

Tenth
ANNUAL REPORT OF THE
NATIONAL
MEDIATION
BOARD

INCLUDING
THE REPORT OF THE
NATIONAL RAILROAD
ADJUSTMENT BOARD



For the Fiscal Year Ended JUNE 30, 1944

Tenth
ANNUAL REPORT OF THE
NATIONAL
MEDIATION
BOARD

INCLUDING
THE REPORT OF THE
NATIONAL RAILROAD
ADJUSTMENT BOARD

•

For the Fiscal Year Ended JUNE 30, 1944

UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1945

•

For sale by the Superintendent of Documents
U. S. Government Printing Office, Washington, D. C.
Price 20 cents: paper cover

NATIONAL MEDIATION BOARD

WILLIAM M. LEISERSON, *Chairman* ¹

GEORGE A. COOK ²

HARRY H. SCHWARTZ

THOMAS E. BICKERS, *Secretary*

¹ Resigned as Board member May 31, 1944.

² Acting Chairman from June 1, 1944, to June 30, 1944.

CONTENTS

	Page
Letter of transmittal.....	v
I. Summary and conclusions.....	1
1. General.....	1
2. Mediation proceedings.....	4
3. Representation disputes.....	5
4. Contracts.....	6
5. National Railroad Adjustment Board.....	6
6. Contracts in the air transport industry.....	6
7. Amendment to Stabilization Act of 1942.....	7
II. Record of cases.....	8
1. Cases handled by the Board.....	8
2. Disposition of cases.....	11
3. Carriers involved in disputes.....	15
4. Major groups of employees involved in cases.....	16
III. Representation disputes—elections.....	17
1. Elections and certification of representatives.....	17
2. Major groups of employees involved in representation dis- putes.....	21
3. Types of representation disputes.....	22
4. Certifications issued.....	22
5. Extent and nature of labor representation.....	27
IV. Disputes mediated—settlements.....	30
1. Mediation and arbitration agreements.....	30
2. Other adjustments of mediation cases.....	31
3. Air line mediation cases.....	31
V. Arbitration and emergency boards.....	32
1. Arbitration boards.....	32
2. Emergency boards—National Railway Labor Panel.....	36
VI. Wage and rule agreements.....	38
1. Agreements covering rates of pay, rules and working con- ditions.....	38
2. Classes of employees covered by agreements.....	39
3. Agreements on principal carriers.....	40
VII. Interpretation and application of agreements.....	41
1. Interpretation of wages and rules agreements.....	41
2. Interpretation of mediation agreements.....	44
VIII. Organization and finances of National Mediation Board.....	45
1. Organization.....	45
2. Financial statement.....	45

APPENDIX A

Tenth Annual Report of National Railroad Adjustment Board.....	47
--	----

APPENDIX B

Mediation cases under the Railway Labor Act July 1, 1943, to June 30, 1944.....	57
--	----

APPENDIX C

Representation cases under the Railway Labor Act July 1, 1943, to June 30, 1944.....	75
---	----

APPENDIX D

Executive Order 9172 establishing a panel for the creation of emergency boards for the adjustment of railway labor disputes.....	86
---	----

APPENDIX E

	Page
Executive Order 9299—Prescribing regulations and procedure with respect to wage and salary adjustments for employees subject to the Railway Labor Act.....	87

LIST OF TABLES

Table No.

1. Number of cases received and disposed of during 10 fiscal years 1935-44.....	10
2. Number of cases disposed of, by type and case and method of disposition, fiscal years 1935-44.....	13
3. Number of different carriers involved in cases, by classes of carriers, with percentages, fiscal year 1944.....	16
4. Number of cases disposed of, by major groups of employees, fiscal year 1944.....	16
5. Number of cases, crafts or classes, and employees involved in representation disputes, by method of disposition, fiscal years 1935-44.....	19
6. Number of crafts or classes and number of employees involved in representation cases, by major groups of employees, fiscal year 1944.....	21
7. Number of crafts or classes and number of employees involved in representation cases, by types of disputes, fiscal years 1935-44.....	23
8. Number of crafts or classes certified and votes cast for various types of labor organizations in representation cases, by types of disputes, fiscal year 1944.....	25
9. Number of crafts or classes certified and employees involved in representation cases, by types of results, fiscal year 1944.....	26
10. Number and mileage of principal carriers by railroad where employees are represented by various labor organizations, by crafts or classes, June 30, 1944.....	27
10A. Representation of marine department and related miscellaneous groups of employees, by organization and craft or class.....	29
11. Issues involved in cases disposed of by mediation agreements, fiscal years 1935-44.....	30
12. Number of labor agreements on file with the National Mediation Board according to types of labor organizations, by class of carriers, fiscal years 1935-44.....	38
13. Number of agreements between 139 carriers and their employees by crafts or classes of employees, according to types of labor organizations holding the agreements, June 30, 1944.....	40
14. Collective labor agreements in effect between various labor organizations and carriers filed with the National Mediation Board, as of June 30, 1944.....	Faces page 40
15. Cases docketed and disposed of by the National Railroad Adjustment Board, fiscal years 1940 to 1944, inclusive.....	41

LETTER OF TRANSMITTAL

NATIONAL MEDIATION BOARD,
OFFICE OF THE CHAIRMAN,
Washington, D. C., November 1, 1944.

*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 Tenth Annual Report of the National Mediation Board for the fiscal year ended June 30, 1944, together with the annual report of the National Railroad Adjustment Board, as required by section 3, first (v), of the same act.

HARRY H. SCHWARTZ, *Chairman.*

TENTH ANNUAL REPORT OF THE NATIONAL MEDIATION BOARD

I. SUMMARY AND CONCLUSIONS

1. GENERAL

The National Mediation Board's tenth year of operation ended on June 30, 1944, the fiscal year 1944 also marking the eighteenth year of the Railway Labor Act, which was approved May 20, 1926. The present Board was created under amendments to the original act which were approved June 21, 1934. Title II of the act, extending its jurisdiction to include airline carriers and their employees, was added by an amendment approved April 10, 1936. This is the tenth annual report of the National Mediation Board.

Aside from a few local and unauthorized work stoppages of the "wildcat" variety during the year 1944, the vast majority of labor disputes in the rail and airline industries were composed peaceably under the procedures of the Railway Labor Act. By and large, the no-strike pledge of the organizations, made when the National Railway Labor Panel was created, was observed during the year. On one small railroad in the southeastern territory an authorized strike of the nonoperating employees took place. Through the efforts of one of the Board's mediators the men returned to work, and a settlement was effected. The operation of the carrier was not seriously interrupted.

During December 1943 a Nation-wide strike threat occurred, involving both the operating and nonoperating employees of the principal rail carriers of the United States. The dispute which caused this threat involved wage increase requests made by both groups on the carriers during the middle and latter part of 1942. These wage requests had been progressed through the processes of mediation, and had been considered by emergency boards appointed from the National Railway Labor Panel. In the case of the nonoperating employees, the recommendations made by the emergency board were disapproved by the Director of Economic Stabilization, who later made certain suggestions for a possible solution. This case was considered further by a special board appointed by the President, which made recommendations concurring with the Director's views. The recommendations made by the emergency board which considered the wage requests of the operating employees were not disapproved by the Director of Economic Stabilization, but they were considered inadequate by the employees and were refused. The nonoperating employees also declined to accept the recommendations made by the President's special board. On December 18, 1943, the operating group set a

strike date for December 30, 1943. On December 14, and prior to the setting of a strike date, the National Mediation Board proffered its services in the dispute involving the operating groups and mediation was scheduled to begin on December 20, 1943. On December 27, 1943, the President exercised his wartime powers by taking the rail carriers into Federal control, and on that date offered his services as arbitrator of the matters in dispute. The War Department, at the direction of the President, assumed control of the railroads at 12 o'clock noon, December 28, 1943.

A settlement was effected for the operating groups on December 27, 1943, and for the nonoperating groups on January 17, 1944. The carriers were returned to private control effective January 18, 1944. The settlements effected provided for additional increases in lieu of overtime after 40 hours per week, and for away from home terminal expenses for the operating employees, with vacation allowances, which previously had been submitted by some of the organizations. These settlements were approved by the Director of Economic Stabilization.

During the year a total of 580 applications for the Board's services were received, of which 431 were docketed as formal cases. This was a decrease from the 455 cases docketed during the fiscal year 1943, but the decrease was due to a change in the method of handling applications prior to docketing them, which is more fully detailed in chapter II of this report—Record of Cases. At the end of the fiscal year 357 docketed cases had been disposed of, compared with 425 during the preceding year. The various causes which resulted in this decrease are given in greater detail in chapter II of this report. Of the 357 cases disposed of, 217, or 60 percent, were disputes involving changes in rates of pay, rules, and working conditions, while 139, or approximately 40 percent, were representation disputes. One interpretation case was handled during 1944.

The Board feels it necessary to again mention the question of the urgent need for additional force, both in the field and in the office staff. Shortly after January 1944 the number of applications for its services commenced to increase, and this increase has continued to a marked degree each month since. It reasonably may be anticipated that the present volume of applications will continue and perhaps grow larger even after the cessation of hostilities, for a considerable period of time. Two large groups of rail employees are now engaged in a national movement to secure overtime payment for Sunday and holiday work. Others are progressing movements looking toward removal of inequalities in their wage scales. A national movement among nonoperating rail employees for increased vacation allowances is under way. National movements of these descriptions always bring a wave of "clean-up" cases among certain carriers which are not parties to the national settlements of such issues.

Representation disputes are growing in number and size among both rail and airline groups. Competition among the national organizations, particularly in train, engine, and yard service, continues to grow. Many representation disputes are being initiated among rail and airline employees by organizations which have not heretofore entered those fields. During the past year it has not been possible to keep current with the influx of work. As shown elsewhere in this report, the Board had a backlog of 258 open cases at the end of the fiscal year 1944.

This situation has given the Board the greatest concern. It has also caused much concern and discontent among the organizations and carriers who have invoked the Board's services, since with the constantly increasing backlog of unsettled cases, more and more delay is experienced in handling the large volume of work with the limited field staff. A general attempt has been made to handle applications for the Board's services in order of receipt. This of course cannot be strictly adhered to. There has been a tendency on the part of certain organizations to threaten strike action on certain issues without first exhausting all the mediatory provisions of the law, with the expectation of securing immediate mediatory service by such methods. Such action serves only to add to the age of cases already docketed before they can be reached in the usual manner. Tracers are received almost daily urging action on the older docketed cases, which in most instances it is not possible to afford due to lack of sufficient field forces.

Representatives of the Railway Labor Executives' Association have met twice recently with the Board urging the necessity for a substantial increase in the Board's staff looking toward more prompt handling of its work. The act requires final action on representation disputes within 30 days after receipt of the application, but in the earlier years of the Board's history, legal rulings were made to the effect that this time limit is not mandatory. At the present time both representation and mediation cases are many months old before they can be reached with the present limited staff. This is not a healthy situation, as it is universally recognized that labor disputes should and must be handled as expeditiously as possible for the benefit of all concerned.

The Railway Labor Act often has been 'cited as the model law governing the handling of labor difficulties. It is the fruit of over 50 years' experience in Federal legislation in this field. The law was, with amendments, a good one, and has functioned well since 1926. It is now in real danger of breaking down due to the inability of the Board to cope with the large volume of work with its present force. If the present situation continues, the very purposes of the act will be nullified by the great delay which many important cases on the Board's docket are now suffering. It is therefore the Board's urgent recommendation that a very considerable increase in the staff of mediators be provided by appropriate legislation, to enable this body to properly and expeditiously perform the duties and responsibilities imposed upon it by the Railway Labor Act.

During the fiscal year 1944, the 4 divisions of the National Railroad Adjustment Board disposed of 3,280 disputes involving the interpretation or application of rules and employee grievances.

Thirteen cases involving changes in wages and working conditions were referred to arbitration boards set up under section 7 and 8 of the Railway Labor Act. During the fiscal year 10 awards were made by arbitration boards, all of them by boards appointed during the fiscal year 1944. Two emergency boards were appointed from the National Railway Labor Panel during the year, and made their recommendations to the President for the final settlement of the disputes. One emergency board appointed during the fiscal year 1943 made its report and recommendations during 1944.

During the year a number of court decisions were handed down affecting procedure under the Railway Labor Act and proceedings before the Board. Two cases involving jurisdictional disputes between the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen were heard by the United States Supreme Court on petition for certiorari. In each case the Court held that the lower courts erred in hearing them account lack of jurisdiction. The Supreme Court held that the law gives the courts no powers over jurisdictional disputes, since such matters are ones that should be settled by conciliation, mediation, and arbitration under the Railway Labor Act. The judgments rendered by the lower courts were reversed.

In the case of *Switchmen's Union of North America v. National Mediation Board*, involving the Board's decision in the matter of voting all yardmen on the New York Central and its leased and operated lines as a unit, the Supreme Court considered the matter on a petition for certiorari, and decided that the administrative action taken by this Board under section 2, ninth, of the law is not subject to review by the courts. The Supreme Court held that the lower courts acted without jurisdiction and for that reason reversed their judgments.

In the case of *United Transport Service Employees v. National Mediation Board*, brought to the Supreme Court on a petition for certiorari filed by the Brotherhood of Railway and Steamship Clerks, the Court granted the petition and reversed the judgment of the lower courts to the effect that "red caps" employed by the St. Paul Union Depot Co., are a separate craft or class for representation purposes under the act. This action by the Court upheld the decision of this Board that the red caps concerned were a part of the craft or class of clerical, office, station, and storehouse employees, and was taken on the basis of reasoning underlying its decisions in the three cases described above.

An appeal was taken by the United Transport Service Employees of America to the United States Court of Appeals for the District of Columbia from a decision made by the District Court of the District of Columbia in the case of *United Transport Service Employees v. National Mediation Board*, in the matter of validity of an election held by the Board among the maintenance of way department employees of the Florida East Coast Railway. The organization had charged that the election was fraudulently conducted by the Board's mediator. The judgment of the district court was that the election had been fair and impartial, and that the Board's certification was correct. The Court of Appeals followed the above-mentioned decisions of the Supreme Court and dismissed the appeal on the basis of lack of original jurisdiction by the District Court.

Similar action by the United States Court of Appeals for the District of Columbia was taken in an appeal to it by the National Federation of Railway Workers involving a decision of the National Mediation Board on the question of representation of certain shop laborers employed by the Texas & Pacific Railway.

2. MEDIATION PROCEEDINGS

As provided in section 5, first, of the Railway Labor Act, the most important duty of the National Mediation Board is the mediation of

differences between the carriers and their employees concerning the making of labor agreements, and changes in rates of pay and the terms of these agreements. The primary obligation of carriers and their employees under the terms of the act is to exert every reasonable effort to make and maintain labor agreements, and to settle all disputes involving such agreements with all expedition in conference between the duly authorized representatives of the parties. The great majority of such disputes are settled in direct negotiations, and mediatory assistance becomes necessary only in the more difficult controversies. Mediation by representatives of the Board thus operates to continue the negotiations already initiated by the parties themselves. From the time the Board's representatives come into the picture, the negotiations proceed under its auspices and with its aid. It may be said, therefore, that mediation operates to promote and extend the voluntary processes of adjusting industrial disputes by conference between and with the parties directly concerned.

Chapter II of this report, under the heading of "Mediation Disputes," describes the Board's activities in mediation work during the fiscal year 1944, and contains statistical tables showing the performance during the year compared with the previous years of the Board's experience since 1934.

3. REPRESENTATION DISPUTES

Under the Railway Labor Act employees of the carriers are free to join the labor organization of their choice, and are protected in this right against carrier influence and discrimination. The closed shop or union maintenance provisions are not sanctioned by the act. The law provides that the majority of any craft or class shall have the right to determine who shall represent that craft or class for the purposes of the act, and further gives the duly authorized representative of a craft or class the exclusive right of collective bargaining for that group. There is no provision in the act for representation of minorities for collective bargaining purposes.

The law further makes it the duty of the Board, in cases of representation disputes among carrier employees, to investigate and determine who are the duly designated and authorized representatives of such employees, and to certify such representatives to the carrier. In the performance of this duty, the Board may take a secret ballot among the employees concerned, or utilize any other appropriate method of ascertaining the names of such representatives, in such manner that the choice of the employees is exercised without interference, influence, or coercion on the part of the carrier. Aside from the secret ballot, the other method most commonly used is a check of signatures appearing on authorization cards against the signatures of the employees in the carrier's records.

The Board is also authorized by the act to establish election rules, and to designate who may participate in such elections. The Supreme Court of the United States has held that this function of the Board is not subject to review by the Courts.

It is an established policy of the Board to require that applications for its services in representation disputes be accompanied by the presentation of a sufficient number of signed authorizations to justify the existence of a bona fide dispute. If this were not done, much time of

the Board and its mediators would be spent in handling cases in which the applicant organization is poorly prepared and no change in representation results. A "sufficient number of signed authorizations" is usually construed to mean a showing of at least over 50 percent of signed authorizations compared with the number of potential eligibles as furnished by the carrier.

Chapter III of this report, captioned "Representation Disputes—Elections," contains a detailed account of the representation disputes handled during the past fiscal year and describes the various problems connected with this phase of the Board's work.

4. CONTRACTS

Under section 5, third (c), the Railway Labor Act requires all carriers subject to its jurisdiction to file with this Board a copy of each contract with their employees covering rates of pay, rules, and working conditions. Any changes in existing contracts must also be filed with the Board. Each year since 1934, when this requirement was established by law, there has been a steady increase in the number of contracts filed with the Board.

As of June 30, 1944, a total of 4,563 contracts were on file with the Board, as compared with 3,021 on file as of June 30, 1935. These contracts are the main or basic working agreements. In addition to these, hundreds of supplements, revisions, and memorandum agreements are filed with the Board yearly.

Chapter VI, captioned "Wage and Rule Agreements," contains a more detailed description of the Board's agreement files, also a table showing the increase in the number of basic agreements on file by years since the amended law became effective in 1934.

5. NATIONAL RAILROAD ADJUSTMENT BOARD

The 1934 amendments to the Railway Labor Act created the National Railroad Adjustment Board and clothed it with authority to hear and decide disputes involving employee grievances and those arising from controversies over the application and interpretation of working agreement rules.

The Adjustment Board is composed of four divisions, on which the carriers and the employees are equally represented. The jurisdiction of each division is described specifically in section 3, first (h), of the act. The headquarters of the Adjustment Board are established by the law in Chicago, Ill.

When any of the divisions are unable to agree upon an award because of a deadlock among its members, the law requires the division to attempt to select a referee to sit with it as a member and render an award. Failing to agree upon the selection of a referee, this fact may be certified to the National Mediation Board, which is then required to make the appointment.

The annual reports of the Adjustment Board and the four divisions are given in appendix A to this report. In addition, table 15 shows the number of cases docketed and disposed of for the past 5 fiscal years.

6. CONTRACTS IN THE AIR TRANSPORT INDUSTRY

As previously mentioned, the commercial air lines and their employees were made subject to the Railway Labor Act in 1936. The

extent of agreement coverage in the industry is shown in table 14. With increased activity on the part of labor organizations among air-line employees, an increasingly larger portion of the Board's efforts are devoted to this branch of the country's transportation. At the present time, organizational activity among air-line employees by organizations not heretofore interested in that field is of considerable extent, and new problems, particularly relating to craft or class, will require study and determination by the Board during the coming year. Changes in representation usually carry with them the desire of the new representatives for changes and revisions in existing working agreements, and an increase in requests for the Board's mediation services in the air-line industry has already become evident.

7. AMENDMENT TO STABILIZATION ACT OF 1942

To provide for finality in the determinations made by arbitration or emergency boards under the Railway Labor Act, without the need for approval by authorities created under the Stabilization Act, the Congress passed an amendment to the Stabilization Act of 1942, giving any agency provided for by the Railway Labor Act the power to certify that wage or salary changes effected under the machinery of the Railway Labor Act are consistent with such standards as may be legally in effect for controlling inflationary tendencies. The amendment to the Stabilization Act, approved June 30, 1944, is quoted below.

SEC. 202. Section 4 of such Act of October 2, 1942, as amended, is amended by adding at the end thereof the following new paragraph:

"In any dispute between employees and carriers subject to the Railway Labor Act, as amended, as to changes affecting wage or salary payments, the procedures of such Act shall be followed for the purpose of bringing about a settlement of such dispute. Any agency provided for by such Act, as a prerequisite to effecting or recommending a settlement of any such dispute, shall make a specific finding and certification that the changes proposed by such settlement or recommended settlement are consistent with such standards as may be then in effect, established by or pursuant to law, for the purpose of controlling inflationary tendencies. Where such finding and certification are made by such agency, they shall be conclusive, and it shall be lawful for the employees and carriers, by agreement, to put into effect the changes proposed by the settlement or recommended settlement with respect to which such findings and certification were made."

II. RECORD OF CASES

1. CASES HANDLED BY THE BOARD

For the fourth successive year the number of cases submitted to the Board reached an all-time high since the Board commenced its operations under the amended Railway Labor Act in 1934. During the fiscal year 1944, a total of 431 applications for the Board's services were docketed. This figure shows a decrease under that for the preceding year, which was 455. However, at the end of the fiscal year 1944 there were 93 applications for the services of the Board undocketed and under investigation prior to docketing. At the beginning of the year the Board instituted the practice of investigating all applications for its services through correspondence, with the view of developing all pertinent information prior to docketing, thus saving the time of its mediators in the field. This practice has resulted in a very considerable number of applications being closed out through such preliminary correspondence, in addition to preparing the cases for the handling of the field men without loss of time to them. During the year 56 applications were closed by correspondence without being formally docketed. Therefore, during the year the Board received a grand total of 580 applications for its services, the largest number in its history.

During the fiscal year 1944 the Board closed and disposed of a total of 357 docketed applications, compared with 425 during the year 1943. This represents a decrease of approximately 14 percent in docketed cases disposed of. As stated above, 56 additional applications were closed through correspondence, making a total of 413 dispositions during the fiscal year. This number is exceeded only by the total disposed of during the preceding fiscal year. The decrease in dispositions of docketed cases is due mainly to two factors; first, a large amount of illness among the field forces, which reduced the number of active mediators during the entire year; and second, a very large representation election which consumed the entire time of five mediators for over 2 months.

On July 1, 1943, the beginning of the fiscal year covered by this report, there were 184 docketed cases pending and unsettled. Adding these to the 431 new cases docketed during the year makes a total of 615 cases requiring the Board's services. This figure does not include the 93 applications on hand as of June 30, 1944, which had not yet been docketed or declined. During the year settlements were effected in 357 docketed disputes, leaving a total of 258 docketed cases and 93 undocketed applications pending and unsettled as of June 30, 1944, when the fiscal year closed.

The 351 open disputes, both docketed and undocketed, constitute by far the largest backlog of unsettled cases remaining on the Board's docket at the end of any fiscal year in its history since 1934. 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, 184, and 258 docketed cases at the close of the past 5 years, respectively. The increase in unsettled docketed cases at the close of the fiscal year 1944 was 40 percent over the previous year, and for all open disputes, docketed and undocketed, was 91 percent.

This large increase in the backlog of unsettled cases has given the Board much concern. The Board is able to perform its functions under the Railway Labor Act in a satisfactory manner only if it has sufficient force available to do the work. To enable the Board to furnish its services with a reasonable degree of promptness, as contemplated when the Railway Labor Act was amended in 1934, additional force is needed. There is grave danger that the heretofore efficient operation of the Railway Labor Act will be seriously impaired by the large backlog of unsettled disputes, which the Board is unable to handle with reasonable promptness with its present force. It is an axiom that prompt handling by a mediatory body is of the essence in the effective disposition of labor disputes.

Labor disputes subject to the jurisdiction of the National Mediation Board are generally divided among three different types:

(1) Disputes among employees as to who are their duly authorized representatives for the purposes of collective bargaining.

(2) Disputes between carriers and their employees concerning the terms of proposed changes in rates of pay, rules, or working conditions.

(3) The interpretation of the provisions 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 1 shows a summary of the different types of cases received and disposed of from July 21, 1934, when the present Board commenced its operations, through June 30, 1944. During this decade, 2,999 new cases were docketed. The present Board inherited from the former United States Board of Mediation, which it replaced under the amended law in 1934, 96 pending and unadjusted disputes, which number, added to the total of new cases docketed by this Board, makes a total of 3,095 cases requiring its services since its inception. During the 10-year period the disputed issues were resolved and the dockets closed in 2,837 cases, or approximately 92 percent of the grand total. The number of mediation cases docketed during the past 10 years was 1,702, compared with 1,282 representation disputes. The number of such cases disposed of during the period was 1,590 and 1,232, respectively. During the past 10 years a total of 15 interpretation cases were docketed, or less than 1 percent of the number of mediation cases disposed of. As of June 30, 1944, interpretations had been rendered in all 15 of such cases.

TABLE 1.—Number of cases received and disposed of, fiscal years 1935-44

Status of cases	All types of cases											Representation cases										
	10-year period	Fiscal year—										10-year period	Fiscal year—									
		1944	1943	1942	1941	1940	1939	1938	1937	1936	1935		1944	1943	1942	1941	1940	1939	1938	1937	1936	1935
Cases pending and unsettled at beginning of period.....	96	184	154	105	101	89	145	148	185	182	96	24	51	40	29	26	24	27	53	47	65	24
New cases docketed.....	2,999	431	455	419	307	293	179	238	222	203	252	1,282	162	201	162	132	97	83	112	107	99	137
Total number of cases on hand and received.....	3,095	615	609	524	408	382	324	386	407	385	348	1,306	213	241	181	158	121	110	165	154	164	161
Cases disposed of.....	2,837	357	425	370	303	281	235	241	259	200	166	1,232	139	190	141	129	95	86	138	101	117	96
Cases pending and unsettled at end of 10-year period.....	258	258	184	154	105	101	89	145	148	185	182	74	74	51	40	29	26	24	27	53	47	65

Status of cases	Mediation cases											Interpretation cases										
	10-year period	Fiscal year—										10-year period	Fiscal year—									
		1944	1943	1942	1941	1940	1939	1938	1937	1936	1935		1944	1943	1942	1941	1940	1939	1938	1937	1936	1935
Cases pending and unadjusted at beginning of period.....	72	133	113	76	73	64	117	95	138	117	72	0	0	1	0	2	1	1	0	0	0	0
New cases docketed.....	1,702	268	254	265	174	191	95	123	115	102	115	15	1	0	2	1	5	1	3	0	2	0
Total number of cases on hand and received.....	1,774	401	367	341	247	255	212	218	253	219	187	15	1	1	2	3	6	2	3	0	2	0
Cases disposed of.....	1,590	217	234	228	171	182	148	101	158	81	70	15	1	1	1	3	4	1	2	0	2	0
Cases pending and unsettled at end of 10-year period.....	184	184	133	113	76	73	64	117	95	138	117	0	0	0	0	0	2	1	1	0	0	0

As shown in table 1, considerably more mediation cases have been docketed and settled during the past 10 years than representation disputes. Since the fiscal year 1938, settlements of mediation cases have exceeded dispositions of representation disputes. The following table shows a comparison of the number and percentage of mediation and representation cases docketed and settled during the 10-year period, to the grand total of such cases:

	Kind of cases docketed		Kind of cases disposed of	
	Number	Percent of total	Number	Percent of total
Mediation.....	1, 774	56. 7	1, 590	56
Representation.....	1, 306	43. 3	1, 232	44
Total.....	3, 080	100	2, 822	100

The number of representation disputes settled continues large. The figure for the fiscal year 1944, 162, is exceeded only by the number disposed of last year, 190. Representation disputes among organizations already established in the railroad industry continue at a high level, particularly among the groups of train, engine, and yard service employees. Also, organizations which have hitherto confined their representation efforts to other fields are becoming increasingly active in seeking representation among the employees of rail carriers. Representation disputes among employees of the air lines have increased markedly, and groups not previously represented, both on railroads and air lines, are now desirous of establishing representation under the terms of the Railway Labor Act.

2. DISPOSITION OF CASES

During the fiscal year 1944 the Board disposed of 357 docketed cases, and 56 applications for its services were closed out by correspondence conducted in the Board's office. The total of 357 docketed cases disposed of includes 139 representation disputes, 217 cases disposed of through mediation, and 1 interpretation of a mediation agreement. Table 2 summarizes, by methods of disposition, all cases handled to a conclusion by the Board since its creation in 1934.

REPRESENTATION DISPUTES

Of the 139 representation cases disposed of during the year, 75 were by secret ballot elections. Twenty-one of these elections were conducted exclusively by United States mail. In general, it may be said that mail elections have been used where the employees concerned are too widely scattered or too few in number to make a personal ballot practicable or economical. Personal ballots have been considered preferable when there are large concentrations of employees at the voting points, or where the class of employees involved makes a personal ballot desirable when consideration is given to the number who might have difficulty in properly executing and returning mail ballots. In recent months, certain organizations have expressed their prefer-

ence for personal ballots in every case where they are involved, regardless of the location of employees and the length of the voting schedule by ballot box. Since there is a considerable number of such disputes standing open on the Board's docket at this time, personal ballots will consume much more of the time of the mediators handling representation cases of this nature than if mail ballots were employed. This will consequently slow down the disposition of such representation disputes. The Board's past experience in conducting mail ballots among such groups, principally train and engine service employees, has shown that the average percentage of mail votes returned in such elections is as large, and in some groups larger, than the number of such employees casting their votes in a ballot box. The Board determines the procedure to be used after considering the circumstances in each case.

Twenty-eight representation disputes were settled by checking employee signatures on authorization cards against authentic carrier records bearing the employees' signatures. These 28 cases represent 20 percent of all representation disputes settled during the year, as compared with 59 settled in the same manner during 1943, or 31 percent. Checks of authorizations are usually authorized by the Board only in cases where the employees are not then represented or covered by a working agreement and where no other organization is competing for the right to represent them.

In 14 representation disputes settled during the year 1944, the carrier voluntarily recognized the applicant organization as the duly authorized representative of the employees concerned, making further action by the Board unnecessary. Nine cases were withdrawn by the applicant after commencement of the mediator's investigation, and 8 applications for the Board's services were withdrawn prior to such investigation. Three applications were dismissed by the Board when its investigation showed no representation dispute existed among the employees. Two cases were closed without certification when the elections conducted resulted in no contestant receiving a majority of legal votes cast.

As indicated in table 2, a grand total of 1,232 representation disputes have been settled during the past 10-year period. Of this number, 1,003, or 81 percent, were disposed of by the issuance of certifications after elections or checks of authorizations. In 51 cases the right of the applicant to represent the employees concerned was voluntarily recognized by the carrier, without issuance of certification. Accordingly, of a total of 1,232 representation cases disposed of by the Board, representation rights were established in 1,054 instances, or approximately 86 percent.

TABLE 2.—Number of cases disposed of, by type of case and method of disposition, fiscal years, 1935-44

Type of case and method of disposition	10-year period	Fiscal year ending June 30—									
		1944	1943	1942	1941	1940	1939	1938	1937	1936	1935
Grand total.....	2,837	357	425	370	303	281	235	241	259	200	166
Representation cases, total.....	1,232	139	190	141	129	95	86	138	101	117	96
Elections.....	710	75	103	62	67	65	51	94	55	82	56
Checks of authorizations.....	293	28	59	52	36	15	12	18	20	20	33
Representatives recognized without formal certification.....	51	14	3	7	2	2	2	7	8	2	4
Withdrawn during investigation.....	91	9	11	14	10	9	11	8	9	9	1
Withdrawn prior to investigation.....	33	8	4	0	7	1	2	4	4	2	1
Dismissal.....	40	3	5	2	4	3	8	7	5	2	1
Closed without certification.....	14	2	5	4	3						
Mediation cases, total.....	1,590	217	234	228	171	182	148	101	158	81	70
Mediation agreements.....	843	137	105	132	115	93	76	63	62	36	24
Arbitration agreements.....	37	13	5	4	4	3	3	1	3	1	
Referred to Emergency Boards constituted under Section 10 of Railway Labor Act.....	18	0	0	2	7		2	1	6		
Referred to Panel Emergency Board constituted under Executive Order 9172.....	24	4	20								
Withdrawn during mediation.....	323	32	48	56	24	36	33	21	36	17	20
Withdrawn prior to mediation.....	200	27	17	17	12	39	15	9	34	10	20
Closed by Board after refusal to arbitrate by—											
Carriers.....	81	1	16	12	5	6	8	4	14	13	2
Employees.....	11	0	4	2	3		1			1	
Both parties.....	36	1	18	3	1	4	7	1	1		
Dismissal.....	15	0	1			1	3	1	2	3	4
Closed by Board Action.....	4	2									
Interpretations of mediation agreements.....	15	1	1	1	3	4	1	2		2	

¹ Includes 1 mediation agreement and arbitration declined.² Includes 2 mediation and arbitration agreements.³ Includes 1 mediation and arbitration agreement.⁴ Includes 1 case closed on request of the President that Board cancel proceedings and 1 case closed on account of appointment by President of Special Emergency Board.

MEDIATION DISPUTES

In the settlement of cases involving changes in rates of pay, rules, or working conditions, the Board has found that the most desirable method of disposing of such controversies between the carriers and their employees is through the process of mediation and an agreement between the parties witnessed by the mediator. Successful mediation indicates that the mediator has been able to contribute suggestions and ideas in his discussions with the parties to an extent that a meeting of the minds has been achieved and the differences between the parties have been peaceably resolved. The importance of successful mediation is apparent when it is considered that under the Railway Labor Act mediation is usually invoked only after the disputing parties have made earnest efforts to reach an agreement through direct negotiations. Mediation settlements quite generally bring about a better feeling between the carriers and the employees and have a beneficial effect in encouraging the settlement of future questions through direct negotiations, without the need for the Board's assistance.

Another method of disposing of cases in mediation is the withdrawal of the application for mediation during that process. In some instances, withdrawal is made to permit the resumption of direct

negotiations between the parties. In others, it may be found that the circumstances are such that progressing the case through the full procedure of mediation is not opportune. Whatever the specific reasons may be that make a withdrawal seem desirable, the main fact is that through the mediatory process, means have been found to effect a peaceable solution of the dispute, as contemplated under the act.

During the fiscal year 1944, 217 mediation cases were settled; of this number, 137 or 63 percent were disposed of by mediation agreements. This is the highest number of mediation agreements secured in any year of the present Boards' history, although the total number of mediation cases disposed of was smaller than that in the previous fiscal year. The decline in the total number of mediation cases settled may be partly explained by the illness occurring among the field forces assigned to mediation work, as previously mentioned.

As will be noted from table 2, no cases were referred to Emergency Boards under the provisions of section 10 of the Railway Labor Act, and only four cases were submitted to the two Panel Emergency Boards set up under Executive Order 9172.

Thirty-two cases were withdrawn during the process of mediation, and 27 were withdrawn by the parties prior to the commencement of mediation. Two cases were closed by the Board during 1944 account refusal of 1 or both of the parties to accept arbitration, after the processes of mediation had been exhausted. This is the smallest number of cases closed in that manner since the fiscal year 1935, when 2 cases were so disposed of. This record indicates that more time was spent in exhausting every effort under the law to settle cases without resort to an offer of arbitration and may account to some extent for the smaller total number of mediation cases disposed of during the year.

Under the law when mediation is unsuccessful, the Board is required to make every effort to induce the parties to submit their dispute to arbitration. Acceptance or declination of arbitration by the parties is discretionary on their part, and many times the acceptance of arbitration involves a considerable amount of mediatory effort. During the fiscal year 1944 the Board was successful in securing 13 agreements to arbitrate, 2 of which were combined with mediation agreements settling portions of the disputed issues. This brings to 37 the total of cases submitted to arbitration during the 10-year period of the Boards' operations. The largest number of arbitration agreements secured in any previous year was 5, in the fiscal year 1943.

Three methods of settlement, namely, mediation agreements, cases withdrawn during mediation, and agreements to arbitrate reflect the efficiency of the mediatory process in effecting the peaceful disposition of disputes between men and managements involving changes in rates of pay, rules, and working conditions. During the fiscal year 1944 these 3 methods were effective in disposing of 182 cases, or about 84 percent of the total number of cases disposed of. These figures are more favorable than those for the fiscal year 1943, when 158 cases were settled by the 3 methods mentioned, or 67 percent of the total mediation settlements made during that year.

PROBLEMS IN MEDIATION

The Railway Labor Act enjoins upon the parties to a dispute the duty to exert every reasonable effort to adjust such controversies in direct negotiation, before seeking the mediatory services of the Board. In many cases this effort is made by the parties. In other instances very few and perfunctory conferences are held by the parties on issues which may consume weeks of effort by the mediator to bring about an adjustment. When applications are received by the Board and the accompanying information indicates that proper effort may not have been made by the parties, they are requested to resume direct negotiations and reduce the open issues to a minimum before the mediator enters the picture. Some progress has been made in this respect.

Another source of difficulty in the expeditious handling of mediation is the lack of authority delegated to the representatives of both parties to deal with finality. Many times the employees' representatives are found to be bound by convention action of their organizations or otherwise lacking final authority, and conversely, management representatives are not clothed with full authority to negotiate. Much time of the Board as well as the parties would be saved by giving full authority to the parties designated to dispose of the issues.

For various reasons, a tendency has been noted during the past year on the part of certain organizations to spread strike ballots, particularly on small carriers, before handling the disputed issues through mediation, as required by the law. Most of these cases on small roads involve the application of national wage or vacation agreements. In such instances, it has been necessary for the Board to mediate these disputes as they arise to prevent serious consequences. This procedure has had the effect, as before pointed out, of disrupting the Board's planned schedule of handling its regularly docketed cases, and often delays the handling of cases previously filed by the very organizations which take the action mentioned.

3. CARRIERS INVOLVED IN DISPUTES

Table 3 shows the distribution of the Board's services as among the various classes of carriers. There were 137 class I rail carriers reporting to the Interstate Commerce Commission during the fiscal year 1944. These railroads employ approximately 95 percent of the Nation's railroad workers. As might be expected, the services of the Board were principally occupied on such carriers. Due to the Board's handling of cases involving the National Wage and Vacation matters during the year, a large part of the class I carriers were parties to disputes handled by the Board in 1944.

Of the class I carriers, 130 were involved in either representation or mediation disputes during the year. The next largest category was that of switching and terminal railroads. In this group 104 of a total of 228 were parties to cases filed with the Board during the past year. The percentages of the total number of class II, III, electric railways, and air carriers involved in disputes during the year were relatively small. One more air line was party to cases before the Board than in the previous year.

TABLE 3.—Number of different carriers involved in cases,¹ by classes of carriers, with percentages, fiscal year 1944

Classes of carriers	Total carriers		Different carriers involved in—							
			All cases		Representation cases		Mediation cases		Interpretation cases	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Class I railroads.....	137	100	130	95	48	34	129	94	1	1
Class II railroads.....	180	100	42	23	7	4	39	22		
Class III railroads.....	202	100	9	4			9	5		
Switching and terminal companies.....	228	100	104	46	31	14	92	40		
Electric railways.....	82	100	14	17	4	5	12	14		
Miscellaneous carriers.....	(2)	(2)	16	(2)	7	(2)	11	(2)		
Air carriers.....	20	100	6	30	4	20	3	15		

¹ Carriers reporting to the Interstate Commerce Commission during 1944, except for air carriers, the latter being the number of operating companies as of June 30, 1944.

² Not available.

4. MAJOR GROUPS OF EMPLOYEES INVOLVED IN CASES

Table 4 shows the number of mediation, representation, and interpretation cases disposed of during the fiscal year 1944, divided among the major groups of employees involved. The train, engine, and yard service groups accounted for the largest number of cases handled, as has been the case for many years past. The maintenance of equipment, clerical, office, station and storehouse, and maintenance of way groups come next in the order named; the Maintenance of Equipment group running a close second to the train, engine and yard service employees. The total cases for dispatchers and telegraphers showed an increase over the previous year due to a concerted movement by the dispatchers for rate increases and changes in rules. Other groups concerned in more cases during the year were Marine Service employees and the airline employees group. There was more activity among these two groups, particularly in the matter of representation disputes than in several years past. The category of "combined" groups shows a considerable increase during the past year, this being accounted for by the concerted movements of train, engine, and yard service men and certain of the nonoperating groups, to secure the application of recent general wage adjustments and vacation rules, particularly to the employees of the smaller carriers which were not parties to the National Wage and Vacation agreements.

TABLE 4.—Number of cases disposed of, by major groups of employees, fiscal year 1944

Major groups of employees	Number of—			
	All types of cases	Representation cases	Mediation cases	Interpretation cases
Total, all groups of employees.....	357	139	217	1
Combined groups.....	37	10	26	1
Train, engine, and yard service.....	65	36	29	
Maintenance of equipment.....	60	21	39	
Clerical, office, station, and storehouse.....	54	15	39	
Redcaps.....	(1)	(1)	3	
Maintenance of way and signal.....	42	13	29	
Dispatchers and telegraphers.....	29	6	23	
Pullman and train porters and dining car.....	14	6	8	
Railway patrolmen and police.....	20	14	6	
Marine service.....	14	8	6	
Air-line employees.....	11	8	3	
Miscellaneous employees.....	8	2	6	

¹ Included in combined group.

III. REPRESENTATION DISPUTES—ELECTIONS

1. ELECTIONS AND CERTIFICATION OF REPRESENTATIVES

The Board received and docketed 162 representation cases during the fiscal year 1944. This number, added to the 51 cases on hand at the beginning of the year, made a total of 213 such cases requiring the Board's services. Of this total, 139 cases were disposed of, leaving a balance of 74 unsettled representation disputes on the Board's docket as of June 30, 1944. The 162 cases docketed during the year were 39 less than the previous year. However, as previously mentioned, a change in the manner of handling incoming applications was instituted at the beginning of the year, under which full information regarding each application is developed through correspondence prior to docketing. This naturally produces a lag to some extent over the previous method of docketing applications as received. Accordingly, there were in addition to the 162 representation cases docketed during the year, a total of 31 such applications open and undocketed as of June 30, 1944.

As stated, the number of representation cases disposed of during the year were 139, as compared with 190 during the previous year. This was a decrease of 51 cases, or approximately 27 percent. This decrease can be accounted for mainly by the fact that 2 of the Board's mediators assigned to representation cases suffered extended periods of illness during the year, also a large shop craft election on the Atchison, Topeka, and Santa Fe Railroad consumed the entire time of 5 mediators for approximately 2 months.

The Railway Labor Act requires the Board to determine the choice of employee representatives separately for each craft or class. Accordingly, a considerably larger number of specific representation disputes were settled during the year than the total number of cases. Table 5 shows a total of 176 crafts or classes included in the 139 representation cases disposed of during 1944. The number of cases and crafts or classes concerned in such cases settled during 1943 were 190 and 233, respectively.

A grand total of 38,197 employees were involved in the 139 representation disputes settled during 1944. This is an increase of approximately 7,000 over the previous year, with 51 fewer cases. The yearly average number of employees involved in representation disputes for the 10-year service, 1934-44, is 48,270. The average number of employees involved per case in 1944 is 275, as compared with 163 in 1943. The average number of employees per case for the 10-year period of the Board's operations is 392. In the fiscal year 1935 the average number per case was 877.

On the whole, the shop craft, clerical and maintenance of way groups have accounted for the large majority of employees concerned in representation disputes over the past 10 years. From 1935 to 1939, representation cases consumed a large part of the work of the Board.

However, representation in these larger groups has now become stabilized to a large extent. On the other hand, such disputes have increased, both in number of cases and of employees involved. Among groups in train, engine, and yard service, where representation has been held by the old and established organizations for many years. Also, in recent months, representation disputes among employees of the air lines have increased in number, as organizations not previously active in that field have increased their organizational efforts. It is anticipated that such disputes among employees of the air lines will be more frequent during the coming year.

Of the 139 cases involving 176 crafts or classes, certifications were issued by the Board in 104 cases, establishing representation for 131 separate crafts or classes. Certifications for 101 crafts were based on the results of secret elections, while 30 crafts were certified as to their representation choice on the basis of checks of authorizations. In 14 additional cases, involving 18 crafts or classes, representation was recognized voluntarily by the carriers. Accordingly, representation rights were established during the fiscal year 1944 for a total of 149 crafts or classes, embracing 32,938 employees.

During the year, 9 applications for the investigation of representation disputes were withdrawn during investigation by the mediator. In 8 other cases, applications were withdrawn prior to the start of investigation. Three cases were dismissed by the Board, when the investigation showed no bona fide representation dispute existed. One case was closed without certification after an election in which no organization received a majority of legal votes cast. The 21 cases discussed in this paragraph involved a total of 27 crafts or classes.

In the year 1944, 87 percent of all employees eligible to vote cast their ballots in the representation elections conducted by the Board. The percentage for the 10-year period 1935-44 is 88. This figure shows the importance attached by rail and air-line employees to their right of determining their bargaining representatives under the Railway Labor Act.

Table 5 shows for the 10-year period ended June 30, 1944, the number of representation cases, the number of crafts or classes involved, and the number participating in representation elections, subdivided by methods of disposition.

TABLE 5.—Number of cases, crafts or classes, and employees involved in representation disputes, by method of disposition, fiscal years 1935-44

Method of disposition	10-year period	Number of cases										10-year period	Number of crafts or classes									
		Fiscal year—											Fiscal year—									
		1944	1943	1942	1941	1940	1939	1938	1937	1936	1935		1944	1943	1942	1941	1940	1939	1938	1937	1936	1935
Total, all cases	1, 232	139	190	141	129	95	86	138	101	117	96	1, 975	180	233	196	174	115	152	244	168	209	304
Elections	711	76	103	62	67	65	51	94	55	82	56	1, 216	104	120	94	105	84	94	173	80	153	209
Checks of authorizations	292	27	59	52	36	15	12	18	20	20	33	453	30	84	74	40	16	15	30	43	39	82
Representatives recognized without formal certification	51	14	3	7	2	2	2	7	8	2	4	68	18	3	8	2	2	2	9	17	3	4
Withdrawn during investigation	91	9	11	14	10	9	11	8	9	9	1	123	9	12	14	10	9	21	15	17	9	7
Withdrawn prior to investigation	33	8	4	7	7	1	2	4	4	2	1	46	12	4	10	1	8	4	4	4	2	1
Dismissed	40	3	5	2	4	3	8	7	5	2	1	14	2	5	2	4	3	12	13	7	3	1
Closed without certification	14	2	5	4	3							14	2	5	4	3						

Method of disposition	10-year period	Number of employees involved									
		Fiscal year—									
		1944	1943	1942	1941	1940	1939	1938	1937	1936	1935
Total, all cases	482, 700	38, 192	31, 012	42, 385	26, 708	19, 137.	65, 909	52, 167	57, 923	65, 059	84, 208
Elections	383, 130	31, 822	21, 074	36, 932	22, 685	16, 543	52, 793	46, 569	25, 255	60, 905	68, 552
Checks of authorizations	34, 667	733	4, 678	3, 314	1, 944	600	863	3, 459	2, 225	3, 279	13, 572
Representatives recognized without formal certification	24, 809	392	74	602	107	160	69	426	22, 633	45	301
Withdrawn during investigation	21, 222	3, 146	1, 418	1, 187	1, 382	1, 412	4, 672	691	4, 970	644	1, 700
Withdrawn prior to investigation	6, 011	1, 575	3, 340	202	202	35	168	337	297	50	7
Dismissed	12, 310	461	213	229	236	387	7, 344	685	2, 543	136	76
Closed without certification	551	63	215	121	152						

TABLE 5.—*Number of cases, crafts or classes, and employees involved in representation disputes, by method of disposition, fiscal years 1935-44—*
Continued

Method of disposition	10-year period	Number of employees participating									
		Fiscal year—									
		1944	1943	1942	1941	1940	1939	1938	1937	1936	1935
Total, all cases.....	359,498	27,916	20,766	34,898	21,769	15,855	47,438	43,036	23,678	55,760	68,382
Elections.....	337,131	27,330	18,285	32,594	20,304	15,416	46,828	40,965	22,240	53,613	59,556
Checks of authorizations.....	21,841	533	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.....	526	53	208	119	146						

2. MAJOR GROUPS OF EMPLOYEES INVOLVED IN REPRESENTATION DISPUTES

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

TABLE No. 6.—*Number of crafts or classes and number of employees involved in representation cases, by major groups of employees, fiscal year 1944*

Major groups of employees	Number of cases	Number of crafts or classes	Employees involved	
			Number	Percent
All groups	139	180	38,192	100
Engine, train, and yard service.....	42	52	5,162	13
Maintenance of equipment.....	15	34	21,102	55
Clerical, office, station, and storehouse.....	18	22	1,790	5
Redcaps.....	(1)	(1)		
Maintenance of way and signal.....	13	13	1,970	5
Dispatchers and telegraphers.....	7	8	163	(2)
Pullman and dining car.....	6	7	556	1
Railway patrolmen and police.....	14	14	2,131	6
Marine service.....	7	9	698	2
Miscellaneous rail employees.....	9	9	287	1
Air-line employees.....	8	12	4,333	11

¹ Included in 2 cases involving other crafts.

² Less than ½ of 1 percent.

In 1944, as in several years past, the group of train, engine, and yard service employees, commonly known as the "operating" crafts or classes, accounted for the largest number of representation cases handled for any group, as well as the largest number of crafts or classes involved, these figures being 42 and 52, respectively. This is a reduction from the corresponding figures for the previous year which were 78 and 86.

The next largest number of cases was handled for the clerical, office, station and storehouse group, 18 cases, or an increase of 3 over the year 1943. The maintenance of equipment group accounted for 15 cases, 34 crafts being involved. This group had the largest number of employees concerned, 21,102, compared with 6,867 in 1943. One case in this group involved a total of 14,073 employees. The average number of employees per case in this group was 1,407. Omitting the large case, the average number was 502. The same figure for the previous year was 245. It is, therefore, clear that aside from the larger case, which involved all of the shop crafts on the Atchison, Topeka & Santa Fe System, others in the total of 15 for this group were mainly in the category of "clean-up" cases.

Of the 139 representation cases disposed of during 1944, the 15 maintenance-of-equipment cases constituted only about 11 percent. These cases accounted for 34, or 19 percent, of the crafts or classes, and 20,977, or 55 percent, of the total employees involved in all representation cases. The following tabulation shows the trend, over the period 1938-44, 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
1944.....	15	11	34	19	20,977	55
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

Representation disputes may, for the purposes of this report, be divided into two major groups: First, those between national organizations and system associations, local organizations, or unorganized employees; and second, interorganization disputes between two national organizations, a national organization and a local union, or between two local unions.

Table 7 shows the distribution of all representation cases disposed of, by types of organizations, with the number of crafts or classes and the number of employees involved, for the 10-year period 1935-44.

Approximately 69 percent of the employees involved in representation disputes during the fiscal year 1944 were included in cases in the first category mentioned above. As shown by table 7, this percentage is considerably less than in previous years. The percentage of employees in the first group over the 10-year period is a little over 80 percent. This indicates that the large representation contests between national organizations and system associations, mainly among maintenance-of-equipment forces, are declining in number, as more complete representation among this group is obtained by the national organizations. The large number of employees involved in the first category during 1944 as compared with the previous year was due to one large dispute among shop-craft employees embracing 14,073 men.

The largest number of cases handled in the first category, 62, reflects the continued activity of national organizations in securing representation of unorganized employees. The 62 cases of this description settled in 1944 involved only 2,306 employees. These figures may be compared with 102 cases and 5,586 employees in the previous fiscal year. The average number of employees per case in 1944 was 37, compared with 55 in 1943. These figures indicate a "mopping up" process of organizational efforts on the smaller carriers and among small groups not heretofore represented under the act.

In the second category of representation cases the most important classification is that of disputes between national organizations. During 1944 there were 45 such cases, involving 10,935 employees, which was a reduction from the figures for the previous year of 58 and 14,263, respectively. However, the average number of such cases for the 10-year period was approximately 40, as against 33 for the 9-year period ending June 30, 1943. The average yearly number of employees engaging in such disputes for the past 9-year period was 6,554. These figures indicate that such disputes are extending to the large carriers. This situation cannot be controlled by the Board under the law. The Board endeavors to discourage such disputes, as well as those involving issues to be mediated in which 2 national organizations are involved but often without much success.

During the past year there were 5 representation disputes between national organizations and local unions, a decrease of 2 from the previous year. Employees involved in such cases decreased from 872 in 1943 to 744 in 1944. There were no representation disputes in 1944 between local unions.

4. CERTIFICATIONS ISSUED

Table 8 shows the distribution of representation rights acquired through certifications issued by the Board during the fiscal year 1944 by various types of labor organizations.

TABLE 7.—Number of crafts or classes and number of employees involved in representation cases, by types of dispute, fiscal years 1935-44

Types of disputes	10- year pe- riod	Number of cases										10- year pe- riod	Number of crafts or classes									
		Fiscal year—											Fiscal year—									
		1944	1943	1942	1941	1940	1939	1938	1937	1936	1935		1944	1943	1942	1941	1940	1939	1938	1937	1936	1935
Grand total, all types.....	1,232	139	190	141	129	95	86	138	101	117	96	1,974	180	232	196	174	115	152	244	168	209	304
Total, national organiza- tions versus system asso- ciations or unorganized employees.....	797	89	125	96	79	56	50	85	70	73	74	1,423	111	162	141	109	75	111	161	134	150	269
National organizations versus system associations.....	303	26	21	19	26	24	30	45	26	39	47	746	35	31	33	51	42	78	98	52	86	240
National organizations versus unorganized employees.....	468	62	102	76	52	29	17	39	40	26	25	649	75	129	107	57	30	29	62	78	55	27
Local unions versus system asso- ciations.....	6	0	0				1	1	2	2		8	0	0			2	1	2	3		
Local unions versus unorganized employees.....	17	0	0	1	1	3	2		2	6	2	17	0	0	1	1	3	2		2	6	2
System associations versus un- organized employees.....	3	1	2									3	1	2								
Total interunion disputes..	434	50	65	45	50	39	36	52	31	44	22	556	69	70	55	65	40	41	82	34	59	35
National organizations versus na- tional organizations.....	349	45	58	30	30	31	31	34	27	42	21	439	63	62	33	36	31	35	58	30	57	34
National organizations versus local unions.....	81	5	7	13	19	8	5	18	4	2		105	6	8	20	26	9	6	24	4	2	
Local unions versus local unions.....	4	0	0	2	1						1	6	0	0	2	3						1
System associations versus sys- tem associations.....	1	0	0					1				1	0	0					1			

TABLE 7.—Number of crafts or classes and number of employees involved in representation cases, by types of dispute, fiscal years 1935-44—Con.

Types of disputes	10- year period	Number of employees involved										10- year pe- riod	Percent of employees involved											
		Fiscal year—											Fiscal year—											
		1944	1943	1942	1941	1940	1939	1938	1937	1936	1935		1944	1943	1942	1941	1940	1939	1938	1937	1936	1935		
Grand total, all types.....	482,697	38,192	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	100		
Total, national organiza- tions or local unions versus system associa- tions or unorganized employees.....	388,939	26,506	15,870	24,093	21,919	15,577	58,533	38,947	52,066	54,972	80,456	81	69	51	57	82	81	89	75	90	84	96		
National organizations versus system associations.....	347,036	24,200	10,284	17,975	18,879	13,021	56,977	34,456	44,581	49,020	77,643	72	63	33	43	70	68	87	66	77	75	92		
National organizations versus unorganized employees.....	36,726	2,306	5,586	6,100	2,868	2,409	1,303	4,204	6,034	3,524	2,392	8	6	18	14	11	13	2	8	10	5	3		
Local union versus system as- sociations.....	3,270	-----	-----	-----	-----	-----	107	287	1,117	1,759	-----	1	-----	-----	-----	-----	(1)	1	2	3	-----	-----		
Local unions versus unorgan- ized employees.....	1,907	-----	-----	18	172	147	146	-----	334	669	421	(1)	-----	(1)	(1)	1	1	(1)	-----	1	1	1		
System associations versus un- organized employees.....	11	7	-----	-----	-----	-----	-----	-----	-----	-----	-----	(1)	(1)	(1)	-----	-----	-----	-----	-----	-----	-----	-----		
Total interunion disputes.....	93,688	11,679	15,135	18,292	4,789	3,560	7,376	13,161	5,857	10,087	3,752	19	31	49	43	18	19	11	25	10	16	4		
National organizations versus national organizations.....	69,908	10,935	14,263	10,494	2,018	2,306	6,024	6,874	4,928	8,425	3,641	14	29	46	25	8	12	9	13	8	13	4		
National organizations versus local unions.....	23,130	744	872	7,482	2,548	1,254	1,352	6,287	929	1,662	-----	5	2	3	17	9	7	2	12	2	3	-----		
Local unions versus local unions.....	650	-----	-----	316	223	-----	-----	-----	-----	-----	111	(1)	-----	-----	1	1	-----	-----	-----	-----	-----	-----		
System associations versus sys- tem associations.....	59	-----	-----	-----	-----	-----	-----	59	-----	-----	-----	(1)	-----	-----	(1)	(1)	-----	-----	(1)	-----	-----	-----		

¹ Less than ½ of 1 percent.

TABLE 8.—Number of crafts or classes certified and votes¹ cast for various types of labor organizations in representation cases,² by types of disputes, fiscal year 1944

Types of disputes	Number of crafts or classes certified to and votes cast for—								Number of votes cast for others
	All organizations		National organizations		Local unions		System associations		
	Crafts or classes	Votes	Crafts or classes	Votes	Crafts or classes	Votes	Crafts or classes	Votes	
Grand total, all types.....	138	28,060	131	19,019	2	277	5	8,602	162
Elections.....	106	27,379	100	18,414	1	201	5	8,602	162
Proved authorizations.....	32	681	31	605	1	76			
Total, national organizations or local unions versus system associations or unorganized employees.....	96	22,708	90	13,844	2	249	4	8,464	151
National organizations versus system associations.....	31	20,321	27	12,172			4	8,098	51
Elections.....	30	20,310	26	12,161			4	8,098	51
Proved authorizations.....	1	11		11					
National organizations versus unorganized employees.....	63	2,024	63	1,672				254	98
Elections.....	36	1,581	36	1,229				254	98
Proved authorizations.....	27	443	27	443					
Local unions versus system associations.....	2	363			2	249		112	2
Elections.....	1	287			1	173		112	2
Proved authorizations.....	1	76			1	76			
Total, interunion disputes.....	42	5,352	41	5,175		28	1	138	3
National organizations versus national organizations.....	40	5,081	40	5,073					8
Elections.....	37	4,930	37	4,922					8
Proved authorizations.....	3	151	3	151					
National organizations versus local unions.....	1	130	1	102		28			
Elections.....	1	130	1	102		28			
Proved authorizations.....									
System associations versus system associations.....	1	141					1	138	3
Elections.....	1	141					1	138	3
Proved authorizations.....									

¹ Or proved authorizations. Does not include void ballots.² Includes only cases in which elections or checks of authorizations were held and certifications issued. See table 6 for distribution of all representation cases.

Of the 138 crafts or classes for which certifications were issued, 131, or approximately 95 percent, were in favor of national organizations. The national organizations certified received a total of 19,019 employee votes, or about 98 percent of the total ballots, including 605 proved authorizations.

In disputes between national organizations and system associations, the former were certified in 27 of a total of 31 crafts or classes involved in such cases, system associations being certified in the remaining 4. The national organizations received a total of 12,172 ballots, or 60 percent, and the system associations received 8,098 ballots, or 40 percent of the total ballots, the latter including 11 proved authorizations.

National organizations were certified as representing a total of 63 crafts or classes in disputes involving unorganized employees.

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 1944 in which certifications were issued by the Board. A total of 103 cases were settled by elections and checks of authorizations during the year, the number of each type of settlement being 75 and 28, respec-

tively. In these 103 cases, representation rights were definitely established for 133 crafts or classes. Of this total, representation was acquired for the first time for 63, was changed for 51, and remained unchanged for 19. The percentages of employees involved in these 3 categories were 9, 62, and 29, respectively. In cases where representation was acquired, national organizations were certified for 100 percent of the crafts or classes and employees involved.

TABLE 9.—Number of crafts or classes certified and employees involved in representation cases,¹ by types of results, fiscal year 1944

Results	Total		Certifications issued to—					
			National organizations		Local unions		System associations	
	Crafts or classes	Em- ploy- ees in- volved	Crafts or classes	Em- ploy- ees in- volved	Crafts or classes	Em- ploy- ees in- volved	Crafts or classes	Em- ploy- ees in- volved
Grand total, 103 cases.....	133	32,596	121	24,021	2	382	10	8,193
Elections.....	102	31,648	91	23,318	1	295	10	8,193
Proved authorizations.....	31	790	30	703	1	87	—	—
Representation acquired.....	63	2,774	63	2,774	—	—	—	—
Elections.....	36	2,099	36	2,099	—	—	—	—
Proved authorizations.....	27	675	27	675	—	—	—	—
Representation changed.....	51	20,236	47	19,503	2	382	2	351
Elections.....	47	20,121	44	19,475	1	295	2	351
Proved authorizations.....	4	115	3	28	1	87	—	—
Representation unchanged.....	19	9,586	11	1,744	—	—	8	7,842
Elections.....	19	9,586	11	1,744	—	—	8	7,842
Proved authorizations.....	—	—	—	—	—	—	—	—

	Percentage distribution of—							
	Number of employees involved in representation cases according to types of organizations certified to represent them, by types of results				Number of employees certified to various types of labor organizations, by types of results			
	Certifications issued to—				Certifications issued to—			
	Total	National organizations	Local unions	System associations	Total	National organizations	Local unions	System associations
Grand total, 103 cases.....	100	74	1	25	100	100	100	100
Elections.....	98	72	1	25	98	97	77	100
Proved authorizations.....	2	2	—	—	2	3	23	—
Representation acquired.....	9	9	—	—	9	12	—	—
Elections.....	7	7	—	—	7	9	—	—
Proved authorizations.....	2	2	—	—	2	3	—	—
Representation changed.....	62	60	1	1	62	81	—	4
Elections.....	62	60	1	1	62	81	—	4
Proved authorizations.....	(1)	(1)	—	—	(1)	(1)	—	—
Representation unchanged.....	29	5	—	24	29	7	—	96
Elections.....	29	5	—	24	29	7	—	96
Proved authorizations.....	—	—	—	—	—	—	—	—

¹ or proved authorizations.

(1) Less than 1/4 of 1 percent.

5. EXTENT AND NATURE OF LABOR REPRESENTATION

Table 10, which follows, shows, by organizations and crafts or classes, the number and mileage of principal rail carriers whose employees were represented by various organizations as of June 30, 1944. The table also includes, for comparative purposes, columns showing the percentages of the mileages of the selected carriers on which employees were represented by the organizations listed below during the fiscal years 1937-44, inclusive. This table reflects the continuing trend during the period shown toward more complete representation by national organizations.

TABLE 10.—*Number and mileage of principal carriers by railroad where employees are represented by various labor organizations, by crafts or classes, June 30, 1944*

Organization and craft or class	Extent of representation on June 30, 1944		Percent of total mileage covered on June 30—					
	Number of carriers	Mileage covered	1944	1943	1942	1941	1940	1936 1937 1938 1939
Total.....	139	229, 140	---	---	---	---	---	---
Brotherhood of Locomotive Engineers:								
Locomotive engineers.....	121	220, 020	96	96	98	98	98	98
Locomotive firemen, hostlers, and hostler helpers.....	3	666	(1)	(1)	(1)	(1)	(1)	(1)
Brotherhood of Locomotive Firemen and Enginemen:								
Locomotive firemen, hostlers, and hostler helpers.....	131	226, 715	99	99	99	98	98	98
Locomotive engineers.....	15	7, 559	3	2	1	1	1	1
Order of Railway Conductors of America:								
Conductors (road).....	117	204, 888	89	90	98	98	98	98
Brakemen, flagmen, baggagemen (road).....	5	863	(1)	(1)	(1)	(1)	(1)	(1)
Yard foremen, helpers, and switchtenders.....	3	8, 887	4	4	4	4	4	4
Yardmasters.....	7	11, 331	5	5	6	6	6	5
Dining-car stewards.....	3	13, 312	6	4	4	4	10	10
Dining-car cooks.....	4	23, 415	10	10	10	6	6	6
Brotherhood of Railroad Trainmen:								
Brakemen, flagmen, baggagemen (road).....	132	227, 637	99	99	99	99	99	99
Conductors (road).....	21	24, 214	11	10	2	2	2	2
Yard foremen, helpers, and switchtenders.....	123	209, 556	91	92	93	92	92	92
Yardmasters.....	30	44, 427	19	15	13	13	7	7
Dining-car stewards.....	42	152, 938	67	72	70	71	63	59
Switchmen's Union of North America:								
Yard foremen, helpers, and switchtenders.....	12	18, 894	8	8	7	10	10	10
Yardmasters.....	1	2, 102	1	1	1	1	1	1
Railroad Yardmasters of America:								
Yardmasters.....	29	112, 688	49	51	42	42	41	34
Stationmasters.....	1	374	(1)					
Railroad Yardmasters of North America:								
Yardmasters.....	7	10, 747	5	5	5	5	5	4
Stationmasters.....	3	5, 793	3	3	3	5	2	3
Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees: Clerical, office, station, and storehouse.....	128	225, 770	99	98	98	98	96	96
United Transport Service Employees of America:								
Redcaps, ushers, and station attendants.....	20	76, 753	33	33	33	28	10	12
Coach, sleeping-car, parlor-car, and club-car porters.....	2	909	(1)	(1)	(1)	(1)		
Cooks and waiters (dining car).....	5	18, 679	8	4				
The Order of Railroad Telegraphers:								
Telegraphers, towermen, agents.....	127	227, 292	99	99	99	99	99	98
Train dispatchers.....	13	13, 487	6	2	2	2	2	2
Telegraph and telephone linemen.....	7	4, 605	2	7	6	6	6	4
Brotherhood of Railroad Signalmen of America:								
Signal department employees.....	94	219, 201	96	90	89	89	89	87
Telegraph and telephone linemen.....	5	4, 929	2	1	1	1	1	
American Train Dispatchers Association: Train dispatchers.....	92	189, 489	83	80	79	78	78	78
Railway Employees' Department, A. F. of L.: Supervisors of mechanics.....	4	11, 076	5	5	5	2		
Brotherhood of Maintenance of Way Employees:								
Maintenance-of-way employees.....	131	215, 399	94	94	94	93	93	92
Shop laborers.....	3	1, 290	1	1	3	4	4	3
International Association of Machinists: Machinists.....	126	216, 774	95	87	87	86	82	81

¹ Less than ½ of 1 percent.

TABLE 10.—Number and mileage of principal carriers by railroad where employees are represented by various labor organizations, by crafts or classes, June 30, 1944—Continued

Organization and craft or class	Extent of representation on June 30, 1944		Percent of total mileage covered on June 30—					
	Number of carriers	Mileage covered	1944	1943	1942	1941	1940	1936 1937 1938 1939
International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America: Boilermakers.	127	216, 736	95	89	86	83	80	76 ●
International Brotherhood of Blacksmiths, Drop Forgers, and Helpers: Blacksmiths.	121	204, 190	89	83	79	79	77	77
Sheet Metal Workers International Association: Sheet Metal Workers.	123	215, 954	94	88	86	86	83	76
International Brotherhood of Electrical Workers:								
Electrical workers.	118	213, 124	93	89	89	83	82	79
Telegraph and telephone linemen.	25	93, 185	41	38	37	30	20	—
Signalmen.	4	2, 106	1	1	(1)	(1)	1	1
Brotherhood Railway Carmen of America: Carmen.	126	215, 370	94	88	86	86	83	78
International Brotherhood of Firemen, Oilers, Helpers, Roundhouse, and Railway Shop Laborers: Powerhouse employees and railway shop laborers.	118	218, 364	95	92	88	79	79	71
Hotel and Restaurant Employees' International Alliance:								
Cooks and waiters.	49	162, 024	71	77	73	67	66	58
Coach, parlor car, and club-car porters.	5	19, 845	9	9	9	12	5	—
American Railway Supervisors Association:								
Supervisors of mechanics.	17	46, 046	20	19	18	13	14	6
Yardmasters.	4	10, 935	5	4	4	4	4	4
Brotherhood of Sleeping Car Porters: Coach, sleeping-car, parlor-car, and club-car porters.	23	88, 111	38	36	34	28	21	10
National Council Railway Patrolmen's Unions, A. F. L.: Railway patrolmen.	32	86, 802	38	23	17	5	—	—
Utility Workers Organizing Committee:								
Machinists.	2	287	(1)	(1)	—	—	—	—
Boilermakers.	2	287	(1)	(1)	—	—	—	—
Blacksmiths.	1	190	(1)	(1)	—	—	—	—
Sheet-metal workers.	1	190	(1)	(1)	—	—	—	—
Electrical workers.	1	190	(1)	(1)	—	—	—	—
Carmen.	1	190	(1)	(1)	—	—	—	—
Powerhouse employees and railway shop laborers.	2	287	(1)	(1)	—	—	—	—
Brotherhood of Railroad Shop Crafts of America:								
Machinists.	1	9, 813	4	—	—	—	—	—
Boilermakers.	1	9, 813	4	—	—	—	—	—
Blacksmiths.	3	15, 435	7	—	—	—	—	—
Sheet-metal workers.	2	10, 218	4	—	—	—	—	—
Electrical workers.	2	10, 218	4	—	—	—	—	—
Carmen.	2	10, 218	4	—	—	—	—	—
Powerhouse employees and railway shop laborers.	1	9, 813	4	—	—	—	—	—
System associations:								
Locomotive engineers.	2	1, 392	1	1	1	1	1	1
Firemen, hostlers, and hostler helpers.	5	2, 411	1	1	2	2	1	2
Brakemen, flagmen, baggagemen (road).	2	793	(1)	(1)	(1)	(1)	(1)	(1)
Yard foremen, helpers, and switch tenders.	2	793	(1)	(1)	(1)	(1)	(1)	(1)
Yardmasters.	9	13, 238	6	6	7	7	6	6
Clerical, office, station, and storehouse.	3	1, 844	1	1	1	1	2	5
Telegraphers, towermen, and agents.	3	1, 795	1	(1)	(1)	1	(1)	(1)
Telephone and telegraph linemen.	3	9, 316	5	4	4	4	13	—
Dispatchers.	8	20, 619	9	11	11	11	11	11
Maintenance-of-way employees.	3	13, 180	6	6	6	7	7	8
Machinists.	5	1, 451	1	13	12	13	18	19
Boilermakers.	5	1, 402	1	11	14	16	19	23
Blacksmiths.	7	7, 975	3	16	21	21	22	23
Sheet-metal workers.	4	1, 266	1	11	13	13	16	22
Electrical workers.	7	3, 472	2	10	10	16	16	23
Carmen.	6	1, 974	1	11	14	14	16	22
Powerhouse employees and railway shop laborers.	4	2, 130	1	5	12	15	18	22
Dining-car stewards.	2	3, 712	2	3	3	3	3	4
Cooks and waiters.	2	4, 034	2	5	8	16	15	15
Coach, sleeping-car, parlor-car, and club-car porters.	4	12, 299	5	5	5	6	7	14
Supervisors of mechanics.	8	43, 529	19	15	15	12	19	17
Railway patrolmen.	5	12, 689	6	7	7	(1)	—	—
Local unions:								
Cooks and waiters.	2	10, 372	5	5	4	—	—	—
Coach, parlor-car, and club-car porters.	4	16, 625	7	7	10	17	—	—
Supervisors of mechanics.	2	1, 623	1	1	(1)	3	—	—

¹ Less than 1/4 of 1 percent.

Table 10-A, below, shows comparable information for Marine Department and related employees of the principal rail carriers which are included in table 10. Since the rail mileage of these carriers has 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 organization and crafts or classes

[illegible]

IV. DISPUTES MEDIATED—SETTLEMENTS

During the fiscal year 1944, 268 mediation cases were docketed, which is more than in any previous year in the Board's history. Of the 268 new cases docketed, 217 were settled, leaving a total of 184 open docketed cases on hand as of June 30, 1944. This is the largest backlog of pending mediation disputes at the end of any fiscal year in the Board's history.

1. MEDIATION AND ARBITRATION AGREEMENTS

Of the 217 disputes concerning rates of pay, rules, and working conditions disposed of during the year, 209, or 96 percent, were settled either by mediation agreements, agreements to arbitrate, or withdrawal prior to or during mediation. This percentage of dispositions through the 4 methods mentioned was the highest in the Board's experience under the Railway Labor Act. No disputes were referred to emergency boards under section 10 of the act, and 4 were referred to the 2 Panel Emergency Boards set up under the terms of Executive Order 9172.

The proportion of mediation agreements to total mediation cases for the 10-year period is 53 percent. This percentage during the fiscal year 1944 was 63.3. The increasingly large number of disputes settled by mediation agreements during the past 10 years indicates quite clearly that both management and organizations have recognized the value of this process as a means of settling their difficulties.

TABLE 11.—*Issues involved in cases disposed of by mediation agreement, fiscal years 1935-44*

Issues involved	10-year period	1944	1943	1942	1941	1940	1939	1938	1937	1936	1935
Total, all cases.....	851	137	106	132	115	93	76	63	62	43	24
Negotiation of new agreements covering rates of pay, rules, and working conditions.....	132	17	15	15	17	9	12	13	15	14	5
Changes in rates of pay.....	318	55	33	69	41	51	23	27	5	10	4
Changes and revisions in rules of existing agreements.....	355	48	² 54	43	53	32	36	22	42	17	8
Miscellaneous cases.....	46	17	4	5	4	1	5	1	-----	2	7

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

² Includes 1 case partially disposed of by mediation agreement and partially by arbitration agreement.

A classification of the issues involved in mediation settlements shows that the two principal categories of questions, in order of number of cases, are, first, changes and revisions in rules; and second, changes in rates of pay. During the past year, cases involving pay questions were in the lead. This situation might be expected, as resulting from the application of the national wage agreements to small carriers which were not parties to the national agreements, and also to numerous cases involving pay adjustments for specific groups only.

During the past year 13 mediation disputes were settled by inducing the parties to submit their differences to arbitration, as pro-

vided in section 7 of the Railway Labor Act. A discussion of the awards made in some of these cases is given in chapter V.

2. OTHER ADJUSTMENTS OF MEDIATION CASES

Of the 217 mediation cases settled during the past year, 67 were disposed of by other means than by mediation agreements or agreements to arbitrate. The largest number in this group of cases was 32 in which the invoking organization withdraw its request for the Board's services during the process of mediation. In 27 additional instances the applications were withdrawn prior to the commencement of mediation. Only 2 cases were closed following refusal of either or both parties to arbitrate the disputed issues. In 1 of these cases the carrier declined arbitration, while in the other it was refused by both parties. Four cases were referred to Panel Emergency Boards constituted under Executive Order 9172. Two cases were closed by Board action. The cases referred to the Panel Emergency Boards were discussed in chapter V.

3. AIR LINE MEDIATION CASES

Included in the total of 217 mediation cases settled during the year were 3 involving the commercial air lines and their employees. Two of these were filed by the Air Line Mechanics Association, International, and both were withdrawn prior to the commencement of mediation. The 1 other case was withdrawn during the process of mediation. In addition to the 3 mediation cases, 8 representation disputes involving air-line employers were settled during the fiscal year 1944. A total of 29 mediation cases involving air-line employees have been disposed of since the addition of title II to the Railway Labor Act in 1936.

As mentioned in previous reports, representation disputes among air-line employees are becoming more frequent, due to the activity of certain organizations which have heretofore not sought representation of such employees on a large scale. It is anticipated that during the coming fiscal year of 1945, a greater portion of the Board's work will be devoted to air-line matters, both representation and mediation. At the close of the fiscal year, there were three pending mediation cases and seven pending representation disputes involving air-line employees. A considerable number of these cases concern organizations which are endeavoring to secure representation rights for groups of employees not previously represented, such as air-line navigators, dispatchers, radio operators, and other miscellaneous groups. The lines of craft or class are not well defined in a large part of the air-line employee groups. It has been necessary for the Board to make two determinations of craft or class during the past year, and there are other disputes of this nature which must be resolved during the coming year.

No statistical data are yet available showing the number of employee's hours of service and compensation of the various groups of air-line employees. The need for such information, reported to some governmental agency like similar information is reported by the rail carriers to the Interstate Commerce Commission, is becoming increasingly important, and it is the hope of the Board that the Congress will give this matter appropriate consideration.

V. ARBITRATION AND EMERGENCY BOARDS

1. ARBITRATION BOARDS

In cases where the Board has been unable to effect a settlement through mediation or withdrawal, its duty under the Railway Labor Act is then to use its best efforts to induce the parties to submit their dispute to arbitration, under the provisions of section 7 of the act. While acceptance of arbitration is not compulsory on either party, the Board feels that substantially the same effort should be made to get the parties to arbitrate their difficulties as is exerted during the mediation proceedings. It does not consider that a perfunctory proffer of arbitration satisfies the obligation to make every effort to induce the parties to settle their disputes amicably.

During the fiscal year 1944, 13 agreements to arbitrate were executed. The total number of arbitration agreements made during the 10-year period of the Board's history is 37.

All arbitration awards made during the fiscal year 1944 are summarized below:

Case A-1436, Arb. 25

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

v.

Southern Railway System

Members of the arbitration board were Mr. George W. Stocking, of Austin, Tex.; Mr. L. W. Reigel, vice grand president, Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees; and Mr. C. D. Mackay, assistant vice president, Southern Railway System.

Messrs. Reigel and Mackay, 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. George W. Stocking as the neutral member of the arbitration board. The arbitration board elected Mr. Stocking to serve as chairman.

The questions in dispute involved conversion of the basis of payment of wages, payment of time and one-half after 8 hours, payment of overtime rate for Sunday and holiday work, and revision of call rule, weekly guaranty, and use of furloughed employees. Arbitration hearings were held at Washington, D. C., from December 13, 1943, until December 23, 1943, and the award was dated December 23, 1943. Both the organization and carrier members dissented from portions of the award, which granted part of the requests of the employees. Three rules submitted to arbitration were withdrawn by the party arbitrators after mutual agreement had been reached on them during the arbitration proceedings.

Case A-1384, Arb. 26

The Order of Railroad Telegraphers

v.

New York Central Railroad Co.
(Grand Central Terminal)

Members of the arbitration board were Mr. Frank M. Swacker, of New York, N. Y.; Mr. E. F. Stenger, vice president, The Order of Railroad Telegraphers;

and Mr. E. B. Perry, manager of personnel, the New York, New Haven & Hartford Railroad Co. of New Haven, Conn.

Messrs. Stenger and Perry, party arbitrators selected by the organization and carrier, respectively, designated Mr. Swacker as the third arbitrator and chairman of the Board.

The question in dispute involved request of the employees that time lost account sickness or disability be paid for with a maximum allowance of 12 days in any calendar year. Arbitration hearings were held in New York, N. Y., from January 12 until January 18, 1944, and the award, which was dated January 18, 1944, denied the request of the employees. The organization arbitrator dissented.

Case A-1495, Arb. 27

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

v.

Gulf, Mobile & Ohio Railroad Co.

Members of the arbitration board were Bishop Francis J. Haas, of Grand Rapids, Mich.; Mr. L. W. Reigel, vice grand president, Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees; and Mr. D. S. Wright, general solicitor, Gulf, Mobile & Ohio Railroad Co., of Mobile, Ala.

Messrs. Reigel and Wright, party arbitrators selected by the organization and carrier, respectively, were unable to agree upon a third arbitrator, and therefore the National Mediation Board designated Bishop Francis J. Haas as the neutral member of the arbitration board. The arbitration board elected Bishop Haas to serve as chairman.

The question in dispute involved consolidation of the seniority rosters of employees of the former Gulf, Mobile & Northern Railroad and the former Mobile & Ohio Railroad by "dovetailing" the names of the employees on a ratio basis or on the basis of their chronological seniority dates. Arbitration hearings were held in Mobile, Ala., from February 25 to 26, 1944, and the award was issued on February 29, 1944. The award, from which the carrier arbitrator dissented, provided for dovetailing the names of the employees on the basis of their chronological seniority dates.

Case A-1429, Arb. 28

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

v.

Detroit, Toledo & Ironton Railroad Co.

Members of the arbitration board were Dr. I. L. Sharfman, of Washington, D. C.; Mr. J. H. Sylvester, vice grand president, Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees; and Mr. Clifford B. Longley, of Detroit, Mich.

Messrs. Sylvester and Longley, party arbitrators selected by the organization and carrier, respectively, designated Dr. Sharfman as the neutral arbitrator and chairman of the Board.

The question in dispute involved request of the employees that the Chicago Vacation Agreement of December 17, 1941, be adopted. Arbitration hearings were held in Detroit, Mich., from January 4 until January 6, 1944. On the latter date the question was with-

drawn from arbitration by the party arbitrators, due to an agreement reached on the question between the parties.

Case A-1428, Arb. 29

Brotherhood of Sleeping Car Porters

v.

Illinois Central Railroad Co., Yazoo & Mississippi Valley Railroad Co., Gulf & Ship Island Railroad Co.

Members of the arbitration board were Hon. Herbert B. Rudolph, judge, of Pierre, S. Dak.; Mr. M. P. Webster, vice president, Brotherhood of Sleeping Car Porters, of Chicago, Ill.; and Mr. J. H. Wright, general attorney for the carriers, of Chicago, Ill.

Messrs. Webster and Wright, party arbitrators selected by the organization and carrier, respectively, designated Judge Rudolph as the third arbitrator and chairman of the Board.

The question in dispute involved request of the employees for additional compensation to train porters when required to handle and account for pillows. Arbitration hearings were held in Chicago, Ill., from January 25 until January 27, 1944, the award being issued on the latter date. The award, from which the organization arbitrator dissented, granted no additional compensation for the handling of pillows, but instructed the parties to arrange through negotiation for the allowance of sufficient preparatory time to compensate porters for such time as the work requires before starting and after completing a trip.

Case A-1545 Arb. 32

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

v.

Chicago, Burlington & Quincy Railroad Co.

An arbitration agreement was signed between the parties on February 7, 1944, and party arbitrators were appointed. However, before the party arbitrators met to select a neutral, an agreement was reached between the parties disposing of the issues in dispute, therefore arbitration proceedings were unnecessary.

Case A-1592, Arb. 33

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

v.

Hudson & Manhattan Railroad Co.

Members of the arbitration board were Bishop Francis J. Haas, of Grand Rapids, Mich.; Mr. Eugene Teeter, business agent, Utility Workers' Organizing Committee, C. I. O., of New York, N. Y.; and Mr. J. C. Van Gieson, general superintendent, Hudson & Manhattan Railroad Co., New York, N. Y.

Messrs. Teeter and Van Gieson, party arbitrators selected by the organization and the carrier, respectively, designated Bishop Haas as the third arbitrator and chairman of the Board.

The question in dispute involved request of the employees for an increase of 20 cents per hour to employees in the substation department. Arbitration hearings were held in New York, N. Y., from April 10 to April 13, 1944, and the award was issued on the latter date. It provided for an increase of 4 cents per hour retroactive to

August 8, 1943, with an additional increase of 5 cents per hour effective December 27, 1943. The carrier arbitrator dissented.

Case A-1576, Arb. 34

Amalgamated Association of Street, Electric Railway, and Motor Coach Employees
v.

Chicago, North Shore & Milwaukee Railroad Co.

Members of the arbitration board were Mr. Walter C. Clephane, of Washington, D. C.; Mr. Charles E. Foxworth, of the Lake County Metal Trades Council, Waukegan, Ill.; and Mr. C. A. Whonsetler, of the Chicago, North Shore & Milwaukee Railroad Co., Chicago, Ill.

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

The question in dispute involved request of the employees for a vacation allowance of 14 days for each employee who has worked 1,600 hours in any calendar year, June 1, 1942, and thereafter. Arbitration hearings were held in Chicago, Ill., from May 22 to May 26, 1944, and the award was issued May 29, 1944, to be effective June 1, 1944. The award provided for a sliding-scale method of allowing vacations, commencing with 6 days after 1 year's service and increasing to 12 days after 5 years' service, for all employees who have worked 1,600 hours in the preceding year computed from June 1 to June 1. Vacations were allowed for extra employees on the same basis who had worked 1,400 hours during the preceding year. The carrier arbitrator dissented from the award.

Case A-1640, Arb. 35

Western, Eastern, and Southeastern Carriers' Committees

v.

Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors, Switchmen's Union of No. America

An arbitration agreement was signed between the parties on April 19, 1944, and the party arbitrators were appointed, Mr. Carl J. Goff, of the Brotherhood of Locomotive Firemen and Enginemen, by the organizations, and Mr. L. W. Horning, vice president, personnel, New York Central Railroad Co., by the carriers. Dr. I. L. Sharfman was designated as neutral arbitrator by the National Mediation Board. During the hearings before the arbitration board the parties came to an agreement on May 17, 1944, disposing of the issues in dispute, which were the subject of vacation allowances, and the questions were withdrawn from arbitration.

Case A-1543, Arb. 36

Brotherhood of Railroad Trainmen

v.

Chicago Union Station Co.

Members of the arbitration board were Hon. Herbert B. Rudolph, judge, of Pierre, S. Dak., Mr. B. W. Fern, deputy president, Brotherhood of Railroad Trainmen, and Mr. D. P. Loomis, executive director, Association of Western Railways, of Chicago, Ill.

Messrs. Fern and Loomis, the party arbitrators selected by the organization and the carrier, respectively, were unable to agree upon the selection of the third arbitrator; therefore the National Mediation Board designated Judge Rudolph as the neutral member of the arbitration board. The arbitration board elected Judge Rudolph to serve as chairman.

The question in dispute was request of the employees that switch tenders be paid the yard brakemen's rate of \$8.54 per day. Arbitra-

tion hearings were held in Chicago, Ill., from June 20 to June 23, 1944, and the award was issued on June 26, 1944. The award denied the request of the employees, and was dissented from by the organization arbitrator.

2. EMERGENCY BOARDS—NATIONAL RAILWAY LABOR PANEL

As reported in the Board's annual reports for 1942 and 1943, the National Railway Labor Panel was set up under the terms of the President's Executive Orders 9172 and 9299. This panel supplemented for the duration of the war the terms of section 10 of the Railway Labor Act and is available in cases where the mediation efforts of the Board have been unsuccessful, and in which the employee organizations do not take strike votes. Under the Executive orders referred to, the Chairman of the National Railway Labor Panel, upon application from an organization, after the mediatory provisions of the act have been exhausted, may select three members of the panel to serve as an emergency board. The emergency boards thus selected from the panel are subject to the provisions of section 10 of the act.

Under the terms of Executive Order 9299, panel emergency boards are required in cases involving changes in wage and salary payments, to certify in their recommendations that any changes made as a result of their recommendations shall conform with the general wage stabilization program.

As of June 30, 1944, the National Railway Labor Panel consisted of the following members, all appointed by the President:

William M. Leiserson, Chairman

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

Two separately designated emergency boards were appointed by the Chairman of the National Railway Labor Panel during the fiscal year 1944 under the provisions of Executive Orders 9172 and 9299. Both of them had submitted their reports to the President by June 30, 1944. In addition, the panel emergency board appointed June 14, 1943, in the case of the Union Railroad Co. made its report on July 19, 1943.

The emergency boards reporting during the year 1944 are shown below, with brief summaries of the issues and recommendations in each instance:

National Mediation Board Case A-1374

Union Railroad Co.

and

Brotherhood of Locomotive Engineers

An emergency board was appointed June 14, 1943, consisting of Elwyn R. Shaw (chairman), Francis J. Haas, and James H. Wolfe, to consider a dispute involving vacations with pay and transportation rights for the carrier employees represented by the organization. The Board's recommendations dated July 19, 1943, were that no claim for vacation payments could be made until such are granted the same classes of employees of the trunk lines. No recommendation was made with respect to free transportation, since its issuance is a matter of discretion with the issuing carrier and is not a matter of right of the employees.

National Mediation Board Cases A-1403 and A-1407

International Brotherhood of Teamsters, Chauffeurs, Warehousemen, and Helpers of America

and

Railway Express Agency, Inc.

An emergency board was appointed September 3, 1943, composed of Robert D. Calkins (chairman), Walter T. Fisher, and John A. Lapp. The Board on February 1, 1944, recommended an adjustment in the rates of pay of six employees in Oak Park, Ill., a readjustment of wage rates of employees in the New York metropolitan district, and made recommendations for certain changes in working rules.

National Mediation Board Case No. A-1478

Hudson & Manhattan Railroad Co.

and

Brotherhood of Locomotive Engineers,

Brotherhood of Locomotive Firemen and Enginemen

An emergency board was appointed February 14, 1944, composed of Robert D. Calkins (chairman), Walter C. Clephane, and Frank M. Swacker to consider a dispute involving demands of the employees for an increase in pay retroactive to July 6, 1943. On March 23, 1944, the Board recommended an increase of 4 cents per hour effective July 6, 1943, with an additional increase of 5 cents per hour effective December 27, 1943, for the employees concerned.

VI. WAGE AND RULE AGREEMENTS

The Railway Labor Act enjoins upon both the carriers and their employers the primary duty of exerting every reasonable effort to make and maintain agreements covering rates of pay, rules, and working conditions. When a labor organization establishes its right to represent a craft or class of employees, the first and most important task confronting it, as well as the carrier, is the negotiation of a working agreement. The number of such agreements in effect is a good index to the extent to which labor relations on the rail and air-line carriers have been established under the Railway Labor Act.

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

Section 5, third (e), of the Amended Railway Labor Act requires all carriers subject thereto to file with the Board copies of all agreements covering rates of pay, rules, and working conditions. As of June 30, 1944, the Board's files contained a total of 4,563 such agreements, an increase of 97 new agreements received during the year. Of this increase, 2 new agreements covered air-line employees; and the remainder, railroad and express workers. Table 12 shows for the 10-year period 1935-44 the number of agreements filed with the Board, subdivided by classes of carriers, and by types of labor organizations.

TABLE 12.—*Number of labor agreements on file with the National Mediation Board according to types of labor organizations, by class of carriers, fiscal years 1935-44*

Types of labor organizations and fiscal years	All carriers	Class I carriers	Class II carriers	Class III carriers	Switching and terminal carriers	Electric carriers	Express and Pullman	Miscellaneous carriers	Air-line carriers
All organizations:									
1944.....	4,563	2,858	618	112	695	149	8	48	79
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	511	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.....	3,621	2,335	329	18	334	0	5	0	0
National organizations:									
1944.....	3,981	2,550	528	96	603	116	8	39	41
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

TABLE 12.—*Number of labor agreements on file with the National Mediation Board according to types of labor organizations, by class of carriers, fiscal years 1935-44—Continued.*

Types of labor organizations and fiscal years	All carriers	Class I carriers	Class II carriers	Class III carriers	Switching and terminal carriers	Electric carriers	Express and Pullman	Miscellaneous carriers	Air-line carriers
System associations:									
1944.....	503	261	88	15	74	29	0	9	31
1943.....	490	253	87	15	74	23	0	8	30
1942.....	479	253	84	15	73	29	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
Local unions:									
1944.....	79	47	2	1	18	4	0	0	7
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

In addition to the formal agreements recorded in table 12, the Board also receives each year many supplements and amendments to existing agreements. There were 899 such supplements filed with the Board during the fiscal year ended June 30, 1944. Of this total, 858 were revised or amended agreements.

Forty-one of the supplemental agreements received during the year provided for the transfer of agreements in effect. Combining the 899 revised or supplemental agreements with the 97 new basic agreements makes a total of 996 agreements of all types received during the fiscal year 1944.

2. CLASSES OF EMPLOYEES COVERED BY AGREEMENTS

Table 13 shows the extent of coverage by collective bargaining agreements for the various crafts or classes of employees on the principal rail carriers of the country. The data in this table summarizes the detailed information for the individual carriers shown in table 14, and indicates the breadth of the scope of representation by the national labor organizations.

TABLE 13.—*Number of agreements between 139¹ carriers and their employees, by crafts or classes of employees, according to types of labor organizations holding the agreements, June 30, 1944.*

Craft or class of employees	Number of carriers on which agreements are held by				
	National labor organizations	System associations	Local unions	No organization	Number of carriers employing no personnel in craft or class
Engineers.....	136	2	1	1	4
Firemen and hostlers.....	² 134	4	1	1	17
Conductors.....	138	1	1	1	1
Brakemen, flagmen, and baggagemen.....	³ 137	1	1	1	4
Yard foremen, helpers, and switch tenders.....	⁴ 133	1	1	1	17
Yardmasters.....	70	16	36	4	1
Machinists.....	129	5	4	1	3
Boilermakers.....	129	5	2	3	4
Blacksmiths.....	124	8	3	4	5
Sheet-metal workers.....	126	4	4	5	5
Electrical workers.....	120	7	7	5	5
Carmen.....	⁵ 129	7	1	2	2
Powerhouse employees and railway-shop laborers.....	124	4	9	2	2
Clerical, office, station, and storehouse.....	² 128	2	9	4	2
Maintenance of way employees.....	⁶ 132	3	4	24	6
Telegraphers.....	127	2	8	6	84
Signalmen.....	98	17	26	7	68
Dispatchers.....	98	9	7	11	108
Dining-car stewards.....	46	2	1	4	108
Dining-car waiters and cooks.....	⁷ 57	2	1	5	107
Marine service:					
Licensed deck.....	⁸ 24	1	2	4	108
Licensed engine.....	⁸ 24	2	1	4	108
Other marine employees.....	⁸ 21	1	5	5	107

¹ See table 14.² 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.³ Includes 2 carriers which have for this craft or class of employees 2 agreements, both with national organizations.⁴ Includes 7 carriers which have for this craft or class of employees 2 agreements, 5 having both with national organizations, 2 having 1 with a national organization, and 1 with a system association.⁵ Includes 1 carrier which has for this craft or class of employees 2 agreements, both with national organizations.⁶ 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 having both with national organizations.⁷ Includes 5 carriers which have for this craft or class of employees 2 agreements, 3 of which have both with national organizations, 1 having 1 with a national organization and 1 with a system association, and 1 having 1 with a national organization and 1 with a local union.⁸ Includes 10 carriers which have agreements with 2 or more organizations.

3. AGREEMENTS ON PRINCIPAL CARRIERS

Table 14 presents a summary of the agreements in effect between the principal carriers and the organizations representing their employees. The list includes practically all class I, main line carriers, also several subsidiaries or leased roads, which have been included to show the extent of coverage by system agreements.

The summary of labor agreements in effect on the Pullman Co., and the Railway Express Agency, Inc., is shown in section B of this table. Those in effect on air-line carriers are shown in section C.

Opposite the name of each carrier shown on the table are given the initials of the names of the organizations holding the agreement for each craft or class of employees. National organizations are shown by the initials of their names, local unions by the designation "LU," and system associations by the letters "SA." The table carries all current agreements for the carriers named which are on file with the Board with effective dates not later than June 30, 1944.

(A) TABLE 14.—COLLECTIVE LABOR AGREEMENTS AND EMPLOYEE REPRESENTATION ON 139 SELECTED CARRIERS AS OF JUNE 30, 1944

[illegible]

(B) PULLMAN AND EXPRESS COMPANIES

Carrier	Sleeping-car conductors	Sleeping-car porters, attendants, and maids	Clerical, office, station, and storeroom employees	Machinists	Blacksmiths	Chauffeurs, helpers, and garagemen	Agents
Railway Express Agency, Inc. The Pullman Co.	(*) ORC	(*) BSCP	(*) BRC SA	IAM SA	IBBDF SA	BRC-IBTCW&H (*)	BRC (*)

(C) PRINCIPAL AIR LINE CARRIERS

Carrier	Pilots and copilots	Radio operators	Stewards and stewardesses	Dispatchers	Clerical, office, station, and storehouse employees	Mechanics	Miscellaneous groups
Alb American Aviation	(X)	(X)	(X)	(X)	(X)	(X)	(X)
American Airlines, Inc.	ALPA	ALCEA	(X)	ALMA	ALMA	ALMA, ^{1,2} ALCEA, ³	
American Export Airlines	(X)	(X)	(X)	(X)	(X)	(X)	UTSEA, ⁴ AAN, ¹⁰
Boeing Airways, Inc.	ALPA	(X)	(X)	(X)	(X)	ALMA	ALMA, ¹¹
Colonial Airlines, Inc.	ALPA	(X)	(X)	(X)	(X)	ALMA	(X)
Chicago & Southern Air Lines, Inc.	ALPA	(X)	(X)	(X)	(X)	ALMA	(X)
Continental Air Lines, Inc.	ALPA	(X)	(X)	ALMA	(X)	ALMA	(X)
Delta Air Lines, Inc.	ALPA	(X)	(X)	(X)	(X)	ALMA	(X)
Eastern Air Lines, Inc.	ALPA	(X)	(X)	(X)	(X)	IAM	(X)
Grand Air Lines	ALPA	(X)	(X)	(X)	(X)	ALMA	(X)
Hawaiian Air Lines, Ltd.	SA	SA	(X)	SA	(X)	ALMA	(X)
Mid-Continent Airlines, Inc.	ALPA	ALCEA	(X)	(X)	(X)	ALMA	SA, ² ALMA, ^{1,2} , ¹¹
National Airlines, Inc.	ALPA	(X)	(X)	(X)	(X)	ALMA	(X)
Northeast Airlines, Inc.	ALPA	(X)	(X)	(X)	(X)	ALMA	(X)
Northwest Airlines, Inc.	ALPA	ALCEA	(X)	ALDA	(X)	ALMA	ALMA, ² UAW(CIO), ³
Pan American Airways, Inc.	(X)	(X)	IAM, SA	ALMA	SA	SA, IAM	IAM, ² SA, ^{1,2} UAW(CIO), ³ T
Pennsylvania Central Airlines Corporation	ALPA	(X)	(X)	(X)	(X)	ALMA	ALMA, ²
Transcontinental & Western Air, Inc.	ALPA	SA	(X)	SA	SA	SA	(X)
United Air Lines Transport Corporation	ALPA	(X)	(X)	(X)	(X)	SA, ^{2,4}	
Western Air Lines, Inc.	ALPA	(X)	(X)	ALDA	ALMA	ALMA	ALMA, ²

FOOTNOTES TO SECTIONS (A) AND (B)

- 7 Train, coach, parlor, sleeping, and club car porters.
- 8 Unlicensed dock personnel.
- 9 Unlicensed engine personnel.
- 10 Marine cooks and stewards.
- 11 System agreement.
- 12 Hotel and restaurant employees.
- 13 Supervisors of mechanics.
- 14 Molders.
- 15 One dock workers.
- 16 Printers.
- 17 Wire chiefs.
- 18 Wharf freight handlers.
- 19 Taproom.
- 20 Coal dumper employees.
- 21 Longshoremen.
- 22 Redcaps, pushers, and station attendants.
- 23 Supervisory forces.
- 24 Nurses.
- 25 Float watchmen, bridgemen, and bridge operators.
- 26 Not an operating class I carrier but included to show extent of system agreements.
- 27 Station masters.
- 28 Technical employees, architects, draftsmen, and allied workers.
- 29 Hoisting engineers.
- 30 Bricklayers.
- 31 Hoist elevator employees.
- 32 Foundry employees.
- 33 Bus and truck drivers.
- 34 Formerly class I but now class II carrier.
- 35 Foremen only.
- 36 Powerhouse employees only.
- 37 Shov laborers.
- 38 Hump motorcar operators.
- 39 Crossing tenders.
- 40 Motorman operators.
- 41 Patrolmen, lieutenants, sergeants of police and bridge guards.
- 42 Fireman only.
- 43 Hostlers.
- 44 Telephone and telegraph linemen.
- 45 Substation operators.
- 46 Lighter captains.
- 47 Stockyard employees.
- 48 Cooks only.
- 49 Waiters only.
- 50 Coal pier operators.
- 51 Water service employees.
- 52 Purser and assistants.
- 53 Bartenders.
- 54 Laundry workers and seamstresses.
- 55 Gatemen.
- 56 Draw bridge operators.
- 57 Coal pier foremen.
- 58 Car riders.
- 59 Foremen in electric traction department.
- 60 Purser-ratio operator.
- 61 Mariner shop employees.
- 62 Maids and chair-car attendants.
- 63 Hoisting and portable engine men in stores department.
- 64 Parlor and sleeping car conductors.

FOOTNOTES

- ³ Watchmen and guards.
- ⁶ Seamstresses.
- ⁷ Flight engineers.
- ⁸ Flight radio officers.
- ⁹ Marine terminal porters
- ¹⁰ Nonpilot navigators.
- ¹¹ Ship cleaners.

FOOTNOTES TO SECTION (C)—Continued

- 6 Watchmen and guards.
 7 Steamtrusses.
 7 Flight engineers.
 8 Flight radio officers.
 9 Marine terminal porters.
 10 Nonpilot navigators.
 11 Ship cleaners.
- ### SYMBOLS
- (*) No employees in this craft or class in service of this carrier.
 (x) Some employees in this craft or class but not covered by agreement.
 (A) Included in system agreement.
 (AAN) Association of Air Navigators.
 ALA Air Line Communications Employees Association.
 ALDA Air Line Dispatchers Association.
 ALPA Air Line Pilots Association, Inc.
 ALMGA Air Line Mechanics Association.
 ARSA American Railway Supervisors Association.
 ATDA American Train Dispatchers Association.
 BLC Brotherhood of Locomotive Engineers.
 BLF Brotherhood of Locomotive Firemen and Engine-men.
 BMC Brotherhood of Maintenance of Way Employees.
 BRC Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.
 BRCA Brotherhood Railway Carmen of America.
 BRSCA Brotherhood of Railroad Shop Crafts of America.
 BRT Brotherhood of Railroad Trainmen.
 BSA Brotherhood of Railroad Signalmen of America.
 BSCP Brotherhood of Sleeping Car Porters.
 BRE Hotel and Restaurant Employees' International Alliance and Bartenders International League of America.
 IAM International Association of Machinists.
 IAWB International Brotherhood of Blacksmiths, Drop Forgers, and Helpers.
 IBISB International Brotherhood of Boiler-makers, Iron Ship Builders and Helpers of America.
 IBEW International Brotherhood of Electrical Workers.
 IFO International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers.
 IFTCWA&B International Brotherhood of Teamsters, Chauffeurs, Warehousemen, and Helpers.
 IFT&A&DU International Federation of Teamsters, Engineers, Architects, and Draftsmen's Union of A. F. of L.
 ISAE International Longshoremen's Association.
 ISOE International Union of Steam and Operating Engineers.
 LU Local Union.
 LAWH National International Longshoremen and Warehousemen's Unions, C. I. O.
 MEBA National Marine Engineers Beneficial Association.
 MMP National Organization Masters, Mates, and Pilots of America.
 RDU United Maritime Union.
 ORC Order of Railroad Conductors.
 ORT The Order of Railroad Telegraphers.
 RBWB Railroad Dock and Bridge Workers Union, A. F. of L.
 RWB Railway Employees' Department, A. F. of L.
 RU National Council Railway Patrolmen's Unions, A. F. of L.
 RYA Railroad Yardmasters of America.
 RYNA Railroad Yardmasters of North America.
 SAA System Association, committee on individual.
 SMWTA Sheet Metal Workers International Association.
 SIUNA Seafarers' International Union of North America.
 SUSA Seafarers' Union of North America.
 SWOC Steel Workers Organizing Committee.
 TWU Transport Workers Union, C. I. O.
 UAW(CIO) United Automobile Workers, Agricultural Implement Workers & C. A. M. A.
 UTSEA United Transport Service Employees of America.
 UTS United Teamsters of America.
 UWS Utility Workers Organizing Committee.

SYMBOLS

- (Y) No employee in this craft or class in service of this carrier.
(X) Some employees in this craft or class but not covered by agreement.
(F) Included in system agreement.
- AALN Association of Air Navigators
ALCEA Air Line Communications Employees Association.
ALDA Air Line Dispatchers Association.
ALP Air Line Pilots Association, Int.
ALMA Air Line Mechanics Association, Int.
ARSA American Railway Supervisors Association.
ATDA American Train Dispatchers Association.
BLE Brotherhood of Locomotive Engineers.
BLFBE Brotherhood of Locomotive Firemen and Engine-men.
BLFBE Brotherhood of Maintenance of Way Employees.
BRC Brotherhood of Railroad and Steamship Clerks, Freight Handlers, Express and Station Employees.
BRCA Brotherhood Railway Carmen of America.
BRSCA Brotherhood of Railroad Shop Crafts of America.
BRT Brotherhood of Railroad Trainmen.
BRSA Brotherhood of Railroad Signalmen of America.
BSCP Brotherhood of Sleeping Car Porters.
BHA Hotel and Restaurant Employees' International Alliance and Bartenders International League of America.
IAM International Association of Machinists.
IBDIBF Brotherhood of Ironsmiths, Drop Forgers, and Helpers.
IBISBIS International Brotherhood of Boiler-makers, Iron Ship Builders and Helpers of America.
IBF International Brotherhood of Electrical Workers.
IBFO International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers.
IBFOWA International Brotherhood of Teamsters, Chaudreuxs, Warehousemen, and Helpers.
IBTFA&DU International Federation of Technical Engineers, Architects, and Draftsmen's Union of A. F. of L.
ILA International Longshoremen's Association.
ISOE International Union of Steam and Operating Engineers.
LU Local Union.
ILAWB International Longshoremen and Warehousemen's Unions, C. I. O.
NMB National Marine Engineers Beneficial Association.
MMP National Organization Masters, Mates, and Pilots of America.
NMTU National Maritime Union.
ORC Order of Railway Conductors.
ORP The Order of Railroad Telegraphers.
RDBW Railroad Deck and Bridge Watchmen, A. F. of L.
RED Railway Employees' Department, A. F. of L.
RC National Council Railway Yardmen's Unions, A. F. of L.
RYA Railroad Yardmasters of America.
RYNA Railroad Yardmasters of North America.
SA Union Association, committee or individual.
SMWTA Sheet Metal Workers International Association.
SIUNA Seafarers' International Union of North America.
SUWA Switchmen's Union of North America.
SWO Steel Workers Organizing Committee.
TWU Transport Workers Union, C. I. O.
UAW(CIO) United Automobile Workers, Industrial and Agricultural Implement Worker c America.
UTSEA United Transport Service Employees of America.
USA United Steelworkers of America.
UWOC Utility Workers Organizing Committee.

VII. INTERPRETATION AND APPLICATION OF AGREEMENTS

Agreements or contracts consummated between the carriers and the representatives of their employees under the provisions of the Railway Labor Act fall into two categories: First, those made as a result of direct negotiations between the parties; and, second, mediation agreements made by the same parties but effected with the assistance of a representative of the National Mediation Board. These two types of agreements are usually designated as "wage and rule agreements" and "mediation agreements," both dealing generally with matters concerning rates of pay, rules, and working conditions of the employees thereunder. In some cases, the meaning, interpretation, or application of rules contained in these two classes of agreements are subjects of dispute and difference between the parties thereto.

1. INTERPRETATION OF WAGE AND RULE AGREEMENTS

Disputes involving the application or interpretation of agreements made through negotiation between the parties are subject to the jurisdiction of the National Railroad Adjustment Board, under the provisions of section 3 of the Railway Labor Act. How that Board, through its four divisions, discharged its functions during the fiscal year 1944 is described in the report of the Board and the separate reports of the divisions, which are reproduced as appendix A to this report. Table 15, below, is a tabulation of the cases handled by the First Division for the 5-year period 1940-44, inclusive, and by Divisions 2, 3, and 4 for the 3-year period 1942-44, inclusive, as well as a recapitulation of the performance of all four divisions for the 5-year period 1940-44, inclusive.

TABLE 15.—Cases docketed and disposed of by the National Railroad Adjustment Board, fiscal years 1940-44, inclusive

Cases	All divisions					First division				
	1944	1943	1942	1941	1940	1944	1943	1942	1941	1940
Open and on hand beginning of fiscal year.....	6, 133	6, 318	5, 584	3, 851	2, 730	5, 873	6, 033	5, 370	3, 607	2, 577
New cases docketed during year.....	2, 467	2, 545	2, 814	3, 446	3, 613	2, 050	2, 018	2, 151	2, 923	3, 120
Total number of cases on hand and docketed during year.....	8, 600	8, 863	8, 398	7, 297	6, 343	7, 923	8, 051	7, 521	6, 530	5, 697
Cases disposed of.....	3, 280	2, 730	2, 080	1, 713	1, 801	2, 785	2, 178	1, 488	1, 160	1, 399
Decided without referee.....	1, 039	927	904	505	768	998	843	790	377	607
Decided with referee.....	713	571	835	819	663	375	283	445	489	463
Withdrawn.....	1, 528	1, 232	341	399	415	1, 412	1, 052	253	294	329
Open cases on hand—close of fiscal year.....	5, 320	6, 133	6, 318	5, 584	4, 542	5, 138	5, 873	6, 033	5, 370	4, 298
Heard.....	738	1, 410	963	642	402	652	1, 264	798	534	317
Not heard.....	4, 582	4, 723	5, 355	4, 942	4, 140	4, 486	4, 609	5, 235	4, 836	3, 981

¹ 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 1940-44, inclusive—Continued*

Cases	Second division			Third division			Fourth division		
	1944	1943	1942	1944	1943	1942	1944	1943	1942
Open and on hand beginning of fiscal year.....	41	46	29	216	216	181	3	23	4
New cases docketed during year.....	64	126	178	332	361	406	21	40	79
Total number of cases on hand and docketed during year.....	105	172	207	548	577	587	24	63	83
Cases disposed of.....	88	131	161	384	361	371	23	60	60
Decided without referee.....	14	36	75	24	24	29	3	24	10
Decided with referee.....	60	70	70	269	192	273	9	26	47
Withdrawn.....	14	25	16	91	145	69	11	10	3
Open cases on hand close of fiscal year.....	17	41	46	164	216	216	1	3	23
Heard.....	12	27	41	74	117	104	0	2	20
Not heard.....	5	14	5	90	99	112	1	1	3

When the members of any of the four divisions of the Adjustment Board are unable to agree upon an award in any dispute being considered, 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 such neutral person within 10 days, the act provides that this situation may be certified to the National Mediation Board, whereupon the latter body selects the neutral person or referee.

The qualifications of the referee are well summarized by his official designation in the act as a "neutral person." In addition, the National Mediation Board is bound in the appointment of referees by the same provisions of the law that apply to the appointment of arbitrators. The law requires that appointees to such positions must be wholly disinterested in the controversy, impartial, and without bias as between the parties in dispute.

Due to these legal qualifications, the Board is necessarily restricted to a relatively narrow field from which such appointments may be made. For many years it has been recognized that the adjudication of labor disputes arising from employee grievances, and the application or interpretation of labor agreements constitutes one of the most difficult problems in the entire field of labor relations. This is especially true in the railroad industry where labor agreements are negotiated in great detail, and their application is quite technical in many cases. A referee's task requires a person who is not only impartial, but also one who is capable of weighing complex evidence and arriving at a just conclusion.

During the fiscal year 1944, referees were appointed by the Board in 36 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 year 1944 was 640, as compared with 632 during the fiscal year 1943.

During the fiscal year 1944 the First Division of the National Railroad Adjustment Board continued its past record of failing to select a single referee to sit with it in the consideration of deadlocked cases. The Second Division, on the contrary, again selected referees in all its deadlocked cases, the same referee being selected by the division in each instance. The record of the Third Division in the selection of its own referees declined from two-thirds of all cases deadlocked by that division in 1943 to one-third in 1944. It was necessary for the National Mediation Board to appoint referees in all nine cases deadlocked by the Fourth Division during 1944. The following tabulation shows a summary of referee selections and appointments during the fiscal year 1944.

Referees appointed

FIRST DIVISION

Referee		Date of appointment	Number of cases for which appointed
Name	Residence		
Mitchell, Richard F. ¹	Fort Dodge, Iowa	Aug., 18, 1943	57
Tipton, Ernest M. ¹	Jefferson City, Mo.	Sept. 21, 1943	43
Roll, Curtis W. ¹	Indianapolis, Ind.	Oct. 2, 1943	42
Riley, James B.	Charleston, W. Va.	Dec. 16, 1943	46
Wolfe, James H. ¹	Salt Lake City, Utah	Mar. 9, 1944	55
Fox, Fred L.	Charleston, W. Va.	June 2, 1944	44

SECOND DIVISION

Sharfman, I. L. ²	Ann Arbor, Mich.	Aug. 6, 1943	22
Do ²	do	Aug. 10, 1943	4
Do ²	do	Sept. 7, 1943	3
Do ²	do	Sept. 27, 1943	2
Do ²	do	Sept. 30, 1943	2
Do ²	do	Oct. 1, 1943	2
Do ²	Washington, D. C.	Feb. 14, 1944	15
Do ²	do	Feb. 15, 1944	5
Do ²	do	Feb. 19, 1944	3
Do ²	do	Feb. 24, 1944	2
Do ²	do	Feb. 28, 1944	1

THIRD DIVISION

Rudolph, Herbert B. ¹	Pierre, S. Dak.	Aug. 21, 1943	44
Carter, Edward F.	Lincoln, Nebr.	Aug. 31, 1943	21
Do.	do	Oct. 1, 1943	1
Do ²	do	Feb. 1, 1944	11
Do ²	do	Feb. 18, 1944	2
Burque, Henri A. ¹	Nashua, N. H.	Sept. 21, 1943	30
Johnson, Howard	Helena, Mont.	Nov. 19, 1943	30
Smith, St. Clair	Pierre, S. Dak.	Jan. 1, 1944	14
Thaxter, Sidney St. F.	Portland, Maine	Feb. 1, 1944	6
Do ²	do	Feb. 20, 1944	5
Blake, Bruce	Olympia, Wash.	Feb. 28, 1944	9
Do ²	do	Mar. 11, 1944	37
Do	do	Mar. 13, 1944	1
Do ²	do	Mar. 24, 1944	2
Shake, Curtis G.	Indianapolis, Ind.	Apr. 15, 1944	18
Do ²	do	May 16, 1944	36
Parker, Jay S.	Topeka, Kans.	June 19, 1944	6

FOURTH DIVISION

Bushnell, George A.	Detroit, Mich.	Oct. 2, 1943	4
Wenke, Adolph	Lincoln, Nebr.	Apr. 12, 1944	5

¹ Some cases withdrawn after referee's service commenced.² Selected by National Railroad Adjustment Board Division.

2. INTERPRETATION OF MEDIATION AGREEMENTS

Under the provisions of section 5, second, of the Railway Labor Act, any controversies arising over the meaning or application of mediation agreements may be resolved by interpretations of such agreements by the National Mediation Board. When such controversies occur, either of the parties to a mediation agreement may apply to the Board for an interpretation, which must be made within 30 days following an open hearing, at which both sides are accorded a full opportunity to present their respective cases.

In rendering such interpretations, the Board may consider only the specific terms of the mediation agreement, and not the application of the agreement in specific situations. This restriction on the interpretative duties of the Board is necessary to prevent confusion and overlapping of its responsibilities in this respect and those of the National Railroad Adjustment Board, or any other adjustment board provided for by the law. The act makes it the specific duty of adjustment boards to decide disputes arising out of grievances of the employees, or the interpretation or application of individual rules in labor working agreements and contracts.

During the fiscal year 1944, the National Mediation Board interpreted only one mediation agreement. This interpretation involved the Chicago, Indianapolis & Louisville Railway Co. and its employees represented by the Order of Railway Conductors and the Brotherhood of Railroad Trainmen. The mediation agreement in question was made on March 15, 1943, and covered the subject of double-heading freight trains on a certain territory for the purpose of handling increased tonnage. Following a hearing, as required by the act, and consideration of pertinent facts and arguments presented by the parties, the Board's interpretation was rendered on August 31, 1943.

Since July 21, 1934, the Board has been required to interpret only 15 questions growing out of a total of 843 mediation agreements.

VIII. ORGANIZATION AND FINANCES OF THE NATIONAL MEDIATION BOARD

1. ORGANIZATION

The National Mediation Board is composed 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 due to an unexpired term, are for 3 years, one member being appointed on February 1 of each calendar year. The Board annually designates one of its members to serve as chairman. Not more than two members may be members of the same political party. The Board's headquarters and office staff are located in the Federal Works Building, Washington, D. C., at Eighteenth and F Streets NW. In addition to its office staff, the Board has a staff of mediators, who, while their official headquarters are the Washington office, spend practically their entire time in field duty.

Subject to the Board's direction, administration of the Board's affairs is in charge of the secretary. Although mediation conferences are occasionally held in the Board's Washington offices, by far the largest portion of mediatory services are performed in the field. These services consist of the mediation of disputes between the carriers and the representatives of their employees over changes in rates of pay, rules, and working conditions; also the investigation of representation disputes among carrier employees and the determination of such disputes by elections or otherwise. This field service is performed by the members of the Board, either individually or collectively, and its staff of mediators. In addition to the work just described, the Board conducts hearings for the purpose of determining the appropriate crafts or classes of employees in representation disputes under section 2, ninth, of the act. It also conducts hearings in connection with the interpretation of mediation agreements. The staff of mediators, all of whom have been selected through civil service, is as follows:

Ross R. Barr.
Ralph B. Bronson.
Otto F. Carpenter.
Robert F. Cole.
Ross J. Foran.
Cornelius E. Hurley.
Matthew E. Kearney.
George S. MacSwan.

William F. Mitchell, Jr.
John F. Murray.
J. Joseph Noonan.
Wallace G. Rupp.
H. Albert Smith.
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 1943 balance of \$18,659 was reappropriated and made available for the fiscal year 1944.

Annual expenditures for arbitration and emergency boards cannot be accurately budgeted due to fluctuations in the need for such boards. Also, the expenses incurred by such boards vary greatly from year to year, depending upon the nature and extent of the disputes arbitrated or considered by emergency boards. Since the needs for such boards cannot be accurately anticipated, it is necessary to have available adequate funds to meet such contingencies.

Accounting of all moneys appropriated by Congress for the fiscal year 1944, 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.....	\$235, 500. 00
Printing and binding.....	17, 500. 00

Deficiency appropriation:

First Deficiency Appropriation Act, 1944.....	23, 700. 00
---	-------------

Total appropriated, fiscal year 1944.....	276, 700. 00
---	--------------

Expenditures:

Salaries of employees.....	\$139, 521. 64
Salaries and expenses of referees.....	51, 155. 95
Travel expenses.....	538. 80
Transportation of things.....	1, 196. 49
Communication services.....	2, 465. 41
Rent.....	39, 866. 94
Electric service.....	1, 730. 57
Printing and binding.....	14, 294. 53
Other contractual services.....	1, 975. 12
Supplies and materials.....	4, 127. 37
Equipment.....	4, 413. 78

Total expenditures.....	261, 286. 60
-------------------------	--------------

Unexpended balances:

Salaries and expenses.....	12, 207. 93
Printing and binding.....	3, 205. 47

Total unexpended.....	15, 413. 40
-----------------------	-------------

APPENDIX A

NATIONAL RAILROAD ADJUSTMENT BOARD

(Created June 21, 1934)

P. M. CARTER, *Chairman*
C. E. PECK, *Vice Chairman*

ALLISON, R. H.
ANDERSON, J. A.
BISHOP, WM.
BLAKE, J. H.¹
BLAKE, R. W.
BOWEN, A. C.
CARR, H. J.
COOK, C. C.
COX, J. W.
DAVIS, R. A.
DUGAN, C. P.
ERNST, HUGO
FAHERTY, T. K.
FOWLER, E. W.
FOX, J. M.
HASSETT, M. W.
HELT, D. W.
HEMENWAY, HARRY

HUDSON, W. C.
JONES, A. H.
KNOFF, R. A.
LEACH, M. G.
LEWIS, F. W.
LOSEY, T. E.
MCDONALD, L. L.
MILLER, E. S.²
MURDOCK, L. O.
MURRIN, E.³
RAY, R. F.
REESER, H. J.
SYLVESTER, J. H.
TRAVIS, R. P.¹
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.

¹ Resigned.

² Replaced by Hugo Ernst.

³ Deceased.

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

ADMINISTRATIVE

Name	Title	Salary paid	Duties
Howard, Leland.....	Administrative officer.....	\$5, 078. 22	Under direction of Board, administers its governmental affairs. Secretarial, stenographic and clerical. Operates switchboard and serves as information clerk. Clerical.
More, Lala K.....	Clerk-stenographer.....	2, 798. 16	
House, Beatrice E.....	Telephone operator.....	2, 043. 84	
Gelbort, Bernard.....	Junior clerk.....	657. 00	
Lello, Albert.....	.....do.....	146. 00	Do.

FIRST DIVISION

McFarland, Thomas S.....	Executive secretary.....	\$5, 078. 22	Administration of affairs of division and subject to its direction.
Young, Herbert W.....	Assistant executive secretary.	4, 028. 16	Assists executive secretary.
Frohning, William C.....	Principal clerk-stenographer.	3, 163. 20	Digests and briefs cases and awards, takes hearings, etc.
Blee, Ruth W.....	Clerk-stenographer.....	2, 433. 12	Secretarial, stenographic, and clerical.
Brown, Kenneth E.....	do.....	2, 345. 25	Do.
Burdette, Mildred E.....	do.....	2, 676. 48	Do.
Cummiskey, Ruby F.....	do.....	2, 493. 96	Do.
DeGraaff, Lois.....	do.....	2, 554. 80	Do.
Fostof, Evelyn F.....	do.....	2, 798. 16	Do.
Fowler, Amelia.....	do.....	419. 03	Do.
Hamblin, Vivian M.....	do.....	1, 500. 43	Do.
Israel, Bertha.....	do.....	2, 767. 74	Do.
Klenzendorf, Frances E.....	do.....	2, 798. 16	Do.
Miller, Velma.....	do.....	2, 798. 16	Do.
Smith, Margaret J.....	do.....	2, 798. 16	Do.
LaSota, Dorothy R.....	do.....	58. 40	Do.
Powell, Betty A.....	do.....	1, 623. 03	Do.
Rattner, Madelyn P.....	do.....	1, 555. 71	Do.
Rogers, Barbara M.....	do.....	32. 85	Do.
Trattner, Joseph K.....	do.....	1, 943. 50	Do.
Beckman, John G.....	File clerk.....	360. 13	Maintaining files, etc.
Kormalis, William G.....	do.....	1, 291. 48	Do.
REFEREES			
Bakke, Norris C., 31 days @ \$50 per day.	.....	1, 550. 00	Sat with division as member to make awards upon failure of division to agree or secure majority vote.
Erickson, Leif, 59 days @ \$50 per day.	.....	2, 950. 00	Do.
Fox, Fred L., 20 days @ \$50 per day.	.....	1, 000. 00	Do.
Mitchell, Richard F., 71½ days @ \$50 per day.	.....	3, 575. 00	Do.
Riley, James B., 36½ days @ \$50 per day.	.....	1, 825. 00	Do.
Roll, Curtis W., 28 days @ \$50 per day.	.....	1, 400. 00	Do.
Simmons, Robert G., 28½ days @ \$50 per day.	.....	1, 425. 00	Do.
Tipton, Ernest M., 45½ days @ \$50 per day.	.....	2, 275. 00	Do.
Wolfe, James H., 64¼ days @ \$50 per day.	.....	3, 212. 50	Do.

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

SECOND DIVISION

Name	Title	Salary paid	Duties
Mindling, John L.	Executive secretary	\$5, 078. 22	Administration of affairs of division and subject to its direction.
Balskey, Clare Virginia.	Clerk-stenographer	2, 027. 60	Secretarial, stenographic and clerical.
Beazell, Mary Ruth.	do.	405. 52	Do.
Bodenbender, Henry J.	do.	2, 524. 38	Do.
Feldmann, Ellie D.	do.	2, 798. 16	Do.
Glenn, Allise N.	do.	2, 737. 32	Do.
Leary, Mildred J.	do.	2, 493. 96	Do.
MacGown, Rose B.	do.	2, 020. 89	Do.
Morrison, Margaret E.	do.	2, 676. 48	Do.
Shaughnessy, Margaret V.	do.	743. 47	Do.
Simonsen, Helen A.	do.	2, 676. 48	Do.
Vought, Marcella R.	do.	2, 433. 12	Do.
Wagner, Mary A.	do.	2, 676. 48	Do.
Williams, Dorothy M.	do.	2, 798. 16	Do.
REFEREE			
Sharfman, Isalah L., 76 days @ \$50 per day. ....	.....	3, 800. 00	Sat with division as member to make awards upon failure of division to agree or secure majority vote.

THIRD DIVISION

Johnson, Howard A.	Executive secretary	\$5, 078. 22	Administration of affairs of division and subject to its direction.
Anderson, Louise S.	Clerk-stenographer	1, 466. 62	Secretarial, stenographic, and clerical.
Ansted, Velma Lee.	do.	40. 55	Do.
Drabek, David J.	do.	369. 02	Do.
Graham, John J.	do.	2, 554. 80	Do.
Groble, Agatha E.	do.	2, 798. 16	Do.
Harp, Rita M.	do.	2, 433. 12	Do.
Harp, Rita M.	do.	2, 433. 12	Do.
Heffern, Teresa G.	do.	2, 554. 80	Do.
Hughes, Virginia M.	do.	662. 35	Do.
Killeen, Bert F.	do.	1, 831. 59	Do.
Lightner, Hazel I.	do.	2, 798. 16	Do.
Morse, Frances.	do.	2, 798. 16	Do.
O'Connor, Helen L.	do.	527. 17	Do.
Rochford, William J.	do.	2, 493. 96	Do.
Sanford, Jewel C.	do.	2, 027. 60	Do.
Shaughnessy, Margaret V.	do.	1, 933. 01	Do.
Smith, Mollie.	do.	601. 52	Do.
Tummon, A. Ivan.	do.	270. 81	Do.
Gelbort, Bernard.	Junior clerk	657. 00	Clerical.
Lello, Albert.	do.	146. 00	Do.
REFEREES			
Blake, Bruce, 69¼ days @ \$50 per day. ....	.....	3, 462. 50	Sat with division as member to make awards upon failure of division to agree or secure majority vote.
Burque, Henri A., 45 days @ \$50 per day. ....	.....	2, 250. 00	Do.
Carter, Edward F., 59 days @ \$50 per day. ....	.....	2, 950. 00	Do.
Fox, Fred L., 22¼ days @ \$50 per day. ....	.....	1, 112. 50	Do.
Johnson, Howard A., 52¼ days @ \$50 per day. ....	.....	2, 637. 50	Do.
Parker, Jay S., 5¼ days @ \$50 per day. ....	.....	287. 50	Do.
Shake, Curtis G., 34 days @ \$50 per day. ....	.....	1, 700. 00	Do.
Rudolph, Herbert B., 41 days @ \$50 per day. ....	.....	2, 050. 00	Do.
Smith, St. Clair, 29 days @ \$50 per day. ....	.....	1, 450. 00	Do.
Swaim, H. Nathan, 39¼ days @ \$50 per day. ....	.....	1, 962. 50	Do.
Thaxter, Sidney St. F., 19¼ days @ \$50 per day. ....	.....	975. 00	Do.
Tipton, Ernest M., 1 day @ \$50 per day. ....	.....	50. 00	Do.

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

FOURTH DIVISION

Name	Title	Salary paid	Duties
Parkhurst, Raymond B.-----	Executive secretary-----	\$5, 078. 22	Administration of affairs of division and subject to its direction.
Adams, Henrietta V.-----	Clerk-stenographer-----	155. 45	Secretarial, stenographic, and clerical.
Gould, Lois H.-----	do-----	2, 453. 44	Do.
Humfreville, Muriel L.-----	do-----	2, 676. 48	Do.
Zimmerman, R. Hazel.-----	do-----	2, 774. 84	Do.
REFEREES			
Bushnell, George E., 5 days @ \$50 per day.-----	-----	250. 00	Sat with division as member to make awards upon failure of division to agree or secure majority vote.
Wenke, Adolph E., 11 days @ \$50 per day.-----	-----	550. 00	

FIRST DIVISION—NATIONAL RAILROAD ADJUSTMENT BOARD

39 South LaSalle Street, Chicago, Ill.

PAUL M. CARTER, *Chairman.*L. O. MURDOCK, *Vice Chairman.*

WM. BISHOP.

T. K. FAHERTY.

E. W. FOWLER.

R. A. KNOFF.

M. G. LEACH.

L. L. McDONALD.

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 selection 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 five 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 1943-44

Number of cases pending on docket July 1, 1943-----	5, 873
Number of cases received and docketed-----	2, 050
Number decided by issuing awards:-----	7, 923
Without referee-----	998
With referee-----	375
-----	1, 373
Withdrawn (no awards issued)-----	1, 412
-----	2, 785
Number pending June 30, 1944-----	5, 138
Number cases heard-----	358
Number of cases deadlocked-----	288
Number cases heard and not decided-----	652
Number cases awaiting hearing-----	4, 503
Total cases docketed June 30, 1944-----	18, 861

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

	Docketed		Docketed
Alton R. R.	13	Gulf, Mobile & Ohio R. R.	2
Ann Arbor R. R.	1	Houston & North Shore	14
Atchison, Topeka & Santa Fe Ry.		Hudson & Manhattan R. R.	2
(East and West)	8	Illinois Central R. R.	5
Atchison, Topeka & Santa Fe Ry. (Coast)	22	Indiana Harbor Belt R. R.	3
Atlantic Coast Line R. R.	20	International Great Northern R. R.	67
Baltimore & Ohio R. R.	8	Kansas City Southern Ry.	2
Baltimore & Ohio R. R. (Buffalo Division)	7	Kansas City Terminal Ry.	1
Baltimore & Ohio R. R. (Chicago Terminal R. R.)	1	Kansas, Oklahoma & Gulf Ry.	13
Belt Ry.	9	Kentucky & Indiana Terminal R. R.	43
Boston & Albany R. R.	1	Lake Terminal R. R.	14
Boston & Maine R. R.	49	Lehigh Valley R. R.	101
Camas Prairie R. R.	1	Los Angeles Junction Ry.	3
Central California Traction	9	Louisiana & Arkansas Ry.	1
Central of Georgia Ry.	10	Louisville & Nashville R. R.	2
Central R. R. of New Jersey	20	Louisville & Jeffersonville Bridge & R. R.	1
Chesapeake & Ohio Ry.	19	Maine Central R. R.	13
Chicago & Eastern Illinois R. R.	9	Macon, Dublin & Savannah R. R.	1
Chicago, Attica & Southern R. R.	1	Manufacturers Ry.	1
Chicago & Northwestern Ry.	1	Michigan Central R. R.	3
Chicago, Aurora & Elgin R. R.	2	Minneapolis & St. Louis R. R.	4
Chicago, Burlington & Quincy R. R.	39	Minneapolis, St. Paul & Sault St. Marie Ry.	7
Chicago Great Western Ry.	73	Missouri, Kansas & Texas R. R.	9
Chicago, Indianapolis & Louisville Ry.	21	Missouri-Illinois R. R.	4
Chicago, Milwaukee, St. Paul & Pacific R. R. (West)	59	Missouri Pacific R. R.	17
Chicago, North Shore & Milwaukee R. R.	3	Monongahela Ry.	8
Cincinnati, New Orleans & Texas Pacific Ry.	6	Nashville, Chattanooga & St. Louis Ry.	4
Chicago, Rock Island & Pacific Ry.	3	New Orleans & Northeastern R. R.	2
Chicago, St. Paul, Minneapolis & Omaha Ry.	10	New York Central R. R. (Ohio Central)	5
Cleveland, Cincinnati, Chicago & St. Louis Ry.	27	New York Central R. R. (Buffalo and East)	4
Colorado & Southern Ry.	2	New York, Chicago & St. Louis R. R.	16
Cuyahoga Valley R. R.	2	Norfolk & Portsmouth Belt R. R.	7
Delaware & Hudson R. R.	137	Norfolk & Southern	8
Delaware, Lackawanna & Western R. R.	39	Norfolk & Western Ry.	14
Denver & Rio Grande Western R. R.	110	Northern Pacific R. R.	36
Detroit Terminal R. R.	2	Northwestern Pacific R. R.	17
Detroit, Toledo & Ironton R. R.	4	Ogden Union Ry. & Depot Co.	4
Duluth, Missabe & Iron Range Ry.	6	Oregon, California & Eastern Ry.	1
Elgin, Joliet & Eastern Ry.	4	Pennsylvania R. R.	22
Erie R. R.	87	Pennsylvania-Reading Seashore	1
Fort Worth & Denver City Ry.	9	Pere Marquette Ry.	3
Florida East Coast Ry.	12	Piedmont Northern Ry.	1
Georgia R. R.	8	Pittsburgh & West Virginia Ry.	1
Georgia & Florida R. R.	1	Port Everglades R. R.	1
Grand Trunk Western Ry.	13	Richmond, Fredericksburg & Potomac R. R.	1
Great Northern R. R.	26	Sacramento Northern Ry.	4
Gulf Coast Lines	1	St. Louis, Brownsville & Mexico Ry.	1
Gulf, Colorado & Santa Fe Ry.	30	St. Louis, San Francisco Ry.	7
		St. Louis Southwestern Ry.	16
		Salt Lake City Union Depot Co.	1

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

	Docketed		Docketed
San Antonio Uvalde & Gulf R. R.	22	Union Pacific—Southwestern District	2
San Diego & Arizona Eastern Ry.	1	Union Pacific—Northwestern District	2
Savannah & Atlanta R. R.	4	Union Pacific—South Central District	16
Seaboard Air Line Ry.	6	Union Railroad—Pittsburgh	2
Southern Pacific (Pacific)	149	Wabash R. R.	51
Southern Pacific (Texas and Louisiana)	2	Western Pacific R. R.	11
Southern Ry.	9	Wheeling & Lake Erie Ry.	12
Spokane International R. R.	1	Miscellaneous	174
Terminal R. R. Association of St. Louis	6		
Texas & Pacific Ry.	107	Total	2,050
Texas-Mexican Ry.	6		
Union Pacific—Central District	4		

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

	Docketed		Docketed
Engineers-Firemen-Conductors-Trainmen	16	Firemen-Trainmen	5
Engineers-Firemen-Trainmen	5	Conductors	209
Engineers-Firemen	85	Conductors-Trainmen	73
Engineers	236	Trainmen	979
Engineers-Conductors	1	Switchmen's Union of North America	29
Engineers-Trainmen	4	Unclassified	174
Firemen	233		
Firemen-Conductors-Trainmen	1	Total	2,050

SECOND DIVISION—NATIONAL RAILROAD ADJUSTMENT BOARD

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

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, 5 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, 1944

	Number of cases
Docketed	64
Heard	46
Decided	88
Decided with referee	60
Decided without referee	28
Withdrawn	14
Deadlocked	61

CARRIERS PARTY TO CASES DOCKETED

Ann Arbor R. R. Co.....	1	Interstate R. R. Co.....	1
Atlantic Coast Line R. R. Co.....	2	Kansas City Terminal Ry. Co.....	1
Boston and Maine R. R.....	2	Lehigh Valley R. R.....	7
Chicago & Eastern Illinois Ry Co....	1	Louisville & Nashville R. R. Co....	1
Chicago & North Western Ry.....	2	Missouri Pacific R. R. Co.....	6
Chicago, Burlington & Quincy R. R. Co.....	5	New York Central System.....	1
Chicago, Indianapolis & Louisville Ry.....	1	Northern Pacific Ry.....	1
Chicago, Rock Island & Pacific Ry. Co.....	2	Peoria & Pekin Union Ry. Co.....	2
Colorado & Southern Ry. Co.....	2	Pittsburgh & Lake Erie R. R.; Lake Erie & Eastern R. R.....	1
Delaware, Lackawanna & Western R. R. Co.....	3	Portland Terminal Co.....	1
Erie R. R.....	3	Railway Express Agency.....	1
Fort Worth & Denver City Ry. Co.....	1	St. Louis-San Francisco Ry. Co....	1
Great Northern Ry. Co.....	1	Southern Pacific Lines in Texas and Louisiana (Texas & New Orleans R. R. Co).....	4
Illinois Central System.....	2	Tennessee Central Ry. Co.....	2
International-Great Northern R. R. Co.; San Antonio, Uvalde & Gulf R. R. Co.....	2	Texas Mexican Ry. Co.....	1
		Virginian Ry. Co.....	2
		Western Pacific R. R. Co.....	1
		Total.....	64

ORGANIZATIONS PARTY TO CASES DOCKETED

	<i>Number of cases</i>
International Association of Machinists.....	12
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.....	2
International Brotherhood of Electrical Workers.....	8
Brotherhood Railway Carmen of America.....	22
International Brotherhood of Firemen and Oilers, Roundhouse and Shop Laborers.....	6
Federated trades.....	4
Individually submitted cases.....	2
Total.....	64

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, 34 in number, developed during the fiscal year ending June 30, 1944, 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. A. DAVIS, *Chairman.*C. P. DUGAN, *Vice Chairman.*

R. H. ALLISON.

C. C. COOK.

HUGO ERNST.

D. W. HELT.

H. HEMENWAY.

A. H. JONES.

E. S. MILLER.¹

R. F. RAY.

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 ending June 30, 1944

	<i>Number of cases</i>		<i>Number of cases</i>
Docketed.....	332	Deadlocked.....	250
Heard.....	244	Decided by referee.....	269
Decided.....	384	Interpretations.....	5
Withdrawn.....	91		

CARRIERS PARTY TO CASES DOCKETED

	<i>Number of cases</i>		<i>Number of cases</i>
Alton.....	1	Gulf Coast—IGN.....	12
Atlanta, Birmingham & Coast.....	2	Harbor Belt.....	2
Atlanta Joint Terminal.....	1	Houston Belt & Terminal.....	1
Atlantic Coast Line.....	2	Illinois Central.....	6
Augusta Union Station.....	1	Indiana Harbor Belt.....	2
Baltimore & Ohio.....	4	Indianapolis Union.....	1
Baltimore & Ohio Chicago Ter- minal.....	1	Interurban Electric.....	1
Boston & Albany.....	1	Kansas City Terminal.....	15
Central of Georgia.....	7	Kansas City Southern.....	1
Chesapeake & Ohio.....	1	Lehigh Valley.....	14
Chicago, Burlington & Quincy.....	9	Louisiana & Arkansas.....	1
Chicago Great Western.....	2	Louisville & Nashville.....	1
Chicago, Milwaukee, St. Paul & Pacific.....	13	Minneapolis, St. Paul & Sault Ste. Marie.....	3
Chicago, Rock Island & Pacific.....	6	Missouri-Kansas-Texas.....	4
Chicago, St. Paul, Minneapolis & Omaha.....	4	Missouri Pacific Railroad.....	4
Chicago Union Station.....	1	Missouri Pacific Lines.....	2
Chicago & Western Indiana.....	1	Missouri Pacific (Gulf Coast).....	1
Cincinnati, New Orleans & Texas Pacific.....	1	New York Central.....	3
Clinchfield.....	1	New York, Chicago & St. Louis.....	1
Colorado & Southern.....	2	New York, New Haven & Hart- ford.....	1
Columbus & Greenville.....	3	Northwestern Pacific.....	3
Delaware & Hudson.....	6	Ogden Union Stock Yards.....	1
Delaware, Lackawanna & Western.....	13	Ogden Union Railway & Depot.....	1
Denver & Rio Grande Western.....	6	Pacific Electric.....	3
Detroit, Toledo & Ironton.....	4	Pennsylvania.....	9
Erie.....	6	Peoria & Pekin.....	1
Florida East Coast.....	3	Pittsburgh & West Virginia.....	1
Great Northern.....	4	Pullman Co.....	44
		St. Louis-San Francisco.....	1
		St. Louis Southwestern.....	3

¹ E. S. Miller replaced by Hugo Ernst August 5, 1943.

CARRIERS PARTY TO CASES DOCKETED—continued

	Number of cases		Number of cases
St. Paul Union Depot.....	2	Texas Mexican.....	5
Savannah & Atlanta.....	1	Texas & Pacific.....	2
Seaboard Air Line.....	2	Union Pacific.....	1
Southern.....	1	Virginian.....	1
Southern Pacific (Pacific Lines)....	44	Wabash.....	9
Southern Pacific (Texas and Louis- iana).....	7	Washington Terminal.....	2
Stock Yards District Agency.....	1	Wheeling & Lake Erie.....	1
Terminal Railroad of St. Louis.....	4	Total.....	332

ORGANIZATIONS PARTY TO CASES DOCKETED

American Train Dispatchers Asso- ciation.....	14	Brotherhood of Sleeping Car Porters.....	26
Brotherhood of Maintenance of Way Employees.....	50	Joint Council of Dining Car Em- ployees.....	14
Brotherhood of Railroad Signal- men of America.....	13	Order of Railroad Telegraphers.....	46
Brotherhood of Railroad Train- men.....	5	Order of Railway Conductors (Pullman System).....	20
Brotherhood of Railway and Steam- ship Clerks, Freight Handlers, Express and Station Employees.....	142	United Transport Service Em- ployees of America.....	2
		Total.....	332

FOURTH DIVISION—NATIONAL RAILROAD ADJUSTMENT BOARD

R. A. WALTON, *Chairman.*
H. J. REESER, *Vice Chairman.*
J. H. BLAKE.¹
J. W. COX.

J. M. FOX.
E. MURRIN.²
R. P. TRAVIS.³

R. B. PARKHURST, *Executive Secretary*

JURISDICTION

Fourth Division: To have jurisdiction over disputes involving employees of carriers directly or indirectly engaged in transportation of passengers or property by water, and all other employees of carriers over which jurisdiction is not given to the First, Second, and Third Divisions. This division shall consist of six members, three of whom shall be selected by the carriers and three by the national labor organizations of the employees (par. (h), sec. 3, first Railway Labor Act 1934).

Report of cases handled by the Fourth Division for the fiscal year ending June 30, 1944

	Number of cases
Open and on hand beginning fiscal year.....	3
New cases docketed during fiscal year.....	21
Total number cases on hand and docketed during fiscal year.....	24
Cases disposed of during fiscal year.....	23
Decided without referee.....	3
Decided with referee.....	9
Withdrawn.....	11
Open cases on hand close of fiscal year.....	1
Heard.....	0
Not heard.....	1
Cases heard during fiscal year.....	11
Cases deadlocked during fiscal year.....	9
Interpretations issued during fiscal year.....	0

¹ Resigned; replaced by W. O. Holmes, June 9, 1944.

² Deceased (E. W. Fowler appointed to fill vacancy commencing July 1, 1944.)

³ Resigned; replaced by J. W. Cox, July 15, 1943.

CARRIERS PARTY TO CASES DOCKETED

	<i>Number of cases</i>
Atlanta Joint Terminals.....	1
Chicago, Burlington & Quincy R. R. Co.....	2
Chicago, Indianapolis & Louisville Ry.....	1
Missouri, Pacific R. R. Co.....	1
Pennsylvania R. R. Co.....	12
Southern Pacific Co. (Pacific Lines).....	2
Texas & Pacific Ry. Co.....	1
Toledo Terminal R. R. Co.....	1
	<hr/> 21

ORGANIZATIONS—EMPLOYEES PARTY TO CASES DOCKETED

American Railway Supervisor's Association, Inc.....	1
Brotherhood of Sleeping Car Porters.....	3
Miscellaneous Classes of Employees (subordinate officials).....	1
National Council Railway Patrolmen's Unions, A. F. of L.....	2
Police Department Employees.....	1
Railway Patrolmen's Union, A. F. of L.....	2
Railroad Yardmasters of America.....	11
	<hr/> 21

APPENDIX B

MEDIATION AND ARBITRATION CASES UNDER THE RAILWAY LABOR ACT

Case No.	Application		Parties involved	Approximate mileage operated	Class or craft of employees	Mediation began (date)	Conference place (city)	Disposition	
	Date received	Made by						Closed by ¹	Date closed
1	2	3	4	5	6	7	8	9	10
A-832	June 3, 1940	Carrier.....	Illinois Central R. R. Co. and Brotherhood of Railroad Trainmen-Order of Railroad Conductors.	6,814	Conductors.....	Sept. 9, 1940	Chicago, Ill.....	WM	Dec. 10, 1943
A-833	Aug. 14, 1940	Employees.....	Brotherhood of Locomotive Engineers-Brotherhood of Locomotive Firemen and Enginemen; Order of Railway Conductors of America; Brotherhood of Railroad Trainmen; Railway Employees' Department, A. F. of L.; Brotherhood of Maintenance of Way Employees; Brotherhood of Railway Carmen of America; Order of Railroad Telegraphers; Brotherhood of Railroad Signalmen of America and Illinois Central R. R. Co.	6,612	All employees.....	Jan. 6, 1941	do.....	WM	Feb. 25, 1944
A-929	Feb. 7, 1941	do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Harbor Belt Line R. R. Co.	126	Clerical, office, station, and storehouse employees.	Sept. 22, 1941	Los Angeles, Calif.	WM	July 15, 1943
A-1030	July 12, 1941	do.....	The Order of Railroad Telegraphers and Washington Terminal Co.	52	Telegraphers.....	Jan. 30, 1942	Washington, D. C.	WM	Aug. 30, 1943
A-1162	Apr. 3, 1942	do.....	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen; Order of Railway Conductors of America; Brotherhood of Railroad Trainmen and Atlantic Coast Line R. R. Co.	4,960	Engineers, firemen and hostlers, conductors, trainmen, and yard foremen and helpers.	Sept. 9, 1943	Wilmington, N. C.	MA	Sept. 22, 1943
A-1199	May 16, 1942	do.....	System Federation No. 16 ² and Norfolk and Western Ry. Co.	2,129	Shop craft employees..	July 28, 1942	Roanoke, Va.....	MA	July 15, 1943
A-1219	June 11, 1942	do.....	Brotherhood of Locomotive Engineers and Southern Pacific Co. (Pacific Lines).	8,365	Locomotive engineers.	Nov. 10, 1942	San Francisco, Calif.	MA	Aug. 24, 1943
A-1225	June 24, 1942	do.....	System Federation No. 30 ² and Baltimore & Ohio R. R. Co.	6,151	Shop craft employees..	July 27, 1943	Baltimore, Md....	WM	July 27, 1943

See footnotes at end of table.

Mediation and Arbitration Cases Under the Railway Labor Act—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	Date closed
1.	2	3	4	5	6	7	8	9	10
A-1235	July 3, 1942	Employees.....	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen; Order of Railway Conductors of America; Brotherhood of Railroad Trainmen; Order of Railroad Telegraphers and Rio Grande Southern R. R. Co.	174	Engineers, firemen and hostlers, conductors, trainmen, and telegraphers.	Aug. 24, 1942	Denver, Colo.	WM	Sept. 30, 1943
A-1236	July 3, 1942	.....do.....	Railway Employees' Department, A. F. of L., and Midland Terminal Ry. Co.	56	Shop craft employees..	Sept. 9, 1942	Colorado Springs, Colo.	MA	Mar. 16, 1944
A-1237	July 6, 1942	.....do.....	System Federation No. 116 ² and Georgia & Florida R. R.	408	.....do.....	Sept. 17, 1942	Augusta, Ga.	MA	Nov. 9, 1943
A-1247	July 20, 1942	.....do.....	Brotherhood of Locomotive Engineers and Southern Pacific Co. of Mexico.	1,331	Engineers.....	Mar. 10, 1943	Nogales, Ariz.	MA	Aug. 17, 1943
A-1265	Aug. 19, 1942	.....do.....	United Transport Service Employees of America and Florida East Coast Ry.	682	Redcaps.....	Oct. 2, 1942	St. Augustine, Fla.	WM	Feb. 23, 1944
A-1266	Aug. 21, 1942	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Southern Ry. System.	5,300	Clerical, office, station, and storehouse employees.	July 7, 1943	Washington, D. C.	MA	July 10, 1943
A-1291	Sept. 14, 1942	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Southern Ry. System.	7,740	.....do.....	.....do.....	.....do.....	MA	July 15, 1943
A-1297	Sept. 24, 1942	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Western Fruit Express Co.	.....	.....do.....	Apr. 3, 1944	.....do.....	MA	Apr. 11, 1944
A-1311	Oct. 14, 1944	.....do.....	Brotherhood of Locomotive Firemen and Enginemen; Brotherhood of Railroad Trainmen and Midland Terminal Ry. Co.	56	Firemen, hostlers, hostler helpers, brakemen, yard engine firemen, and helpers.	Mar. 24, 1944	Colorado Springs, Colo.	MA	Apr. 28, 1944
A-1312	Oct. 16, 1942	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Illinois Central R. R. Co.	4,824	Freight handlers.....	Mar. 17, 1943	Chicago, Ill.	MA	May 3, 1944

A-1325	Nov. 6, 1942	do	National Council Railway Patrolmen's Unions, A. F. of L., and Baltimore & Ohio R. R.	6, 273	Sergeants, patrolmen and road patrolmen, and watchmen.	Mar 12, 1942	Baltimore, Md.	WM	Feb. 10, 1944
A-1326	Nov. 7, 1942	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Chicago, Indianapolis & Louisville Ry.	131	Clerical, office, station and storehouse employees.	Dec. 21, 1942	Springfield, Ill.	WM	Oct. 14, 1943
A-1328	Nov. 9, 1942	do	Railway Employees' Department, A. F. of L., and Seaboard Air Line Ry.	4, 241	Shop craft employees.	Apr. 23, 1943	Norfolk, Va.	MA	Aug. 31, 1943
A-1337	Dec. 7, 1942	do	Brotherhood of Railroad Trainmen and Maine Central R. R. Co.	964	Trainmen		Portland, Maine	WPM	Mar. 16, 1944
A-1340	Dec. 11, 1942	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Western Pacific R. R. Co.	1, 195	Clerical, office, station, and storehouse employees.	Oct. 15, 1943	San Francisco, Calif.	MA	Dec. 4, 1943
A-1342	Dec. 14, 1942		Brotherhood of Locomotive Firemen and Enginemen and Atlantic Coast Line R. R.	4, 991	Firemen	Dec. 23, 1942	Wilmington, N. C.	CBA	Jan. 6, 1944
A-1344	Feb. 14, 1942	Employees	Railway Employees' Department, A. F. of L., Union Railway Co. (Memphis).	104	Shop craft employees.	May 10, 1944	Memphis, Tenn.	MA	May 11, 1944
A-1345	Oct. 22, 1942	do	Switchmen's Union of North America and Detroit & Toledo Shore Line R. R.	59	Yardmen	Apr. 16, 1943	Detroit, Mich.	WM	Aug. 23, 1943
A-1355	Dec. 21, 1942	do	Brotherhood of Locomotive Firemen and Enginemen; Brotherhood of Railroad Trainmen and Chicago, Aurora & Elgin R. R. Co.	65	Motormen, conductors, collectors, hostlers, brakemen, and flagmen.	July 19, 1943	Chicago, Ill.	MA	July 24, 1943
A-1357	do	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Railway Express Agency, Inc.		Clerical, office, station, and storehouse employees.		New York, N. Y.	WPM	May 8, 1944
A-1358	do	do	Seafarers' International Union of North America, Great Lakes District, and Mackinac Transportation Co.		Unlicensed deck and engine room personnel.	Mar. 24, 1943	Detroit, Mich.	MA	Nov. 17, 1943
A-1359	Dec. 22, 1942	do	Association of Maintenance of Way and Miscellaneous Employees, Inc., and Atchison, Topeka & Santa Fe Ry.; Gulf, Colorado & Santa Fe Ry.; Panhandle & Santa Fe Ry.	13, 148	Maintenance-of-way employees.	July 27, 1943	Chicago, Ill.	WM	July 28, 1943
A-1361	Dec. 23, 1942	do	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Chicago & North Western Ry. Co.	4, 674	Dining-car employees.	May 8, 1943	do	MA	July 3, 1943
A-1374	Jan. 9, 1943	do	Brotherhood of Locomotive Engineers and Union R. R. Co. (Pittsburgh).	45	Engineers, firemen, and hostlers.	May 3, 1943	Pittsburgh, Pa.	AD	July 5, 1943

See footnotes at end of table.

Mediation and Arbitration Cases Under the Railway Labor Act—Continued

Case No.	Application		Parties involved	Approximate mileage operated	Class or craft of employees	Mediation began (date)	Conference place (city)	Disposition	
	Date received	Made by						Closed by 1	Date closed
1	2	3	4	5	6	7	8	9	10
A-1376	Jan. 12, 1943	Carrier.....	Pere Marquette Ry. Co. and Seafarers' International Union of North America, Great Lakes District.		Unlicensed personnel on Lake Michigan car ferries.	Mar. 24, 1943	Detroit, Mich....	MA-WM	Oct. 12, 1943
A-1377	Jan. 13, 1943	Employees.....	Seafarers' International Union of North America, Great Lakes District, and Pere Marquette Ry. Co.		Unlicensed personnel on Detroit River car ferries.	do	do	MA-WM	Do.
A-1378	Jan. 14, 1943	do	Railway Employees' Department, A. F. of L., and Burlington Refrigerator Co.		Carmen	Apr. 26, 1943	Washington, D. C.	MA	Oct. 25, 1943
A-1379	do	do	Railway Employees' Department, A. F. of L., and Fruit Growers Express Co.		do	do	do	MA	Do.
A-1380	do	do	Railway Employees' Department, A. F. of L., and Western Fruit Express Co.		do	do	do	MA	Do.
A-1383	Jan. 20, 1943	do	United Steelworkers of America, C. I. O., and Monongahela Connecting R. R.	37	Machinists, boiler-makers, blacksmiths, electrical workers, carmen, maintenance-of-way employees, hourly rated clerks.	May 7, 1943	Pittsburgh, Pa....	MA	Sept. 17, 1943
A-1384	Jan. 23, 1943	do	The Order of Railroad Telegraphers and New York Central R. R. (Grand Central Terminal).		Telegraphers	July 8, 1943	New York City...	AA	Aug. 5, 1943
A-1389	Dec. 4, 1942	do	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen and Baltimore & Ohio R. R. Co.	6, 151	Train and engine service employees.	July 29, 1943	Baltimore, Md....	MA	Aug. 16, 1943
A-1391	Feb. 1, 1943	do	Railway Employees' Department, A. F. of L., and Memphis Union Station Co.		Shop craft employees.	Apr. 8, 1943	Memphis, Tenn...	MA	May 17, 1944
A-1392	Feb. 5, 1943	Joint.....	The Order of Railroad Telegraphers and Chicago, Rock Island & Pacific Ry. Co.	7, 751	Telegraphers	May 21, 1943	Chicago, Ill.....	WM	Dec. 21, 1943
A-1394	Feb. 10, 1943	Employees.....	National Council Railway Patrolmen's Unions, A. F. of L., and Ann Arbor Railroad Co.	294	Patrolmen	May 12, 1943	St. Louis, Mo....	WM	Nov. 8, 1943

A-1395	Feb. 11, 1943	.....do.....	American Train Dispatchers Association and Kansas City Southern Ry. Co.	880	Dispatchers.....	July 26, 1943	Kansas City, Mo.....	MA	July 29, 1943
A-1396	Feb. 13, 1943	.....do.....	Colored Trainmen of America and Gulf Coast Lines.	1,734	Colored brakemen....	Mar. 29, 1943	Houston, Tex.....	WM	Mar. 1, 1944
A-1399	Feb. 17, 1943	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Columbus & Greenville Ry Co.	168	Clerical, office, station and storehouse employees.	April 3, 1944	Columbus, Miss....	AD	May 8, 1944
A-1403	Feb. 20, 1943	Carrier.....	Railway Express Agency, Inc., and International Brotherhood of Teamsters, Chauffeurs, Warehousemen, and Helpers.	.....	Chauffeurs.....	June 21, 1943	New York, N. Y.....	CBA ²	Sept. 6, 1943
A-1407	Feb. 26, 1943	Employees.....	International Brotherhood of Teamsters, Chauffeurs, Warehousemen, and Helpers and Railway Express Agency, Inc.	.....	Drivers.....	June 28, 1943	.....do.....	CBA ²	Do.
A-1408	.....do.....	.....do.....	Railway Employees' Department, A. F. of L., and Washington Terminal Co.	.....	Shop laborers.....	.....	.....	WPM	Oct. 13, 1943
A-1410	Feb. 27, 1943	.....do.....	Railway Employees' Department, A. F. of L., and Great Northern Ry. Co.	8,267	Carmen.....	Sept. 8, 1943	St. Paul, Minn....	WM	Nov. 30, 1943
A-1411	Mar. 4, 1943	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Union Railway Co. (Memphis).	104	Clerical, office, station, and storehouse employees.	Apr. 23, 1944	Memphis, Tenn....	MA	May 12, 1944
A-1414	Mar. 6, 1943	.....do.....	Brotherhood of Locomotive Firemen and Enginemen and Denver & Rio Grande Western R. R. Co.	2,405	Locomotive engineers.....	.....	.....	WPM	Jan. 18, 1944
A-1415	Mar. 8, 1943	.....do.....	Brotherhood of Railroad Trainmen and Southern Pacific R. R. Co. of Mexico.	.....	Yardmen.....	Mar. 16, 1943	Nogales, Ariz.....	WM	Oct. 20, 1943
A-1418	Mar. 10, 1943	.....do.....	Amalgamated Association of Street, Electric Ry., and Motor Coach Employees of America and Chicago, Aurora & Elgin R. R.	65	All classes.....	.....	.....	WPM	July 7, 1943
A-1422	Mar. 11, 1943	.....do.....	Brotherhood of Railroad Signalmen of America and Central of Georgia Ry. Co.	1,816	Signalmen.....	Nov. 17, 1943	Savannah, Ga.....	MA	Nov. 22, 1943
A-1423	Mar. 17, 1943	.....do.....	Brotherhood of Maintenance of Way Employees and Delaware & Hudson R. R. Corporation.	846	Maintenance-of-way employees.	Sept. 7, 1943	Albany, N. Y.....	MA	Oct. 30, 1943
A-1424	Mar. 18, 1943	.....do.....	Railway Employees' Department, A. F. of L., and New Orleans Public Belt R. R.	128	Powerhouse employees and railway shop laborers.	Oct. 1, 1943	New Orleans, La....	MA	Oct. 4, 1943
A-1425	.....do.....	.....do.....	National Organization Masters, Mates, and Pilots of America and New York Central R. R. Co.	.....	Licensed marine deck employees.	June 29, 1943	New York, N. Y.....	MA	July 6, 1943
A-1428	Mar. 20, 1943	.....do.....	Brotherhood of Sleeping Car Porters and Illinois Central System.	6,612	Train porters.....	July 31, 1943	Chicago, Ill.....	AA	Oct. 25, 1943

See footnotes at end of table.

Mediation and Arbitration Cases Under the Railway Labor Act—Continued

Case No.	Application		Parties involved	Approximate mileage operated	Class or craft of employees	Mediation began (date)	Conference place (city)	Disposition	
	Date received	Made by						Closed by ¹	Date closed
1	2	3	4	5	6	7	8	9	10
A-1429	Mar. 25, 1943	Employees.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Detroit, Toledo & Ironton R. R. Co.	464	Clerical, office, station, and storehouse employees.	July 21, 1943	Dearborn, Mich...	AA ⁴	Jan. 6, 1944
A-1431	Mar. 27, 1943	do.....	Brotherhood of Maintenance of Way Employees and Great Northern Ry. Co.	8,267	Maintenance-of-way employees.	Sept. 8, 1943	St. Paul, Minn...	WM	Nov. 9, 1943
A-1432	Mar. 29, 1943	do.....	Air Line Mechanics Association, Int., and Mid-Continent Airlines, Inc.		Mechanics.....			WPM	July 31, 1943
A-1433	do.....	do.....	United Transport Service Employees of America and Florida East Coast Ry. Co.	682	Redcaps.....			WPM	Feb. 23, 1944
A-1434	Apr. 3, 1943	Carrier.....	Illinois Central R. R. Co.; Yazoo & Mississippi Valley R. R. Co.; Gulf and Ship Island R. R. Co. and Dining Car Employees' Union, Local No. 351, Hotel and Restaurant Employees International Alliance and Bartenders International League of America.	6,668	Dining-car employees.	July 7, 1943	Chicago, Ill.....	MA	July 17, 1943
A-1436	Apr. 5, 1943	Employees.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Southern Ry., System.	7,740	Clerical, office, station, and storehouse employees.	July 12, 1943	Washington, D. C.	AA	Aug. 6, 1943
A-1437	do.....	do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Atlantic Coast Line R. R. Co.	4,956	do.....	Sept. 21, 1943	Wilmington, N. C.	WM	Apr. 11, 1944
A-1438	Apr. 8, 1943	do.....	Brotherhood of Railroad Signalmen of America and Erie R. R. Co.	2,377	Signalmen.....	Aug. 17, 1943	Cleveland, Ohio..	MA	June 6, 1944
A-1439	do.....	do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Baltimore & Ohio R. R. Co.	6,151	Redcaps.....	Feb. 21, 1944	Baltimore, Md....	MA	Mar. 3, 1944
A-1440	do.....	do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Baltimore & Ohio Chicago Terminal R. R. Co.	67	Clerical, office, station, and storehouse employees.	Aug. 19, 1943	Chicago, Ill.....	MA	Nov. 24, 1943

A-1442	do	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Great Northern Ry. Co.	8,267	do	Nov. 9, 1943	St. Paul, Minn.	WM	Nov. 15, 1943
A-1447	Mar. 25, 1943	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Oklahoma Ry. Co.	142	do	Feb. 29, 1944	Oklahoma City, Okla.	MA	Mar. 14, 1944
A-1448	Apr. 21, 1943	do	Association of Colored Railway Trainmen and Locomotive Firemen, Inc., and Louisiana & Arkansas Ry. Co.	877	Colored brakemen (including yardmen) and firemen.	June 2, 1943	Kansas City, Mo.	MA	Oct. 8, 1943
A-1449	Apr. 22, 1943	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Oklahoma Ry. Co.	142	Clerical, office, station, and storehouse employees.	Feb. 29, 1944	Oklahoma City, Okla.	MA	Mar. 18, 1944
A-1450	Apr. 20, 1943	do	Brotherhood of Maintenance of Way Employees and Broward County Port Authority (Port Everglades Ry.).	12	Maintenance of way employees.	Jan. 28, 1944	Fort Lauderdale, Fla.	W-MA	Jan. 29, 1944
A-1451	Apr. 22, 1943	do	Brotherhood of Maintenance of Way Employees and Cumberland & Pennsylvania R. R. Co.	50	do	Mar. 6, 1944	Cumberland, Md.	MA	Mar. 8, 1944
A-1452	do	do	Brotherhood of Maintenance of Way Employees and Tennessee, Alabama & Georgia Ry.	95	do			WPM	Feb. 11, 1944
A-1453	Apr. 23, 1943	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Duluth, Missabe & Iron Range Ry.	544	Clerical, office, station, and storehouse employees.	Sept. 13, 1943	Duluth, Minn.	AA	June 16, 1944
A-1454	do	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Detroit, Toledo & Ironton R. R. Co.	464	do	July 19, 1943	Dearborn, Mich.	MA	Oct. 23, 1943
A-1456	Apr. 26, 1943	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Chicago, Indianapolis & Louisville Ry. Co.	541	do	July 1, 1943	Chicago, Ill.	MA	Sept. 22, 1943
A-1458	Apr. 29, 1943	do	Railroad Yardmasters of America and Pennsylvania R. R.-Long Island R. R.	10,187	Yardmasters	Dec. 2, 1943	Philadelphia, Pa.	WM	Dec. 8, 1943
A-1459	May 3, 1943	do	Brotherhood of Railroad Signalmen of America and Colorado & Southern Ry. Co.	588	Signalmen (including telegraph linemen).	Mar. 29, 1944	Denver, Colo.	MA	Apr. 6, 1944
A-1461	do	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Atlantic Coast Line R. R.	4,900	Clerical, office, station, and storehouse employees.	Sept. 21, 1943	Wilmington, N. C.	WM	Feb. 14, 1944

See footnotes at end of table.

Mediation and Arbitration Cases Under the Railway Labor Act—Continued.

Case No.	Application		Parties involved	Approximate mileage operated	Class or craft of employees	Mediation began (date)	Conference place (city)	Disposition	
	Date received	Made by						Closed by ¹	Date closed
1	2	3	4	5	6	7	8	9	10
A-1462	Apr. 30, 1943	Employees.....	Amalgamated Meat Cutters and Butcher Workmen of North America, Local 85, A. F. of L., and Union Stock Yards, San Antonio, Tex.	-----	Meat cutters.....	Aug. 5, 1943	San Antonio, Tex.	MA	Aug. 6, 1943
A-1463	May 11, 1943	.....do.....	Order of Railway Conductors and Chicago, Milwaukee, St. Paul & Pacific R. R. Co.	10,453	Sleeping-car conductors	July 26, 1943	Chicago, Ill.....	MA	July 30, 1943
A-1465	May 14, 1943	.....do.....	Association of Colored Railway Trainmen and Locomotive Firemen, Inc., and Virginian Ry. Co.	659	Car riders.....	Sept. 2, 1943	Norfolk, Va.....	MA	Sept. 6, 1943
A-1467	May 21, 1943	.....do.....	Brotherhood of Maintenance of Way Employees and Midland Terminal Ry. Co.	56	Maintenance - of-way employees.	Mar. 19, 1944	Colorado Springs, Colo.	MA	May 2, 1944
A-1468	.....do.....	.....do.....	Brotherhood of Locomotive Firemen and Enginemen; Brotherhood of Railroad Trainmen and Broward County Port Authority (Port Everglades Ry.).	-----	Engineers, firemen, yardmen, yardmasters.	Feb. 2, 1944	Fort Lauderdale, Fla.	MA	Feb. 5, 1944
A-1469	May 25, 1943	.....do.....	Brotherhood of Locomotive Firemen and Enginemen; Brotherhood of Railroad Trainmen and Philadelphia, Bethlehem & New England R. R. Co.	55	Engineers; firemen, helpers, hostlers, conductors, and brakemen.	June 29, 1944	Bethlehem, Pa....	MA	Aug. 30, 1943
A-1470	June 1, 1943	.....do.....	Brotherhood of Railroad Trainmen and Colorado & Southern Ry. Co.	748	Yardmasters.....	Oct. 3, 1943	Denver, Colo.....	MA	Oct. 15, 1943
A-1473	June 5, 1943	Joint.....	Brotherhood of Maintenance of Way Employees and Colorado & Southern Ry. Co.	748	Maintenance-of-way employees.	Oct. 13, 1943	.....do.....	MA	Nov. 12, 1943
A-1475	June 12, 1943	Employees.....	Railway Employees' Department, A. F. of L., and Harbor Belt Line R. R. United Steelworkers of America, C. I. O., and Union R. R. Co. (Pittsburgh).	126	Drawbridge operators.	Aug. 23, 1943	Los Angeles, Calif.	MA	Aug. 24, 1943
A-1476	.....do.....	.....do.....		45	Maintenance-of-way employees and stores department employees.	-----		WPM	Feb. 2, 1944
A-1477	.....do.....	.....do.....	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen and International Great Northern Ry.	1,155	Train and engine employees.	-----		WPM	July 6, 1943

A-1478	June 17, 1943	.....do.....	Brotherhood of Locomotive Engineers; Brotherhood of Railroad Trainmen and Hudson & Manhattan R. R. Co.		Motormen, foremen, motor switchmen, conductors, collectors, flagmen, guards, chief agents, agents, gatemen, ticket examiners, platform men, elevator starters, elevator conductors, information clerks, mail starters, mail carriers.	Jan. 3, 1944	New York, N. Y.	AD	Feb. 19, 1944
A-1479	.....do.....	.....do.....	National Council Railway Patrolmen's Unions, A. F. of L., and Texas Pacific-Missouri Pacific Terminal R. R. of New Orleans.	94	Patrolmen.....	May 30, 1944	New Orleans, La.	WM	June 2, 1944
A-1480	June 18, 1943	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Seaboard Air Line Ry.	4, 241	Clerical, office, station, and storehouse employees.	Jan. 19, 1944	Norfolk, Va.....	MA	Feb. 5, 1944
A-1481	June 17, 1943	.....do.....	National Council Railway Patrolmen's Unions, A. F. of L., and Southern Pacific Co., Pacific Lines.	8, 263	Patrolmen.....	Feb. 1, 1944	San Francisco, Calif.	MA	Feb. 24, 1944
A-1482	June 23, 1943	.....do.....	Railway Employees' Department, A. F. of L., and Detroit & Mackinac Ry. Co.	242	Shop craft employees.	Nov. 16, 1943	Tawas City, Mich.	MA	Nov. 30, 1943
A-1483	June 17, 1943	.....do.....	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Northern Pacific Ry. Co.	6, 889	Dining-car employees.	Jan. 11, 1944	St. Paul, Minn....	MA	Jan. 17, 1944
A-1484	June 22, 1943	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Atlantic & East Carolina Ry. Co.	96	Clerical, office, station, and storehouse employees.	.....	.....	WPM	Jan. 28, 1944
A-1485	June 25, 1943	.....do.....	Railway Employees' Department, A. F. of L., and Missouri Pacific R. R. Co.	7, 139	Shop craft employees.	July 2, 1943	St. Louis, Mo.....	MA	Aug. 23, 1943
A-1486	June 26, 1943	.....do.....	Hotel and Restaurant Employees' International Alliance and Bartenders International League of America and Seaboard Air Line Ry. Co.	4, 241	Dining-car employees.	Aug. 27, 1943	Norfolk, Va.....	WM	Aug. 31, 1943
A-1487	June 28, 1943	.....do.....	Railway Employees' Department, A. F. of L., and Chicago, Burlington & Quincy R. R. Co.	9, 040	Maintenance mechanics on Diesel locomotives.	Oct. 6, 1943	Chicago, Ill.....	MA	Nov. 3, 1943

See footnotes at end of table.

Mediation and Arbitration Cases under the Railway Labor Act—Continued

Case No.	Application		Parties involved	Approximate mileage operated	Class or craft of employees	Mediation began (date)	Conference place (city)	Disposition	
	Date received	Made by						Closed by 1	Date closed
1	2	3	4	5	6	7	8	9	10
A-1488	June 29, 1943	Employees.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Denver & Rio Grande Western R. R. Co.	2,405	Clerical, office, station, and storehouse employees.	Aug. 19, 1943	Denver, Colo.....	MA	Sept. 16, 1943
A-1489	do	do	do	do	do	do	do	AA	Nov. 4, 1943
A-1490	do	do	do	do	do	do	do	MA	Sept. 16, 1943
A-1491	do	do	United Transport Service Employees of America and Florida East Coast Ry. Co.	682	Redcaps.....			WPM	Mar. 1, 1944
A-1492	July 2, 1943	do	Railway Employees' Department, A. F. of L., and New York, Chicago & St. Louis Ry. Co.	1,688	Shop craft employees	Sept. 18, 1943	Cleveland, Ohio..	MA	Oct. 5, 1943
A-1494	July 5, 1943	do	Brotherhood of Railroad Trainmen and Texas Mexican Ry.	161	Yardmen.....	Aug. 9, 1943	Laredo, Tex.....	WM	Sept. 13, 1943
A-1495	do	Joint.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Gulf, Mobile & Ohio R. R. Co.	1,963	Clerical, office, station, and storehouse employees.	Oct. 7, 1943	Mobile, Ala.....	AA	Oct. 15, 1943
A-1497	July 6, 1943	Employees.....	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen and International Great Northern R. R. Co.	1,155	Train, engine, and yard service employees.	Sept. 28, 1943	Houston, Tex.....	MA	Sept. 29, 1943
A-1498	May 15, 1943	do	Order of Railway Conductors and Bingham & Garfield Ry. Co.	33	Conductors, brakemen engine foremen, and switchmen.	July 9, 1943	Salt Lake City, Utah.	MA	July 17, 1943
A-1499	July 4, 1943	do	Order of Railway Conductors; Brotherhood of Railroad Trainmen and Norfolk Southern R. R. Co.	728	Conductors and brakemen.	June 1, 1944	Raleigh, N. C.....	MA	June 20, 1944
A-1501	July 12, 1943	do	Brotherhood of Locomotive Firemen and Enginemen and Bingham & Garfield R. R.	33	Engineers and firemen.	July 10, 1943	Magna, Utah.....	MA	July 17, 1943
A-1503	do	do	Brotherhood of Railroad Trainmen and Harbor Belt Line R. R.	126	Yardmasters.....	Aug. 28, 1943	Los Angeles, Calif.	MA	Aug. 31, 1943
A-1504	do	do	Brotherhood of Railroad Signalmen of America and Hudson & Manhattan R. R. Co.		Signalmen.....			WPM	Feb. 5, 1944

A-1507	July 15, 1943	.....do.....	Railway Employees' Department, A. F. of L., and Baltimore & Ohio R. R. Co.	6, 151	Shop craft employees..	Aug. 13, 1943	Baltimore, Md.....	MA	Aug. 19, 1943
A-1508	.....do.....	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Denver Union Terminal Co.	.....	Clerical, office, station, and storehouse employees.	Aug. 23, 1943	Denver, Colo.....	AA	Nov. 11, 1943
A-1510	July 23, 1943	.....do.....	Railway Employees' Department, A. F. of L., and Peoria & Pekin Union Ry. Co.	158	Shop craft employees..	Dec. 15, 1943	Peoria, Ill.....	MA	Dec. 21, 1943
A-1514	July 28, 1943	.....do.....	Utility Workers Organizing Committee C. I. O., and Smoky Mountain R. R. Co.	30	Sectionmen.....	Mar. 9, 1944	Knoxville, Tenn..	WM	Apr. 19, 1944
A-1515	Aug. 2, 1943	.....do.....	Railway Employees' Department, A. F. of L., and Erie R. R. System.	2, 377	Shop craft employees..	Oct. 8, 1943	Cleveland, Ohio	WM	Oct. 20, 1943
A-1518	Aug. 4, 1943	.....do.....	Air Line Mechanics Association, Int. and Inland Air Lines, Inc.	.....	Air-line mechanics.....	.....	Casper, Wyo.....	WPM	Sept. 17, 1943
A-1521	July 22, 1943	.....do.....	National Council Railway Patrolmen's Unions, A. F. of L., and Galveston Wharves Co.	.....	Sergeants, patrolmen, wharf police, and watchmen.	.....	.....	WPM	Dec. 11, 1943
A-1522	Aug. 7, 1943	.....do.....	American Train Dispatchers Association and New York Central System.	10, 747	Train dispatchers.....	Nov. 9, 1943	New York, N. Y..	MA	Apr. 7, 1944
A-1525	Aug. 30, 1943	.....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.	Sept. 1, 1943	Portland, Oreg....	MA	Sept. 27, 1943
A-1527	.....do.....	.....do.....	International Longshoremen's and Warehousemen's Union, Local No. 978, C. I. O., and Virginian Ry.	659	Coal trimmers.....	Feb. 7, 1944	Norfolk, Va.....	MA	Feb. 12, 1944
A-1528	Aug. 31, 1943	Carrier & Brotherhood of Railroad Trainmen.	Brotherhood of Railroad Trainmen; Order of Railway Conductors; Atchison, Topeka & Santa Fe (Coast Lines).	2, 523	Conductors and trainmen.	Aug. 31, 1943	Los Angeles, Calif.	MA	Sept. 2, 1943
A-1529	June 25, 1943	Employees.....	Railway Employees' Department, A. F. of L., and Canton R. R. Co.	35	Shop craft employees..	Mar. 10, 1944	Baltimore, Md.....	MA	Mar. 13, 1944
A-1530	Aug. 25, 1943	.....do.....	Railway Employees' Department, A. F. of L., and Lackawanna & Wyoming Valley Ry Co.	24	Linemen.....	Jan. 31, 1944	Scranton, Pa.....	MA	Feb. 3, 1944
A-1531	.....do.....	.....do.....	Railway Employees' Department, A. F. of L., and Maryland & Pennsylvania R. R. Co.	81	Shop craft employees..	Mar. 10, 1944	Baltimore, Md.....	MA	Mar. 13, 1943
A-1532	.....do.....	.....do.....	United Steelworkers of America (C. I. O.) and Monongahela Connecting R. R. Co.	37	Hourly rated clerks....	Jan. 10, 1944	Pittsburgh, Pa....	MA	Jan. 22, 1944
A-1533	Aug. 30, 1943	.....do.....	Brotherhood of Maintenance of Way Employees and Reading Co.	1, 377	Maintenance-of-way employees.	Dec. 16, 1943	Philadelphia, Pa..	MA	Jan. 27, 1944

See footnotes at end of table.

Mediation and Arbitration Cases under the Railway Labor Act—Continued

Case No.	Application		Parties involved	Approximate mileage operated	Class or craft of employees	Mediation began (date)	Conference place (city)	Disposition	
	Date received	Made by						Closed by ¹	Date closed
1	2	3	4	5	6	7	8	9	10
A-1534	Aug. 31, 1943	Employees.....	Hotel & Restaurant Employers' International Alliance and Bartenders International League of America and Chicago, St. Paul, Minneapolis & Omaha Ry.	1, 629	Dining-car employees.	Sept. 17, 1943	Chicago, Ill.	MA	Oct. 14, 1943
A-1535	do	do	do	1, 629	do	do	do	MA	Sept. 23, 1943
A-1536	Sept. 15, 1943	do	Brotherhood of Locomotive Engineers and Birmingham Southern Ry. Co.	33	Engineers.....	Feb. 28, 1944	Birmingham, Ala.	MA	Mar. 2, 1944
A-1537	Sept. 13, 1943	do	Railway Employees' Department, A. F. of L., and Cleveland, Cincinnati, Chicago & St. Louis Ry.; Peoria & Eastern Ry.; Louisville & Jefferson Bridge & Railroad Co.	2, 626	Powerhouse employees and railway shop laborers.	Oct. 22, 1943	Cincinnati, Ohio..	MA	Nov. 8, 1943
A-1538	Sept. 10, 1943	do	Railway Employees' Department, A. F. of L., and Baltimore & Ohio R. R.	6, 151	Shop craft employees..	Mar. 17, 1944	Baltimore, Md....	MA	Mar. 29, 1944
A-1539	Sept. 16, 1943	do	Railway Employees' Department, A. F. of L., and Cleveland, Cincinnati, Chicago & St. Louis Ry.; Peoria & Eastern Ry.; Louisville & Jefferson Bridge & R. R. Co.	2, 626	do	Oct. 22, 1943	Cincinnati, Ohio..	MA	Nov. 8, 1943
A-1541	Sept. 13, 1943	do	Railway Employees' Department, A. F. of L., and Wheeling & Lake Erie (Lorain & West Virginian Ry.).	532	Shop craft employees and powerhouse employees and railway shop laborers.	Dec. 4, 1943	Cleveland, Ohio..	MA	Dec. 10, 1943
A-1543	Sept. 24, 1943	do	Brotherhood of Railroad Trainmen and Chicago Union Station Co.		Switch tenders.....	Oct. 9, 1943	Chicago, Ill.	AA	June 3, 1944
A-1545	Sept. 20, 1943	Joint.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Chicago, Burlington & Quincy R. R. Co.	9, 040	Clerical, office, station, and storehouse employees.	Jan. 24, 1944	do	WM	Apr. 7, 1944
A-1546	Sept. 25, 1943	Employees.....	Brotherhood of Maintenance of Way Employees and Wheeling & Lake Erie R. R. Co.	507	Maintenance - of - way employees.	Dec. 14, 1943	Cleveland, Ohio..	MA	Dec. 29, 1943
A-1547	Sept. 28, 1943	Joint.....	Pan American Airways, Eastern Division, and Employees Association of Pan American Airways, Inc. (Miami area).		Flight stewards.....	Feb. 8, 1944	Miami, Fla.	WM	Feb. 25, 1944

A-1548	-----do-----	Employees-----	American Railway Supervisors Association, Inc., and Missouri-Kansas-Texas Lines.	3, 188	Supervisors of mechanics.	-----	-----	WPM	Feb. 29, 1944
A-1550	Oct. 2, 1943	-----do-----	Railway Employees' Department, A. F. of L., and Virginian Ry. Co.	659	Shop craft employees--	Feb. 17, 1944	Norfolk, Va-----	MA	Feb. 18, 1944
A-1552	Oct. 7, 1943	-----do-----	Railway Employees' Department, A. F. of L., and Lehigh Valley R. R. Co.	1, 260	Powerhouse employees and railway shop laborers.	Feb. 7, 1944	Bethlehem, Pa-----	MA	Feb. 11, 1944
A-1555	Oct. 25, 1943	-----do-----	Brotherhood of Maintenance of Way Employees and Texas & New Orleans R. R. Co.	4, 341	Maintenance-of-way employees.	-----	-----	WPM	Feb. 25, 1944
A-1556	Nov. 1, 1943	-----do-----	Brotherhood of Maintenance of Way Employees and Boston & Maine R. R. Co.	1, 819	-----do-----	Apr. 12, 1944	Boston, Mass-----	MA	Apr. 17, 1944
A-1558	-----do-----	-----do-----	Brotherhood of Maintenance of Way Employees and Texas Mexican Ry. Co.	161	-----do-----	-----	-----	WPM	Mar. 23, 1944
A-1560	Nov. 9, 1943	-----do-----	The Order of Railroad Telegraphers and Georgia & Florida R. R. Co.	408	Telegraphers-----	Nov. 11, 1943	Augusta, Ga-----	MA	Nov. 13, 1943
A-1561	Nov. 3, 1943	-----do-----	American Train Dispatchers Association and Virginian Ry. Co.	659	Power directors-----	May 8, 1944	Norfolk, Va-----	MA	May 10, 1944
A-1563	Oct. 25, 1943	-----do-----	Brotherhood of Locomotive Firemen and Engineers; Brotherhood of Railroad Trainmen; The Order of Railroad Telegraphers; Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees; Railway Employees' Department, A. F. of L., Brotherhood of Maintenance of Way Employees and Atlanta, Birmingham & Coast R. R. Co.	637	Train and engine employees; maintenance - of - way employees, telegraphers, clerical, office, station, and storehouse employees, and shop employees	Apr. 12, 1944	Atlanta, Ga-----	MA	Apr. 14, 1944
A-1565	Nov. 30, 1943	Carrier-----	Missouri Pacific Lines (Gulf Coast Lines, International-Great Northern, San Antonio, Uvalde & Gulf R. R. Co.) and Railway Employees' Department, A. F. of L.	3, 000	Carmen-----	-----	-----	WPM	Jan. 27, 1944
A-1566	Nov. 11, 1943	Employees-----	United Steelworkers of America (C. I. O.) and Monongahela Connecting R. R. Co.	38	Mechanical and maintenance-of-way employees.	Jan. 10, 1944	Pittsburgh, Pa-----	MA	Feb. 25, 1944
A-1567	Nov. 13, 1943	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Texas City Terminal Ry.	42	Clerical, office, station, and storehouse employees.	May 9, 1944	Texas City, Tex....	MA	May 15, 1944
A-1568	Nov. 27, 1943	-----do-----	National Council Railway Patrolmen's Unions, A. F. of L., and Chicago & North Western Ry Co.	8, 100	Patrolmen-----	Feb. 3, 1944	Chicago, Ill-----	WM	Feb. 10, 1944

See footnotes at end of table.

Mediation and Arbitration Cases under the Railway Labor Act—Continued

Case No.	Application		Parties involved	Approximate mileage operated	Class or craft of employees	Mediation began (date)	Conference place (city)	Disposition	
	Date received	Made by						Closed by ¹	Date closed
1	2	3	4	5	6	7	8	9	10
A-1569	Dec. 11, 1943	Employees.....	Fifteen Cooperating Railway Labor Organizations and all carriers party to Sharfman Emergency Board proceedings represented by Carriers Conference Committee and Railway Express Agency.	250,000	Nonoperating employees.	-----	-----	WPM	Dec. 28, 1943
A-1570	.....do.....	Joint.....	International Longshoremen's Association and Central Railroad Co. of New Jersey.	657	Checkers, trimmers, boat loaders, and car riders at Pier 18, coal-dumping operation.	Dec. 12, 1943	Jersey City, N. J.	MA	Dec. 13, 1943
A-1571	Dec. 4, 1943	Employees.....	Rail Employees' Department, A. F. of L., and Montour R. R. Co.	51	Shop craft employees	-----	Pittsburgh, Pa.	WPM	June 5, 1944
A-1572	Sept. 4, 1943	.....do.....	American Train Dispatchers Association and carriers represented by Eastern Carriers Conference Committee; carriers represented by Western Carriers Conference Committee; and certain other carriers.	-----	Dispatchers.....	Feb. 28, 1944	Chicago, Ill.	MA	Mar. 4, 1944
A-1575	-----	-----	Brotherhood of Locomotive Firemen and Enginemen; Brotherhood of Locomotive Engineers; Order of Railway Conductors; Brotherhood of Railroad Trainmen; Switchmen's Union of North America and carriers represented by American Short Line Railroad Association; Eastern; Western; and southeastern Carriers Conference Committees and certain other carriers.	250,000	Train, engine, and yard service employees.	-----	-----	CBA	Jan. 6, 1944
A-1576	Nov. 29, 1943	Employees.....	Amalgamated Association of Street, Electric Railway, and Motor Coach Employees of America and Chicago, North Shore & Milwaukee R. R.	138	Shop employees, crossing flagmen, bridge and building department employees, trackmen, and porters.	Feb. 9, 1944	Chicago, Ill.	AA	Feb. 21, 1944
A-1578	Nov. 8, 1943	.....do.....	Brotherhood of Railroad Signalmen of America and Kansas City Southern Ry. Co.	878	Signalmen.....	May 8, 1944	Kansas City Mo.	MA	May 10, 1944

A-1579	Dec. 10, 1943	do.	Brotherhood of Maintenance of Way Employees and Georgia R. R.	329	Maintenance-of-way employees.			WPM	Mar. 23, 1944
A-1580	do.	do.	Brotherhood of Maintenance of Way Employees and Atlanta & West Point Railroad Co. and Western Ry. of Alabama.	227	do.			WPM	Do.
A-1581	do.	do.	Brotherhood of Maintenance of Way Employees and Atlanta Joint Terminals.		do.			WPM	Do.
A-1583	do.	do.	Brotherhood of Maintenance of Way Employees and Atlanta, Birmingham & Coast R. R. Co.	637	do.			WPM	Do.
A-1586	Dec. 8, 1943	do.	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Chicago, St. Paul, Minneapolis & Omaha Ry.	1,617	Clerical, office, station, and storehouse employees.	Mar. 16, 1944	Chicago, Ill.	MA	Jan. 31, 1944
A-1587	Nov. 6, 1943	do.	Railway Employees' Department, A. F. of L., and Pueblo Joint Car Interchange & Inspection Bureau.		Shop craft employees.	June 15, 1944	Denver, Colo.	MA	June 17, 1944
A-1588	Dec. 14, 1943	do.	Brotherhood of Maintenance of Way Employees and Baltimore & Ohio R. R. Co.	6,151	Maintenance-of way employees.	Mar. 21, 1944	Baltimore, Md.	MA	Mar. 23, 1944
A-1592	Dec. 22, 1943	do.	Utility Workers Organizing Committee C. I. O. and Hudson & Manhattan R. R. Co.		Substation department employees.	Feb. 17, 1944	New York, N. Y.	AA	Feb. 18, 1944
A-1593	Nov. 3, 1943	do.	Railway Employees' Department, A. F. of L., and Duluth & Superior Bridge Co.		Electrical workers.	Feb. 9, 1944	Duluth, Minn.	MA	Feb. 11, 1944
A-1598	Dec. 18, 1943	do.	Brotherhood of Sleeping Car Porters and Louisville & Nashville R. R. Co.	4,745	Train porters.	Apr. 14, 1944	Louisville, Ky.	MA	Apr. 19, 1944
A-1602	Feb. 8, 1944	do.	Utility Workers Organizing Committee (C. I. O.) and Pittsburgh, Shawmut & Northern R. R. Co.	190	Shop employees.	Mar. 21, 1944	St. Mary's, Pa.	MA	Mar. 22, 1944
A-1605	Feb. 17, 1944	do.	Employees in Train and Motor Coach Service and The Utah Idaho Central R. R. Corporation.		Train and motor coach employees.	May 9, 1944	Salt Lake City, Utah.	MA	May 21, 1944
A-1606	Jan. 20, 1944	do.	Brotherhood of Railway and Steam-Clerks, Freight Handlers, Express and Station Employees, and Texas City Terminal Ry. Co.	42	Clerical, office, station, and storehouse employees.	May 16, 1944	Texas City, Tex.	MA	May 25, 1944
A-1608	Nov. 18, 1943	do.	Brotherhood of Locomotive Engineers and Atchison, Topeka & Santa Fe Ry. (Coast Lines).	2,523	Engineers.		Los Angeles, Calif.	WM	Mar. 13, 1944
A-1612	Jan. 17, 1944	do.	San Francisco Registered Nurses, Local 250, A. F. of L., and Southern Pacific Co. (Pacific Lines).	8,263	Registered nurses.			WPM	Apr. 20, 1944
A-1613	Feb. 7, 1944	do.	Railway Employees' Department, A. F. of L., and Utah Copper Co.		Shop craft employees.	May 4, 1944	Salt Lake City, Utah.	MA	May 25, 1944

S footnotes at end of table.

Mediation and Arbitration Cases under the Railway Labor Act—Continued

Case No.	Application		Parties involved	Approximate mileage operated	Class or craft of employees	Mediation began (date)	Conference place (city)	Disposition	
	Date received	Made by						Closed by 1.	Date closed
1	2	3	4	5	6	7	8	9	10
A-1614	Feb. 26, 1944	Carrier.....	Mississippi Central R. R. Co. and Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen.	158	Train and engine employees.	Mar. 3, 1944	Hattiesburg, Miss.	MA	Mar. 7, 1944
A-1616	Feb. 25, 1944	Employees.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Kentucky & Indiana Terminal R. R. Co.	125	Clerical, office, station, and storehouse employees.	Apr. 19, 1944	Louisville, Ky....	MA	Apr. 21, 1944
A-1617	Mar. 6, 1944	.....do.....	United Steelworkers of America, C. I. O. and Lake Terminal R. R. Co.	40	Mechanical, car, and maintenance-of-way employees.	Mar. 22, 1944	Pittsburgh, Pa....	MA	Mar. 29, 1944
A-1620	Mar. 3, 1944	.....do.....	United Steel Workers of America, C. I. O. and McKeesport Connecting R. R. Co.	15	Maintenance-of-way employees.	.....do.....	.....do.....	MA	.....do.....
A-1621	Dec. 27, 1943	.....do.....	Brotherhood of Railroad Trainmen and Detroit and Mackinac Ry. Co.	242	Train service employees.	Mar. 10, 1944	Alpena, Mich.....	AD	May 8, 1944
A-1625	Feb. 14, 1944	.....do.....	Brotherhood of Railroad Trainmen and Sacramento Northern Ry Co.	275	Trainmen.....	.....do.....	.....do.....	WPM	Mar. 28, 1944
A-1626	Feb. 21, 1944	.....do.....	Railway Employees' Department, A. F. of L., and Nashville, Chattanooga & St. Louis Ry. Co.	1,072	Shop craft employees.	May 19, 1944	Nashville, Tenn..	WM	May 22, 1944
A-1628	Mar. 22, 1944	Carrier.....	Columbus and Greenville Ry. and Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen.	168	Train and engine service employees.	Mar. 27, 1944	Columbus, Miss..	MA	Mar. 1, 1944
A-1632	Mar. 29, 1944	Employees.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Denver Union Stock Yard Co.	.....	Clerical, office, station, and storehouse employees.	May 29, 1944	Denver, Colo....	MA	June 1, 1944
A-1635	Dec. 13, 1943	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Indianapolis Union Ry. Co.	16	Clerical, office, station, and storehouse employees.	May 1, 1944	Indianapolis, Ind.	MA	May 3, 1944

A-1639	Sept. 2, 1943	do	Brotherhood of Locomotive Firemen and Enginemen; Brotherhood of Railroad Trainmen and Northampton & Bath R. R. Co.	12	Train and engine service employees.	Apr. 21, 1944	Northampton, Pa.	MA	Apr. 26, 1944
A-1640	Apr. 8, 1944	do	Brotherhood of Locomotive Firemen and Enginemen; Order of Railway Conductors; Switchmen's Union of North America and Western, Eastern and Southeastern Carriers' Conference Committees.		Engine, train, and yard service employees.	Apr. 12, 1944	Chicago, Ill.	AA	Apr. 19, 1944
A-1646	Apr. 12, 1944	do	Brotherhood of Railroad Signalmen of America and Pacific Electric Ry. Co.	873	Signalmen	Apr. 17, 1944	Los Angeles, Calif.	MA	Apr. 24, 1944
A-1647	Apr. 14, 1944	do	Railway Employees' Department, A. F. of L., and Pacific Electric Ry. Co.	873	Shop craft employees	do	do	MA	do.
A-1648	Oct. 6, 1943	do	Brotherhood of Maintenance of Way Employees and Seaboard Air Line Ry.	4,179	Machine operators	May 23, 1944	Norfolk, Va.	MA	May 24, 1944
A-1653	Apr. 17, 1944	do	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen; Order of Railway Telegraphers; Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees; Railway Employees' Department, A. F. of L., Brotherhood of Maintenance of Way Employees; Brotherhood of Railroad Signalmen of America and Southern Pacific Co.	8,263	All crafts	May 8, 1944	San Francisco,	MA-AA	June 30, 1944
A-1658	April 6, 1944	Carrier	New York Central R. R. Co. (Lines west) and Brotherhood of Locomotive Firemen and Enginemen.		Firemen	Apr. 28, 1944	Cleveland, Ohio	MA	May 20, 1944
A-1659	April 26, 1944	do	Michigan Central R. R. Co. and Brotherhood of Locomotive Firemen and Enginemen.		do	May 29, 1944	Detroit, Mich.	MA	June 6, 1944
A-1660	Apr. 24, 1944	do	Southeastern Carriers' Conference Committee and Brotherhood of Locomotive Firemen and Enginemen.		do	May 2, 1944	Washington, D. C.	AD ^s	May 11, 1944
A-1665	Apr. 15, 1944	Employees	Brotherhood of Railroad Signalmen of America and Texas & Pacific Ry. Co.	1,884	Signalmen	June 20, 1944	Dallas, Tex.	MA	June 23, 1944
A-1682	May 6, 1944	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Ogden Union Stock Yards Co.		Clerical, office, station, and storehouse employees.	May 29, 1944	Denver, Colo.	MA	June 1, 1944

See footnotes at end of table.

Mediation and Arbitration Cases under the Railway Labor Act—Continued

Case No.	Application		Parties involved	Approximate mileage operated	Class or craft of employees	Mediation began (date)	Conference place (city)	Disposition	
	Date received	Made by						Closed by ¹	Date closed
1	2	3	4	5	6	7	8	9	10
A-1690	May 22, 1944	Joint.....	Railway Employees' Department, A. F. of L., and Chicago, Rock Island & Pacific Ry. Co.	7,751	Shop craft employees	May 26, 1944	Chicago, Ill.	MA-	June 12, 1944
A-1717	July 8, 1943	Carrier.....	Norfolk & Southern Ry. Co. and Brotherhood of Railroad Trainmen.	728	Brakemen.....	June 8, 1944	Raleigh, N. C.	MA	June 19, 1944

¹ MA=Mediation agreement. AA=Arbitration agreement. WWM=Withdrawn during mediation. WPM=Withdrawn prior to mediation. AD=Arbitration declined.
 CBA=Closed by Board action. D=Dismissed by Board.

² Functioning through Railway Employees' Department, A. F. of L.

³ Board proffered services.

⁴ Withdrawn during arbitration.

⁵ Agreement between parties after arbitration declined by employees.

APPENDIX C

REPRESENTATION CASES UNDER THE RAILWAY LABOR ACT

FISCAL YEAR JULY 1, 1943, TO JUNE 30, 1944

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by—	Date closed	
1	2	3	4	5	6	7	8	9
R-1011	Railway Employees' Department, A. F. of L.	Great Northern Ry. Co....	Electrical workers, their helpers and apprentices (including switchboard operators and generator attendants in powerhouse at Allouez ore docks.	3	International Brotherhood of Electrical Workers. ²	CA	July 7, 1943	8, 118
R-1040	{Brotherhood of Railroad Trainmen. American Railway Supervisors Association.	{Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	{Yardmasters.....	19	{American Railway Supervisors Association.	{MV-MB	July 6, 1943	1, 629
R-1033	National Council Railway Patrolmen's Unions, A. F. of L.	Los Angeles Union Passenger Terminal.	Patrolmen.....	17	National Council Railway Patrolmen's Unions, A. F. of L.	CA	April 7, 1944	-----
R-1048	United Transport Service Employees of America.	Savannah Union Station Co.	Clerical, office, station, and storehouse.	71	United Transport Service Employees of America.	MV-PB	Mar. 31, 1944	-----
R-1054	Brotherhood of Railroad Trainmen.	Southern Railway Lines (East and West).	Yardmasters.....	85	Railroad Yardmasters of America.	MV-MB	July 20, 1943	6, 584
R-1055	National Council Railway Patrolmen's Unions, A. F. of L.	Erie Railroad Co.....	Patrolmen (including lieutenants and sergeants in police department).	146	National Council Railway Patrolmen's Unions, A. F. of L.	MV-MB	Aug. 10, 1943	2, 377
R-1065	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Detroit & Mackinac Railway Co.	Clerical, office, station, and storehouse employees.	54	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	CA	July 13, 1943	242
R-1072	International Longshoremen's Association, Railroad Marine Workers, Local 933-5.	Lehigh Valley R. R. Co....	Marine engineers, firemen, and oilers.	81	International Longshoremen's Association, Railroad Marine Workers, Local 933-5.	MV-PB	Sept. 29, 1943	-----

See footnotes at end of table.

Representation Cases Under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1943, TO JUNE 30, 1944—Continued

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by— ¹	Dated closed	
1	2	3	4	5	6	7	8	9
R-1073	National Council Railway Patrolmen's Unions, A. F. of L.	New York Central R. R. Co.	Patrolmen (including lieutenants and sergeants in police department.)	1,050	National Council Railway Patrolmen's Unions, A. F. of L.	MV-MB	Aug. 26, 1943	10,534
R-1074	American Railway Supervisors Association, Inc.	Kansas City Terminal Ry. Co.	Mechanical department foremen.	19	American Railway Supervisors Association, Inc.	CA	July 31, 1943	170
R-1076	Brotherhood of Maintenance of Way Employees.	Peoria & Pekin Union Ry. Co.	Maintenance-of-way employees.	87	Brotherhood of Maintenance of Way Employees.	MV-PB	Aug. 26, 1943	158
R-1084	Brotherhood of Railroad Trainmen.	do	Yardmasters.	7	Brotherhood of Railroad Trainmen.	MV-PB	Aug. 31, 1943	158
R-1086	National Marine Engineers Beneficial Association.	Delaware, Lackawanna and Western R. R. Co.	Licensed marine engineers.	44	National Marine Engineers Association.	MV-PB	Sept. 16, 1943	-----
R-1087	National Maritime Union.	do	Unlicensed deck and unlicensed engine room employees.	196	National Maritime Union.	MV-PB	Nov. 13, 1943	-----
R-1088	Railway Employees' Department, A. F. of L.	Lehigh Valley R. R. Co.	Mechanical department foremen and supervisors below rank of general foremen.	106				
R-1089	National Council Railway Patrolmen's Unions, A. F. of L.	Northern Pacific Ry. Co.	Patrolmen, shop watchmen, sergeants, and guards.	98	None.	WI	Feb. 21, 1944	1,260
R-1093	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Chicago, North Shore & Milwaukee R. R. Co.	Clerical, office, station, and storehouse employees.	213	National Council Railway Patrolmen's Unions, A. F. of L.	MV-MB	Aug. 9, 1943	6,889
			Concession clerks and dishwashers.	62				
			Redcaps.	5				
R-1096	Brotherhood of Maintenance of Way Employees.	Georgia R. R.	Maintenance-of-way employees.	305	None.	WI	Aug. 12, 1943	329
R-1097	Brotherhood of Railroad Trainmen.	Southern Ry. Co.	Road conductors.	1,451	do.	WI	July 13, 1943	7,736

R-1102	Railway Employees' Department, A. F. of L.	Utah Copper Co.-----	Machinists, boilermakers, blacksmiths, sheet-metal workers, electrical workers, carmen, ⁴ and railway shop laborers.	87 8 4 2 71 10	International Association of Machinist. ³ International Brotherhood of Boilermakers, Iron Ship Builders, and Helpers of America. ² International Brotherhood of Blacksmiths, Drop Forgers, and Helpers. Sheet Metal Workers International Association. ¹ International Brotherhood of Electrical Workers. ² International Brotherhood of Firemen, Oilers, Helpers, Roundhouse, and Railway Shop Laborers. ²	CA	July 16, 1943 ³	-----
R-1103	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Philadelphia, Bethlehem & New England Railroad Co.	Clerical, office, station, and storehouse employees.	67	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	MV-PB	July 7, 1943	55
R-1104	Brotherhood of Railroad Trainmen.	Texas & New Orleans Railroad Co.	Yardmasters-----	5	None-----	WI-RR	July 28, 1943	4,341
R-1105	Railroad, Dock & Bridge Watchmen, Local 210, A. F. of L.	Duluth, Missabe & Iron Range Ry. Co.	Watchmen (bridge, dock, special and emergency watchmen—with police authority).	295	Railroad, Dock, and Bridge Watchmen, Local 210, A. F. of L.	MV-PB	July 31, 1943	545
R-1108	Brotherhood of Railroad Signalmen of America.	Chicago & Illinois Midland Ry. Co.	Signal department employees (signal foremen, linemen, and signal maintainers).	5	Brotherhood of Railroad Signalmen of America.	MV-PB	Sept. 16, 1943	131
R-1114	American Communications Association, C. I. O., also Flight Radio Officers Association No. 23290, A. F. of L.	Transcontinental & Western Air, Inc.	Radio operators-----	188	Skyline Association of Radio Operators.	MV-MB	Nov. 8, 1943	-----
R-1115	National Council Railway Patrolmen's Unions, A. F. of L.	Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	Patrolmen (including sergeants and special agents) in police department.	29	National Council Railway Patrolmen's Unions, A. F. of L.	MV-MB	Sept. 6, 1943	4,277
R-1118	American Train Dispatchers Association.	Texas & New Orleans R. R. Co.	Chief, assistant chief, trick, relief, and extra train dispatchers.	76	American Train Dispatchers Association.	MV-MB	July 21, 1943	4,341
R-1119	Railroad Workers Industrial Union, District 50, United Mine Workers of America.	Baltimore & Ohio Chicago Terminal R. R. Co.	Powerhouse employees and railway shop laborers.	127	Railroad Workers Industrial Union, District 50, United Mine Workers of America.	MV-PB	Sept. 18, 1943	67
R-1121	Brotherhood of Locomotive Firemen and Enginemen.	Florida East Coast Railway Co.	Locomotive engineers-----	144	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	Dec. 21, 1943	682
R-1122	do-----	Chicago Junction Railway.	do-----	80	Brotherhood of Locomotive Engineers.	MV-PB	Oct. 26, 1943	228
R-1123	United Transport Service Employees of America.	Florida East Coast Railway	{ Maids, Chair-car attendants-----	3 15	United Transport Service Employees of America.	CA	July 31, 1943	682
R-1124	National Council Railway Patrolmen's Unions, A. F. of L.	Peoria & Pekin Union Ry.	Patrolmen (including bridge watchmen) in police department.	12	National Council Railway Patrolmen's Unions, A. F. of L.	MV-PB	Sept. 1, 1943	158

See footnotes at end of table.

Representation Cases Under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1943, TO JUNE 30, 1944—Continued

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by—1	Date closed	
1	2	3	4	5	6	7	8	9
R-1125	United Transport Service Employees of America.	Chicago, Rock Island & Pacific Ry. Co.	Dining-car employees.....	476	United Transport Service Employees of America.	MV-PB	Sept. 7, 1943	7,773
R-1126	Railroad Division, Inland Boatmen's Union, Port of New York.	Central R. R. Co. of New Jersey.	Licensed and unlicensed deck personnel.	162	Railroad Division, Inland Boatmen's Union, Port of New York.	MV-PB	Nov. 15, 1943	-----
R-1127	Brotherhood of Railway and Steamship Clerks, Freight Handlers, express and station Employees.	American Refrigerator Transit Co.	Clerical, office, station, and storehouse employees.	138	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	MV-PB	Aug. 30, 1943	-----
R-1129	American Railway Supervisors Association, Inc.	Kansas City Southern Ry. Co.	Mechanical department foremen or supervisors of mechanics.	39	American Railway Supervisors Association, Inc.	MV-MB	Aug. 12, 1943	880
R-1130	National Council Railway Patrolmen's Unions, A. F. of L.	Northern Pacific Terminal Co. of Oregon.	Patrolmen (special officers in police department).	6	National Council Railway Patrolmen's Unions, A. F. of L.	CA	Sept. 29, 1943	62
R-1131	International Longshoremen's Association, Railroad Marine Workers, Local 933-5.	Erie R. R. Co.....	Steam hoist engineers (marine)	2	International Longshoremen's Association, Railroad Marine Workers, Local 933-5.	CA	July 31, 1943	2,377
R-1132	United Steelworkers of America, C. I. O.	Union Railroad Co. (Pittsburgh).	Carmen.....	283	United Steelworkers of America, C. I. O.	MV-PB	July 31, 1943	45
R-1134	Brotherhood of Railroad Trainmen.	Virginian Ry. Co.....	Road conductors.....	92	No change.....	MV-PB	June 10, 1944	658
R-1135	Brotherhood of Locomotive Firemen and Enginemen.	Detroit & Toledo Shore Line R. R.	Locomotive engineers.....	17	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	July 26, 1943	59
R-1136	Guards Federal Labor Union, A. F. L., 23402.	Pan American Airways System, Inc. (Miami area).	Air-line watchmen (guards)...	87	Guards Federal Labor Union 23402, A. F. L.	CA	July 30, 1943	-----
R-1137	Brotherhood of Locomotive Firemen and Enginemen.	Northampton & Bath R. R. Co.	Locomotive engineers.....	5	Brotherhood of Locomotive Firemen and Enginemen.	CA	July 21, 1943	12
R-1138	Brotherhood of Railroad Trainmen.	Norfolk & Western R. R.	Dining-car stewards.....	15	Brotherhood of Railroad Trainmen.	CA	July 19, 1943	2,129
R-1139	do.....	Northampton & Bath R. R.	Conductors.....	5	do.....	CA	July 21, 1943	12
		R.	Trainmen.....	7				
R-1140	United Transport Service Employees of America, C. I. O.	Atlanta & West Point R. R. Co.	Train porters.....	10	United Transport Service Employees of America, C. I. O.	CA	Aug. 26, 1943	227

R-1141	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Savannah & Atlanta Ry. Co.	Clerical, office, station, and storehouse.	54	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	MV-PB	Aug. 31, 1943	145
R-1142	do	Texas City Terminal Co.	Clerical, office, station, and storehouse.	10	do	CA	July 20, 1943	42
				68	International Association of Machinists. ²			
					International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America. ²			
R-1143	Railway Employees' Department, A. F. of L.	Philadelphia, Bethlehem & New England R. R. Co.	Machinists ⁴ Boilermakers ⁴ Blacksmiths ⁴ Sheet-metal workers ⁴ Electrical workers ⁴ Powerhouse employees and railway shop laborers.	51	International Brotherhood of Blacksmiths, Drop Forgers, and Helpers. ²	MV-PB	Aug. 26, 1943	55
				7	Sheet Metal Workers International Association. ²			
				3	International Brotherhood of Electrical Workers. ²			
				2	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse, and Railway Shop Laborers. ²			
				4				
				5				
R-1144	Brotherhood of Railroad Trainmen.	Seaboard Air Line Ry.	Yardmasters	82	No change	MV-MB	Sept. 29, 1943	4241
R-1145	Railway Employees' Department, A. F. of L.	Texas & New Orleans R. R. Co.	Blacksmiths ⁴	128	do	MV-PB	July 31, 1943	4341
R-1146	The Order of Railroad Telegraphers.	Atlanta & St. Andrews Bay Ry. Co.	Train dispatchers. Agents, assistant agents, agent telegraphers, and telegrapher clerks.	3	No certification.			
				11	Order of Railroad Telegraphers	MV-PB	May 17, 1944	82
R-1148	do	Chicago, Aurora & Elgin R. R. Co.	Interlocking towermen	8	do	MV-MB	Feb. 9, 1944	65
R-1149	Railway Employees' Department A. F. of L.	Clinchfield Ry. Co.	Power house employees and railway shop laborers.	80	None	WI	Aug. 7, 1943	308
R-1152	St. Paul Trades and Labor Assembly.	Northwest Airlines, Inc.	Fire Fighters	96	do	WI	Aug. 11, 1943	-----
R-1154	Railroad Yardmasters of America.	Northern Pacific Terminal Co. of Oregon.	Yardmasters	17	Railroad Yardmasters of America. ²	MV-PB	Sept. 24, 1943	62
R-1155	Brotherhood of Railroad Trainmen.	Norfolk & Portsmouth Belt Line R. R. Co.	do	10	None	WPI	Sept. 14, 1943	27
R-1156	Brotherhood of Sleeping Car Porters.	Western Pacific R. R. Co.	Chair-car porters	12	Brotherhood of Sleeping Car Porters.	CA	Dec. 20, 1943	1,195
R-1157	International Longshoremen's Association, Local 933-5.	Erie R. R. Co.	Bridge operators (Jersey City Marine Bridge).	4	International Longshoremen's Association, Railroad Marine Workers, Local 933-5.	CA	July 31, 1943	-----

See footnotes at end of table.

Representation Cases Under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1943, TO JUNE 30, 1944—Continued

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by, 1—	Dated closed	
1	2	3	4	5	6	7	8	9
R-1158	Railway Employees' Depart- A. F. of L.	Delaware, Lackawanna & Western R. R. Co.	Machinists 4 10 Boilermakers 4 6 Blacksmiths 4 2 Sheet-metal workers 4 2 Carmen 4 20 Roundhouse and railway 2 shoplaborers in marine shop, Hoboken, N. J. 2 Road conductors 124	10 6 2 2 20 2 124	Congress of Industrial Organ- izations. None do Brotherhood Railway Car- men of America. Congress of Industrial Organ- izations.	MV-PB	Aug. 31, 1943	-----
R-1159	Brotherhood of Railroad Trainmen.	Chicago, St. Paul, Min- neapolis & Omaha Ry. Co.	Road conductors.	124	None	WI	Oct. 25, 1943	1,629
R-1160	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Sta- tion Employees.	Missouri & Arkansas Ry. Co.	Clerical, office station and storehouse employees.	26	do	WPI	Dec. 24, 1943	365
R-1161	Brotherhood of Railroad Trainmen.	Pere Marquette Ry.	Road conductors.	212	do	WI	Mar. 31, 1944	2,102
R-1162	Florida East Coast Association of Colored Locomotive Fire- men, Inc.	Florida East Coast Ry. Co.	Locomotive firemen	163	Florida East Coast Association of Colored Locomotive Fire- men, Inc.	MV-PB	Sept. 1, 1943	682
R-1163	National Council Railway Pa- trolmen's Unions, A. F. of L.	Delaware & Hudson R. R. Corporation.	Patrolmen (including ser- geants, watchmen, and bridge guards).	54	None. No election.	WI-RR	Feb. 4, 1944	846
R-1164	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Sta- tion Employees.	Southern Freight Tariff Bureau.	Clerical, office, station, and storehouse employees.	112	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Sta- tion Employees.	CA	Aug. 26, 1943	-----
R-1165	do	Chicago Railroad Freight Collection Association.	do	42	do	MV-PB	Sept. 24, 1943	-----
R-1166	Railroad Yardmasters of Am- erica.	Buffalo Creek R. R.	Yardmasters	6	Railroad Yardmasters of America.	CA	Aug. 31, 1943	34
R-1167	United Gas, Coke, and Chemi- cal Workers of America, C. I. O.	Niagara Junction Ry.	Mainteneanc-of-way employ- ees.	27	United Gas, Coke, and Chemi- cal Workers of America, C. I. O.	CA	Sept. 6, 1943	33
R-1168	International Brotherhood of Electrical Workers. ²	Louisville & Nashville R. R. Co.	Electrical workers. ⁴	228	International Brotherhood of Electrical Workers. ²	MV-PB	Sept. 29, 1943	4,745

R-1169	Brotherhood of Railroad Trainmen.	Minneapolis, Northfield & Southern Ry.	Road conductors.....	9	None.....	WI	Feb. 14, 1944	74
R-1170	United Mine Workers of America, District 50.	Hutchinson & Northern Ry. Co.	Maintenance-of-way employees.	5	United Mine Workers of America, District 50.	CA	Oct. 9, 1943	6
R-1171	Brotherhood of Railroad Shop Crafts of America.	Louisville & Nashville R. Co.	Boilermakers.....	805	None.....	WI	Sept. 8, 1943	4,745
R-1172	Brotherhood of Maintenance of Way Employees.	Manistique & Lake Superior R. R. Co.	Maintenance-of-way employees.	17	Brotherhood of Maintenance of Way Employees.	CA	Oct. 19, 1943	41
R-1173	National Council Railway Patrolmen's Unions, A. F. of L.	Illinois Central R. R. Co., Yazoo & Mississippi Valley R. R. Co. Gulf & Ship Island R. R. Co.	Patrolmen (including extra and special patrolmen and special officers).	213	National Council Railway Patrolmen's Unions, A. F. of L.	MV-MB	Feb. 12, 1944	6,612
				27	do.....			
				1	No change.....			
					International Association of Machinists; International Brotherhood Boilermaker Iron Ship Builders and Helpers of America; International Brotherhood of Blacksmiths, Drop Forgers, and Helpers; Sheet Metal Workers International Association, Brotherhood Railway Carmen of America. ²			
R-1174	Railway Employees Department, A. F. of L. Association of Consolidated Metal Crafts, A. T. & S. F. Ry.	Atchison, Topeka and Santa Fe Railway System.	Machinists.....	4,094		MV-PB	Dec. 23, 1943	13,148
			Boilermakers.....	1,276				
			Blacksmiths.....	347				
			Sheet-metal workers.....	903				
			Carmen.....	4,767				
			Electrical workers, Power-house employees, and railway shop laborers.	491				
R-1176	Brotherhood of Railroad Trainmen.	Belt Railway Co. of Chicago.	Switch tenders.....	2,195	No change.....	WI-RR	Nov. 9, 1943	440
R-1177	Switchmen's Union of North America.	Kansas City Southern Ry. Co.	Yardmen.....	3	None.....	MP-PB	Feb. 15, 1944	880
R-1178	National Council Railway Patrolmen's Unions, A. F. of L.	Chicago & Illinois Western R. R. Co.	Patrolmen.....	222	Switchmen's Union of North America.	MV-MB	Feb. 12, 1944	12
R-1179	do.....	Alton R. R. Co.	Patrolmen (sergeants, special agents, and watchmen) in the police department.	31	National Council Railway Patrolmen's Unions, A. F. of L.	MV-MB	Nov. 11, 1943	959
R-1180	do.....	Chicago Produce Terminal Co.	Patrolmen (special officers) in police department.	4	do.....	CA	Oct. 30, 1943	
R-1181	Brotherhood of Locomotive Firemen and Enginemen.	Youngstown & Northern Ry. Co.	Locomotive engineers, firemen, hostlers, hostler helpers.	37	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	Jan. 27, 1944	5
R-1182	Brotherhood of Railroad Trainmen.	do.....	Yardmen.....	33				
R-1183	Switchmen's Union of North America.	Denver & Rio Grande Western R. R. Co.	Yardmasters.....	98	Brotherhood of Railroad Trainmen.	MV-PB	Jan. 25, 1944	5
R-1184	American Train Dispatchers Association.	Nashville, Chattanooga & St. Louis Ry.	Dispatchers (including train controllers).	55	No certification.....	MV-MB	Jan. 6, 1944	2,405
R-1185	Alabama and Florida Trackmen's Association.	Atlanta & St. Andrews Bay Ry. Co.	Maintenance-of-way employees.	22	American Train Dispatchers Association.	MV-MB	Apr. 13, 1944	1,090
				84	No change.....	MV-PB	May 23, 1944	82

See footnotes at end of table.

Representation Cases Under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1943, TO JUNE 30, 1944—Continued

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by— ¹	Date closed	
1	2	3	4	5	6	7	8	9
R-1186	Brotherhood of Railroad Trainmen.	Fort Worth Belt Ry.....	Yardmen (foremen, helpers, and switch tenders).	19	No Change.....	MV-PB	Mar. 31, 1944	3
R-1187	Railway Employees' Department, A. F. of L.	Northampton & Bath Ry.	Carmen ⁴	12	Brotherhood Railway Carmen of America. ³	CA	Feb. 12, 1944	12
R-1189	Brotherhood of Railroad Signalmen of America.	Atlantic Coast Line R. R.	Signal department employees.	149	Brotherhood of Railroad Signalmen of America.	MV-MB	Jan. 22, 1944	4,956
R-1190	American Railway Supervisors Association, Inc.	Ann Arbor R. R. Co.....	Electrical department foremen or supervisors of mechanics.	10	American Railway Supervisors Association, Inc.	MV-PB	Dec. 31, 1943	294
R-1192	Brotherhood of Railroad Trainmen.	Chicago & Eastern Illinois R. R.	Road conductors.....	159	Brotherhood of Railroad Trainmen.	MV-PB	Mar. 23, 1944	912
R-1194	Chas. S. Bowerman.....	Belfast & Moosehead Lake R. R. Co.	Maintenance-of-Way employees.	12	No change.....	MV-PB	Jan. 24, 1944	33
R-1195	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Atlanta & St. Andrews Bay Ry.	Clerical, office, station, and storehouse employees.	95	None.....	WPI	May 22, 1944	82
R-1196	American Railway Supervisors Association, Inc.	Fort Street Union Depot Co.	Mechanical department foremen.	2	do.....	WI-RR	Feb. 28, 1944	-----
R-1197	do.....	Union Belt of Detroit.	do.....	5	do.....	WI-RR	do.....	-----
R-1198	Brotherhood of Railroad Trainmen.	Staten Island Rapid Transit Co.	Yardmasters.....	6	do.....	WI-RR	Mar. 4, 1944	23
R-1199	Railroad Yardmasters of America.	Terminal Railroad Association of St. Louis.	do.....	66	Railroad Yardmasters of America.	MV-PB	do.....	367
R-1200	Railway Employees' Department, A. F. of L.	St. Louis-San Francisco Ry.	(Machinists ⁴ (Electrical workers. ⁴	1,442 109	(International Association of Machinists ³ (International Brotherhood of Electrical Workers. ²)	MV-PB	Apr. 13, 1944	4,665
R-1201	American Train Dispatchers Association.	Western Maryland R. R. Co.	Train dispatchers.....	33	None.....	WI-RR	Jan. 28, 1944	720
R-1203	National Council, Railway Patrolmen's Unions, A. F. of L.	Boston & Maine R. R.....	Patrolmen.....	86	do.....	WI-RR	Jan. 31, 1944	1,825
R-1204	Brotherhood of Railroad Trainmen.	Illinois Northern Ry.....	Yard foremen and helpers.....	40	do.....	WI-RR	Feb. 5, 1944	28
R-1205	Railroad Yardmasters of America.	Indiana Harbor Belt R. R.	Yardmasters.....	45	No change.....	MV-MB	Mar. 8, 1944	628

R-1206	United Transport Service Employees of America.	St. Paul Union Depot Co.	Redcaps.....	325	None.....	D	June 21, 1944	.....
R-1207	The Order of Railroad Telegraphers.	Illinois Northern Ry.....	Towermen and levermen.....	4	do.....	WI-RR	Feb. 1, 1944	28
R-1208	Mackinac Straits Seamen's Union.	Mackinac Transportation Co.	Unlicensed personnel (deck, engine, and stewards departments.)	33	do.....	WI-RR	Mar. 28, 1944	.....
R-1209	Order of Railway Conductors.	St. Louis-San Francisco Ry. Co.	Dining-car stewards.....	25	Order of Railway Conductors.	MV-PB	Apr. 27, 1944	4,665
R-1210	Transport Workers Union of America (also International Association of Machinists).	Pan American Airways.....	Mechanics and helpers.	1,735	None.....	} MV-PB	Feb. 29, 1944	.....
			Stockroom clerks	215	do.....			
			Porters, janitors and cleaners	261	Transport Workers Union of America.	} MV-PB	May 2, 1944	.....
R-1211	International Association of Machinists.	Pan American Airways (Atlantic Division).	Air-line mechanics, including radio mechanics, stock and tool crib clerks, beaching crews, and cleaners.	1,045	International Association of Machinists.			
R-1213	The Order of Railroad Telegraphers.	Union Depot Co. (Columbus, Ohio).	Telegraphers.....	6	The Order of Railroad Telegraphers.	CA	Apr. 29, 1944	.....
R-1214	United Steelworkers of America (C. I. O.).	Etna & Montrose R. R....	Engineers, firemen, hostlers, conductors, brakemen, and car repairmen.	24	None.....	WI-RR	May 5, 1944	1
R-1216	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Burlington Refrigerator Co.	Clerical, office, station, and storehouse employees.	130	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	CA	Mar. 28, 1944	.....
R-1218	do.....	Lake Superior & Ishpeming R. R.	do.....	40	do.....	do	Mar. 13, 1944	156
R-1219	International Federation of Technical Engineers, Architects, and Draftsmen's Unions, A. F. of L.	Boston & Maine R. R....	Technical engineering employees, cost and valuation engineers, draftsmen, and designers.	108	International Federation of Technical Engineers, Architects, and Draftsmen's Unions, A. F. of L.	MV-PB	June 23, 1944	1,819
R-1220	Brotherhood of Locomotive Firemen and Enginemen.	Union Railroad Co. (Pittsburgh).	Locomotive engineers	312	No change.....	} MV-MP	Mar. 30, 1944	45
			Locomotive firemen and hostlers.	314	do.....			
R-1221	Brotherhood of Railroad Trainmen.	Kansas City Terminal Ry. Co.	Yardmasters.....	14	do.....	MV-PB	Feb. 22, 1944	170
R-1222	International Brotherhood of Electrical Workers.	Pan American Airways (Atlantic Division).	Building maintenance electricians.	6	None.....	WI-RR	May 26, 1944	.....
R-1223	Railroad Workers Industrial Union, United Mine Workers of America.	Detroit & Toledo Shore Line R. R.	Maintenance-of-way employees.	96	No certification.....	D	Apr. 15, 1944	59
R-1224	do.....	do.....	Conductors	6	} do.....	do	Apr. 15, 1944	59
			Trainmen	14				
			Yardmen (foremen and helpers).	35				
R-1226	United Transport Service Employees of America.	Memphis Union Station Co.	Clerical, office, station, and storehouse employees.	142	No change.....	MV-PB	May 8, 1944	.....
R-1227	Brotherhood of Railroad Trainmen.	Cuyahoga Valley Ry.....	Yardmasters.....	8	No certification.....	MV-PB	Apr. 28, 1944	14

See footnotes at end of table.

Representation Cases Under the Railway Labor Act—Continued

FISCAL YEAR JULY 1, 1943, TO JUNE 30, 1944—Continued

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by—	Dated closed	
1	2	3	4	5	6	7	8	9
R-1228	Henry J. Perron and L. J. Gagnon.	Central Vermont Ry., Inc.	Yardmasters.....	7	No certification.....	WPI	Mar. 17, 1944	422
R-1229	Railway Employees' Department, A. F. of L.	Chicago Car Interchange Bureau.	Carmen (including coach cleaners). ⁴	24	Brotherhood Railway Carmen of America. ²	CA	Mar. 17, 1944	-----
R-1231	Seafarers' International Union of North America.	Wabash R. R. Co.....	Wheelmen, lookouts, deckhands, firemen, and oilers.	89	None.....	WPI	Mar. 21, 1944	2,394
R-1232	Railroad Yardmasters of America.	Chicago River & Indiana R. R. Co.	Yardmasters.....	25	do.....	WPI	Mar. 13, 1944	228
R-1234	International Union United Automobile, Aircraft, and Agricultural Implement Workers of America (C.I.O.).	Northwest Airlines Inc...	Guards (including sergeants)...	229	International Union United Automobile, Aircraft, and Agricultural Implement Workers of America (C.I.O.).	MV-MB	Apr. 13, 1944	-----
R-1235	Brotherhood of Railroad Signalmen of America.	Virginian Ry. Co.....	Signal department employees.	13	Brotherhood of Railroad Signalmen of America.	CA	May 26, 1944	658
R-1236	Brotherhood of Railroad Trainmen.	Central of Georgia R. R.	Yardmasters.....	16	Brotherhood of Railroad Trainmen.	MV-MB	Mar. 18, 1944	1,816
R-1237	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	McKeesport Connecting R. R.	Clerical, office, station, and storehouse employees.	39	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	MV-PB	Apr. 13, 1944	15
R-1238	United Transport Service Employees of America (C. I. O.).	Pullman Co.....	Repair shop, mechanical labor, and storeroom nonclerical.	2,844	No change.....	MV-PB	Apr. 6, 1944	-----
R-1239	Brotherhood of Railroad Shop Crafts of America.	St. Louis-San Francisco Ry. Co.	Boilermakers ⁴	390	{ None.....	WPI	do.....	4,665
			Blacksmiths ⁴	165				
			Sheet metal workers ⁴	270				
R-1240	United Steelworkers of America (C. I. O.).	Conemaugh & Black Lick R. R.	Locomotive engineers	82	{ No change.....	MV-PB	May 16, 1944	48
			Locomotive firemen, hostlers, and hostler helpers.	101				
R-1244	Brotherhood of Locomotive Firemen and Enginemen.	Texas-New Mexico Ry. Co.	Yardmen	182	{ United Steelworkers of America (C. I. O.).	MV-PB	June 27, 1944	112
			Engineers.....	3				
R-1246	American Railway Supervisors Association, Inc.	Ann Arbor R. R. Co.....	Yardmasters.....	5	Brotherhood of Locomotive Firemen and Enginemen. American Railway Supervisors Association, Inc.	MV-MB	May 3, 1944	294

R-1250	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Patapsco & Back River R. R.	Clerical, office station and storehouse employees.	70	Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express and Station Employees.	MV-PB	May 8, 1944	67
R-1253	Switchmen's Union of North America.	Yazoo & Mississippi Valley Ry. Co.	Yardmen (foremen, helpers, and switch tenders).	617	No change.....	MV-PB	June 16, 1944	1, 207
R-1262	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Union Passenger Depot of Galveston.	Clerical, office, station, and storehouse employees.	15	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees.	CA	May 31, 1944	-----
R-1263	Utility Workers Organizing Committee (C. I. O.).	Delaware, Lackawanna & Western R. R.	Motor vehicle operators in marine department.	3	None.....	WI-RR	June 27, 1944	-----
R-1269	Brotherhood of Railroad Signalmen of America.	Western Maryland Railroad Co.	Signal department employees	4				
			(Mechanical department) maintenance and inspection employees.	40	Brotherhood of Railroad Signalmen of America.	MV-PB	June 30, 1944	720
R-1275	International Association of Machinists.	Chicago & Southern Air Lines, Inc.	Stockroom clerks and tool-room attendants.	385				
			Janitors, porters, and common laborers.	40	None.....	WPI	June 23, 1944	-----
R-1278	Brotherhood of Maintenance of Way Employees.	Western Maryland R. R. Co.	Maintenance-of-way and structures department employees	46				
				1, 136	Brotherhood of Maintenance of Way Employees	MV-PB	June 30, 1944	720

¹ MV = Majority votes cast. ME = Majority eligibles (for early cases only). PB = Personal ballot. MB = Mail ballot. CA = Check of authorizations. RR = representation recognized. WI = Withdrawn during investigation. WPI = Withdrawn prior to investigation. D = Dismissed by Board.

² Functioning through Railway Employee's Department, A. F. of L.

³ Amended certification.

⁴ The helpers and apprentices of the foregoing.

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)

