,377
806	United Transport Service Employees of America, C. I. O.	MV-PB	May 23, 1943	-----
55	Brotherhood of Maintenance of Way Employes.	MV-MB	Apr. 7, 1943	9,813
11	Brotherhood of Railroad Trainmen.	CA	May 19, 1943	653
29	None .....	WI	Apr. 10, 1943	22
111	National Council Railway Patrolmen's Unions, A. F. of L.	CA	Feb. 27, 1943	-----
129	Brotherhood of Sleeping Car Porters.	MV-PB	May 21, 1943	4,745
94	do .....	CA	Feb. 27, 1943	3,092
161	Carferry Workers Independent Union of the Great Lakes.	MV-PB	May 21, 1943	294
48	Brotherhood of Railroad Trainmen.	CA	June 2, 1943	33
40	National Council Railway Patrolmen's Unions, A. F. of L.	CA	June 16, 1943	546
22	do .....	MV-MB	June 7, 1943	628
7	None .....	CWC	Mar. 22, 1943	91
4	Railroad Yardmasters of America.	CA	May 23, 1943	29
14	Brotherhood of Railroad Trainmen.	MV-MB	May 3, 1943	1,090
13	American Railway Supervisors Association.	CA	Mar. 17, 1943	440
22	United Transport Service Employees of America, C. I. O.	CA	Mar. 30, 1943	748
2	Brotherhood of Railroad Trainmen.	CA	Apr. 26, 1943	30
1	Railroad Yardmasters of America.	MV-MB	May 3, 1943	-----
25				
153	Brotherhood of Sleeping Car Porters.	MV-PB	Apr. 16, 1943	7,139
89	National Council Railway Patrolmen's Unions, A. F. of L.	CA	Apr. 12, 1943	51

Representation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1942, TO JUNE 30, 1943—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-1068	Brotherhood of Railroad Trainmen.	Cincinnati, New Orleans & Texas Pacific Ry. Co.	Yardmasters.	18	None.	WPI	May 7, 1943	337
R-1069	do	New Orleans Terminal Co.	do	6	do	D	Apr. 26, 1943	-----
R-1070	do	New Orleans & North Eastern R. R. Co.	do	8	do	WI	Apr. 30, 1943	204
R-1071	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Southeastern Demurrage and Storage Bureau.	Clerical and office employees.	109	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	CA	Mar. 31, 1943	-----
R-1075	American Railway Supervisors Association.	Terminal R. R. Association of St. Louis.	Mechanical department foremen or supervisors of mechanics.	29	American Railway Supervisors Association.	MV-PB	May 23, 1943	367
R-1077	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Charleston & Western Carolina Ry. Co.	Clerical, office, station and storehouse employees.	150	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	MV-PB	Apr. 13, 1943	343
R-1078	United Steelworkers of America, C. I. O.	Monongahela Connecting R. R. Co.	Carmen, their helpers and apprentices.	115	United Steelworkers of America, C. I. O.	MV-PB	June 18, 1943	37
R-1079	do	do	Electrical workers and their helpers.	11	do	MV-PB	do	37
R-1080	United Mine Workers of America, District 50.	Virginian Ry. Co.	Coal trimmers.	63	International Longshoremen's and Warehousemen's Union, C. I. O.	MV-PB	June 2, 1943	653
R-1081	Switchmen's Union of North America.	Northern Pacific, Terminal Co. of Oregon.	Yard foremen and helpers.	164	None.	WI	June 15, 1943	62
R-1082	{ Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America.	{ Evansville & Ohio Valley Ry. Co.	{ Bus and freight truck drivers.	18	{ Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America.	MV-PB	June 5, 1943	14
			{ Garage and shop employees.	7				
			{ Maintenance of way employees.	5				
R-1083	Brotherhood of Maintenance of Way Employees.	Chicago Short Line Ry.	Maintenance-of-way employees.	12	Brotherhood of Maintenance of Way Employees.	CA	May 29, 1943	29
R-1085	National Organization Masters, Mates, and Pilots of America.	New Orleans, Texas & Mexico Ry. Co.	Captains, marine department.	2	National Organization Masters, Mates, and Pilots of America.	CA	Apr. 19, 1943	191

R-1090	United Automobile, Aircraft and Agricultural Implement Workers of America, C. I. O.	North West Airlines, Inc.	Employees in inspection, maintenance and over-haul divisions of passenger, mail, freight, and bomber modification operations.	3, 100	None.....	WPI	May 4, 1943	-----
R-1091	National Council Railway Patrolmen's Unions, A. F. of L.	Atchison, Topeka & Santa Fe Ry. Co.	Patrolmen (including special officers, train riders and guards) in police department.	496	National Council Railway Patrolmen's Unions, A. F. of L.	MV-MB	June 23, 1943	13, 160
R-1092	American Train Dispatchers Association.	Elgin, Joliet & Eastern Ry. Co.	Train dispatchers.....	12	American Train Dispatchers Association.	CA	May 27, 1943	392
R-1094	American Railway Supervisors Association.	Wabash R. R. Co.....	Signal department foremen or supervisors.	5	None.....	WI	June 24, 1943	2, 394
R-1095	Brotherhood of Railroad Trainmen.	Fore River R. R. Corp..	Yardmen (conductors or foremen, brakemen or helpers).	25	Brotherhood of Railroad Trainmen....	MV-PB	Apr. 23, 1943	7
R-1098	.....do.....	Manufacturers Ry. Co..	Yardmen (switchmen)....	46	Switchmen's Union of North America.	MV-PB	June 12, 1943	36
R-1099	The Order of Railroad Telegraphers.	Pennsylvania-Reading Seashore Lines.	Station, tower, and telegraph employees.	119	The Order of Railroad Telegraphers....	MV-MB	June 29, 1943	405
R-1100	.....do.....	Union R. R. Co. (Pittsburgh, Pa.).	Yardmen (conductors, brakemen, and switch-tenders).	723	Brotherhood of Railroad Trainmen....	MV-PB	June 2, 1943	45
R-1101	.....do.....	Sacramento Northern Ry.	Yardmasters.....	3	.....do.....	CA	May 23, 1943	275
R-1102	International Association of Machinists; <sup>2</sup> International Brotherhood of Boilermakers, Iron Ship Builders, and Helpers of America; <sup>2</sup> International Brotherhood of Blacksmiths, Drop Forgers and Helpers; <sup>2</sup> Sheet Metal Workers' International Association; <sup>2</sup> International Brotherhood of Electrical Workers; <sup>2</sup> Brotherhood Railway Carmen of America; <sup>2</sup> International Brotherhood of Firemen, Oilers, Helpers, Roundhouse, and Railway Shop Laborers. <sup>2</sup>	Utah Copper Co.....	Machinists.....	87	International Association of Machinists. <sup>2</sup>	CA	May 14, 1943	-----
			Boilermakers.....	8	International Brotherhood of Boilermakers, Iron Ship Builders, and Helpers of America. <sup>2</sup>			
			Blacksmiths.....	4	International Brotherhood of Blacksmiths, Drop Forgers and Helpers. <sup>2</sup>			
			Sheet-metal workers.....	8	Sheet Metal Workers' International Association. <sup>2</sup>			
			Electrical workers.....	2	International Brotherhood of Electrical Workers. <sup>2</sup>			
			Carmen (helpers and apprentices of foregoing). Railway Shop Laborers....	71	Brotherhood Railway Carmen of America. <sup>2</sup>			
R-1106	United Steelworkers of America, C. I. O.	Monongahela Connecting R. R. Co.	Yardmen.....	254	Brotherhood of Railroad Trainmen....	MV-PB	June 2, 1943	37
R-1107	.....do.....	.....do.....	Hourly rated clerks.....	75	United Steelworkers of America, C. I. O.	MV-PB	June 22, 1943	37
R-1109	United Mine Workers of America, District 50.	Delray Connecting R. R. Co.	Locomotive engineers.....	7	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	May 25, 1943	28
R-1110	.....do.....	.....do.....	Locomotive firemen.....	10	.....do.....	MV-PB	May 27, 1943	28

See footnotes at end of table.

## Representation cases under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1942, TO JUNE 30, 1943—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-1111	United Mine Workers of America, District 50.	Delray Connecting R. R. Co.	Yardmen.....	25	Brotherhood of Railroad Trainmen....	MV-PB	May 25, 1943	28
R-1112	do.....	do.....	Machinists.....	3	None.....	MV-PB	May 27, 1943	28
			Carmen..... (Helpers of foregoing.)	11				
R-1113	do.....	do.....	Boilermaker.....	1	United Mine Workers of America, District 50.	MV-PB	May 25, 1943	28
			Electrical worker.....	1				
R-1116	National Council Railway Patrolmen's Unions, A. F. of L.	Denver & Rio Grande Western R. R. Co.	Railway shop laborers.....	7	do.....	MV-PB	June 9, 1943	2,405
			Maintenance-of-way employees.....	19				
R-1120	Brotherhood of Railroad Trainmen.	Burlington-Rock Island R. R. Co.	Patrolmen (including special agents, yard, shop, and special watchmen) in police department.	47	National Council Railway Patrolmen's Unions, A. F. of L.	MV-MB	June 9, 1943	2,405
			Road conductors.....	25	Order of Railway Conductors.....	MV-PB	June 30, 1943	228

<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. CWC=Closed without certification. W-RR=Withdrawn representation recognized.

<sup>2</sup> Operating through Railway Employees' Department, A. F. of L.

## 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 traveling 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.



## APPENDIX E

### EXECUTIVE ORDER 9299, PRESCRIBING REGULATIONS AND PROCEDURE WITH RESPECT TO WAGE AND SALARY ADJUSTMENTS FOR EMPLOYEES SUBJECT TO THE RAILWAY LABOR ACT

By virtue of the authority vested in me by the Constitution and statutes of the United States, and more particularly by the act of October 2, 1942 (Public Law 729, 77th Congress), it is hereby ordered:

1. No increases in the wage rates or salary of any employee subject to the provisions of the Railway Labor Act, whether granted as a result of voluntary agreement, collective bargaining, conciliation, arbitration, or otherwise, and no decreases in such wage rates or salary, shall be made except in accordance with the provisions of this order; provided, however, that nothing contained in this order or Executive Order No. 9250 shall be construed as affecting the procedure or limiting the jurisdiction of either the National Mediation Board, as defined in the Railway Labor Act, or the National Railway Labor Panel, as defined in Executive Order No. 9172, except as herein specifically set forth.

2. No carrier shall make any change in wage rates, except such changes as by general order of the National War Labor Board, or by regulations of the Commissioner of Internal Revenue, are permitted to be made without the specific approval of the Board or the Commissioner, as the case may be, unless notice of such proposed change shall have been filed with the Chairman of the National Railway Labor Panel, created by Executive Order No. 9172, and shall have been permitted to become effective as hereinafter provided.

Notwithstanding section 4001.2 of the Regulations of the Economic Stabilization Director, for the purpose of determining what wage and salary adjustments may be made without any specific approval, the general orders of the National War Labor Board shall be applicable to all employees subject to the Railway Labor Act, except those receiving salaries at the rate of \$5,000 or more per annum in regard to whom the regulations of the Commissioner of Internal Revenue shall apply. But any adjustment of salary under \$5,000 heretofore approved by the Commissioner shall not be affected by this order.

3. If the chairman of the National Railway Labor Panel has reason to believe that the proposed change, in wage rates or salary, may not conform to the standards prescribed in Executive Order No. 9250, or to the general stabilization program made effective thereunder, or to the directives on policy issued by the Economic Stabilization Director thereunder and the proposed change is not modified to conform to such standards, program, and directives, he shall designate three members of the Panel as an Emergency Board to investigate the proposed change and to report to the President. Otherwise, the Chairman of the Panel may permit the proposed change to become effective.

4. Emergency Boards, whether designated pursuant to the Railway Labor Act, Executive Order No. 9172, or section 3 of this order, in reporting to the President shall certify that their recommendations in regard to any proposed change affecting wage and salary payments conform with the standards prescribed in Executive Order No. 9250, the general stabilization program made effective thereunder, and with the directives on policy issued by the Economic Stabilization Director thereunder.

5. Copies of the report with recommendations made to the President by any Emergency Board under section 4 of this order shall be filed by the Board forthwith with the Economic Stabilization Director, the National War Labor Board and the Commissioner of Internal Revenue. The Economic Stabilization Director may on behalf of himself or other departments and agencies concerned, report to the President the effect of the recommendations on the general stabilization program. Unless and except to the extent that the Economic Stabilization Director shall otherwise direct, the recommendations of the Emergency Board in regard to proposed changes affecting wages and salary payments shall, upon the expiration of thirty days after the report is filed with the President, become effective.

6. The National War Labor Board and the Commissioner of Internal Revenue shall either rule on any application for approval of wage and salary adjustments now before the Board and the Commissioner or transfer it to the Chairman of the National Railway Labor Panel. The Board and the Commissioner shall not rule on any application hereafter made.

FRANKLIN D. ROOSEVELT.

THE WHITE HOUSE,  
February 4, 1943.  
(Executive Order No. 9299)