

Fourteenth
ANNUAL REPORT OF THE
NATIONAL
MEDIATION
BOARD

INCLUDING
THE REPORT OF THE
NATIONAL RAILROAD
ADJUSTMENT BOARD



For the Fiscal Year Ended JUNE 30, 1948

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For the Fiscal Year Ended JUNE 30, 1948

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NATIONAL MEDIATION BOARD

FRANK P. DOUGLASS, *Chairman*

FRANCIS A. O'NEILL, Jr.

JOHN THAD SCOTT, Jr.¹

ROBERT F. COLE, *Secretary*

¹Appointed as Board member March 5, 1948.

LETTER OF TRANSMITTAL

NATIONAL MEDIATION BOARD,
OFFICE OF THE CHAIRMAN,
Washington, D. C., November 1, 1948.

*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 Fourteenth Annual Report of the National Mediation Board for the fiscal year ended June 30, 1948, together with the annual report of the National Railroad Adjustment Board, as required by section 3, first (v), of the same act.

FRANK P. DOUGLASS,
Chairman.

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FOURTEENTH ANNUAL REPORT OF THE NATIONAL MEDIATION BOARD

I. SUMMARY AND CONCLUSIONS

1. GENERAL

The fiscal year ended June 30, 1948, marks the fourteenth year of the National Mediation Board and the twenty-second year of the Railway Labor Act. The National Mediation Board was created in 1934 by amendments to the original act of 1926. Jurisdiction of the Board, originally confined to common carrier railroads, the express and pullman companies, was extended to common carriers by air, by amendments approved April 10, 1936.

The era of unsettled labor conditions which has plagued industry generally during the postwar adjustment period has not spared the railroads and airlines. Employees caught in the bind of higher living costs have endeavored to preserve their purchasing power by seeking wage increases. Both rail and airline carriers are regulated industries to the extent that the government fixes rates from which their revenue is derived and consequently the determined employer resistance to employee demands has resulted in some of the most bitterly contested disputes in the history of the Railway Labor Act. Although threatened strikes have been almost a daily problem among railroad and air-line employees, there have been relatively few instances where procedures of the law were ineffective in settling the disputes and avoiding work stoppages.

This statement should not be interpreted to minimize the seriousness of the few instances where the law failed to prevent interruptions to service. Thus, in the Nation-wide dispute over wages and rules involving railroad engine service employees and yardmen, all of the steps prescribed by the law were exhausted without a settlement being made. After declining to accept recommendations for settlement made by a presidential emergency board the organizations set a strike date for 6 a. m., May 11, 1948. To forestall this action extraordinary measures were invoked to prevent a Nation-wide tie-up in rail transportation. The President issued an Executive order¹ whereby operation of the railroads was taken over by the Secretary of the Army. In taking this action the President called upon every railroad worker to cooperate with the Government by remaining on duty and stated:

It is essential to the public health and to the public welfare generally that every possible step be taken by the government to assure to the fullest possible extent continuous and uninterrupted transportation service. A strike on our railroads would be a Nation-wide tragedy, with world-wide repercussions.

¹ Executive Order 9857 of May 10, 1948.

Notwithstanding the above action the threatened strike order was not canceled whereupon the office of the Attorney General applied to the United States District Court for the District of Columbia for a restraining order. A temporary order was granted on May 10 and, as a result, the threatened strike was called off. Following hearings a preliminary injunction was issued by the court on June 11 and a permanent injunction was issued on July 2, 1948. Although the above procedures were effective in preventing the strike they did not settle the dispute and, as so often happens, it remained for this to be accomplished eventually through mediation. In this instance the mediation was conducted under White House auspices, but in many cases where procedures of the law are used initially without success, mediation has been resumed by the Mediation Board or by emergency boards in bringing the parties to agreement.

In other disputes involving railroad or air-line employees during 1948 where strikes were called the public welfare was not so vitally affected as in the national railroad case.

A strike of 18 days by pilots of American Overseas Airlines resulted from an unsettled dispute over hours of service and a grievance issue. Initial mediation was unsuccessful and the parties were not agreeable to submitting their dispute to arbitration. Following these efforts the strike began at 6 a. m., September 30, 1948, and flight operations of the carrier were suspended for 18 days. Through efforts of the Board a truce was effected whereby operations were reinstated simultaneously with the resumption of mediation. Where the parties were unwilling to settle their dispute in mediation before the strike, they agreed promptly on terms of settlement when mediation was resumed on October 18, 1947.

Another air-line strike involved employees of National Airlines. It began on January 23, 1948, and had not been settled at the time this report went to press. Both prior to and during the stoppage the Board personally and through its mediators endeavored to work out a peaceful settlement of the disputed issues. Involved in the walk-out were pilots represented by the Air Line Pilots Association and mechanics and clerical employees represented by the International Association of Machinists. A Presidential emergency board which investigated the dispute recommended a basis for settlement and among other things said the following:

The Railway Labor Act imposes upon the carrier the duty to exert every reasonable effort to make and maintain agreements concerning rates of pay, rules, and working conditions. This duty is imposed to protect the public from the consequences of interruptions to commerce. By its unilateral actions concerning matters properly the subject of collective bargaining, National Airlines violated the duty imposed upon it by statute. National's persistent and repeated violations of the duties imposed upon it by Congress in the public interest were the major factors in the development of the existing dispute.

Notable among the strikes during 1948 involving railroad employees was a brief work stoppage of the Southern Pacific Co. caused by engineers represented by the Brotherhood of Locomotive Engineers withdrawing from the service on July 21, 1947. The dispute concerned grievances which, under the act, are subject to settlement by the First Division of the National Railroad Adjustment Board. However, in view of the threatened strike the members of the National Mediation Board endeavored to compose the dispute through mediation. Failing this the President was informed of the threatened

interruption to interstate commerce, and he, in turn issued an Executive order creating an emergency board. Under section 10 of the act such boards are provided 30 days to investigate the dispute and report back to the President. During this period and for 30 days thereafter "no change, except by agreement, shall be made by the parties to the controversy in the conditions out of which the dispute arose." These provisions have been interpreted uniformly to forestall strike action for a total of 60 days where emergency boards are created under section 10. Openly disregarding these provisions, however, the brotherhood withdrew its men from service for about 6 hours during the night of July 21, 1947. Conferences between the carrier and brotherhood resulted in agreement under which the employees returned to work and further strike action was postponed indefinitely.

Another important railway strike involved some 500 employees of the Chicago, North Shore & Milwaukee Railway Co. over failure of the company to grant to employees a wage increase of 15½ cents per hour as recommended by an emergency board on September 2, 1947. The strike began on March 27, 1948, and continued until June 25. During the period some 1,400 employees of the company were thrown out of work and 72,000 patrons were denied their usual transportation service. Settlement was finally effected after persistent efforts by the Board's mediators under conditions which were far from favorable.

Other minor stoppages in railroad transportation during the year involved employees of the Bingham & Garfield Railroad and the Akron & Barberton Belt Railway. Also to be noted among strikes of employees covered by the Railway Labor Act was one by vehicle employees of the Railway Express Agency in New York City represented by the International Brotherhood of Teamsters. The strike was called by local union officers in disregard of the provisions of the law. Eventually, however, these same officers recommended and succeeded in obtaining a resumption in service. Thereafter an agreement was reached in accordance with the provisions of the act.

To place this strike record in proper perspective it should be pointed out that it is matched by 172 peaceful settlements effected through mediation or arbitration. The peaceful settlements do not, however, make up for the instances in which stoppages occurred. It is not a good record and it does not bode well for the future effectiveness of the Railway Labor Act.

2. MEDIATION PROCEEDINGS

For many years the act has been heralded as a model statute for preventing strikes. This view is based upon the effectiveness of the act in past years in facilitating peaceful settlements and the fact that the procedures as enacted were agreed upon by railroad management and unions representing railroad employees. In providing for settlement of disputes over changes in rates of pay, rules, and working conditions the act stresses the obligation on both parties to endeavor diligently to settle such matters across the conference table in direct negotiations. Failing to effect a settlement in this manner the law provides for mediation service at the request of either party to the dispute. Mediation serves to continue negotiations between the parties with the Government assisting toward amicable settlement of the dispute.

If no settlement can be made in mediation section 7 of the act requires that the Board use its best efforts to induce the parties to submit their dispute to arbitration. Acceptance of arbitration is not compulsory under the law.

However, when arbitration is agreed to by the parties, the award of the Arbitration Board is final and binding. When settlements cannot be effected through mediation, arbitration is often found to be a satisfactory method of disposition of a troublesome dispute. If all of these procedures have been exhausted and the dispute still persists, the law provides, in cases where in its judgment interruption to interstate commerce is substantially threatened, that this Board shall so report to the President, who may then, in his discretion, create an emergency board under section 10 of the act, to investigate the dispute and report its findings to the President. The time limitations for proceedings under section 10 have been described in the preceding section of this chapter.

Review of these procedures shows that the so-called cooling-off principle is abundantly provided for in the law. The provisions for direct negotiations and mediation serve to extend the cooling-off period far beyond the 60 days provided by section 10. These procedures assume that if the facts of a dispute are thoroughly considered and made public the pressure of public opinion will form in favor of a fair and square settlement of the dispute.

Nowhere in these procedures is there any compulsion on either party to settle the dispute. On the contrary the law is based upon the principle of free and untrammelled collective bargaining. There is nothing in the law which abridges the right of employees to strike. In exchange for preserving the right to strike employees are subjected to delaying procedures during which the nature of the dispute can be fully explored in negotiations and publicly aired by emergency boards. These procedures take advantage of the fact that as long as negotiations continue between disputing parties there is chance of an agreement being reached. These procedures also recognize that the American people are fair and reasonable and that the working forces of our country should have a fair and square deal. There is nothing in the law which requires either employees or carriers to accept the conclusion of a presidential emergency board. There is nothing binding in such conclusions except the force of public opinion. However, having had access to all the processes of collective bargaining, and then having had the dispute heard and considered by an impartial fact-finding board, the implications are strong that the recommendations of such a board should in good grace be accepted by both parties as a proper basis for settling the dispute.

This lack of compulsion in the law is at one time its strength and its weakness. Its strength is measured by the effectiveness of the law in facilitating amicable settlements in thousands of disputes since its enactment in 1926. Its weakness is that too often in recent years emergency board recommendations have been circumvented in one way or another. Such action weakens the law and strikes at the very spirit which led to its enactment and effective application for so many years.

The act is the product of more than 60 years experience in the field of Federal legislation dealing with the settlement of railway labor disputes. As early as 1888 there was national concern over the danger to public health, safety, and welfare caused by tie-ups in rail-

road transportation. The product of this concern was the act of 1888. Continuously since that date there has been Federal law on the statute books for peaceful settlement of railway labor disputes in the interest of preventing interruptions to essential railroad transportation service. In its present form the essence of the law is to avoid interruption to the Nation's railroad transportation without resort to force. Our Nation could not afford such interruptions in 1888 and we can afford them even less in 1948.

Every action to circumvent procedures of the law in cases where an emergency threatens, weakens the act and brings a wave of public concern regarding other procedures for preventing interruptions to transportation service. The National Mediation Board feels that procedures of the law are adequate in their present form. They are built on the concept of balancing rights against responsibilities and preserving the maximum of freedom of action. This concept derives directly from American ideals of democracy and free enterprise. But these procedures cannot be disregarded indefinitely with impunity. As public opinion is the chief force behind the law so will this same public opinion force changes in the law if present procedures prove inadequate.

Both carriers and the employees have a heavy responsibility under the act to exert every reasonable effort to make and maintain labor agreements and to settle their disputes in order to avoid any interruption to interstate commerce.

Some of the ways in which these responsibilities are not being met by both sides have already been discussed. There are other ways, however, and notable among them is an attitude on both sides to get through direct negotiations and mediation in a hurried and perfunctory manner assuming no chance of settlement by these procedures and hastening referral of the dispute to an emergency board. The inherent danger in such attitudes was expressed forcibly by the emergency board which heard the 1948 wage and rules dispute involving engine-men and yard service employees:

We take this occasion, however, to point out to the parties a danger which is only highlighted in this particular instance and which is in fact manifest in many others of the proposals submitted to us. It is a danger which threatens the very foundations of the collective bargaining relationship which the employers and employees in this industry asked the Congress 22 years ago to confirm by law. It is a danger with which only the parties themselves can adequately cope.

The board was not asked, on this conversion rule issue, to resolve a question of principle. It was made, instead, the target for a barrage of conflicting arguments about a lot of little details. We were asked to find the answers to all these quibbles in a mass of evidence and testimony which covered 230 pages of exhibits and 150 pages in the record. This was to be done, within a 2-week period, as 1 little piece of a job which included the disposition of 36 other issues on the basis of well over 12,000 pages of testimony and exhibits.

To use the emergency board procedure in this fashion seems to us to defeat its purpose. The inadequacy of this particular recommendation reflects only a small part of the waste here. The time which was spent in trying to follow through all the minutiae of this issue, unsifted by the parties themselves during 2 years of bargaining, was time which could otherwise have been devoted to resolving the issues of basic principle involved in some of the other proposals. It is a mistake to call upon a board such as this, as part of an "emergency" procedure, to spend its time trying to unravel a tangle of wrapping string. That these parties were not able to accomplish, by negotiation, even this little kitchen job is cause for real concern. In our judgment this kind of failure has, so far as collective bargaining is concerned, malignant potentialities.

We do not want to labor the point. We would be derelict, however, if we did not give warning of what we consider a bad wash-out on the track ahead. We repeat that the weakening of collective bargaining, reflected in the form in which

this conversion issue came to us, was manifest as well in too many of the other issues in this case. We urge upon the parties that they start revitalizing the cooperative element in their relationship by working out satisfactory settlements of those issues which cannot possibly be disposed of properly here.

The carriers and brotherhoods must reawaken to their responsibilities under the law. Only in this way can compulsory measures for dealing with railway labor disputes be avoided. The past success of the law is largely due to their cooperation in reaching orderly settlements. The Board feels certain that neither side would willingly tear down the successful plan which they worked so long to build. Stricter and more careful observance of their responsibilities will serve to avoid this undesirable result. The Board's views on this matter are born out of distrust in proposals for compulsion and prohibitions in the field of labor relations. It is greatly to the interest of both the carriers and the employees to help make the law work as intended.

During the fiscal year 1948, 16 emergency boards were created by Executive order of the President. A review of the disputes investigated by these emergency boards will be found in chapter V of this report.

Chapter II of this report, under the caption "Mediation Disputes," describes the Board's mediation activities during the fiscal year 1948, and outlines some of the problems in mediation with which the Board has been confronted. It also includes statistical tables showing the performance during the year compared with previous years in the Board's experience.

3. REPRESENTATION DISPUTES

Employees subject to the Railway Labor Act are free to join, organize, or assist in organizing a labor union of their choice. In exercising these rights the law protects employees against interference, influence, or discrimination by management.

The act provides for settlement of disputes between employees as to who are the duly authorized collective bargaining representatives. Where such disputes arise, the Board, on application of either party to the dispute, is required to investigate. In its investigation the Board is authorized to conduct a secret ballot or use any other appropriate method for determining the majority choice of the employees. Having determined the individual or organization designated and authorized by a majority of the employees the Board is required to certify the name of the representative to the employees and the carrier. The statute directs the carrier to treat with the certified representative for the purpose of effecting prompt settlement of all disputes respecting rates of pay, rules, and working conditions.

The Board requires applications for its services in representation disputes to be supported by a sufficient number of signed authorizations from the employees involved to establish the existence of a dispute. Such authorizations serve as prima facie evidence of a dispute and if verified by an on-the-ground investigation by one of the Board's mediators he is directed to conduct an election or use any other appropriate means for ascertaining the duly authorized representative of the employees.

After certifications are issued it is the policy of the Board not to conduct repeat election until the organization certified has had a reasonable period to function as the duly authorized representative of

the employees. Under rules promulgated by the Board effective May 1, 1947, a period of 2 years must elapse between representation elections. This policy derives from the law which imposes upon both carriers and employees the duty to exert every reasonable effort to make and maintain agreements. Obviously this basic purpose of the law cannot be realized if the representation issue is raised too frequently. In addition, representation elections and the organizing campaigns which necessarily precede them cause unsettled labor conditions and in many cases disturb employees substantially in the discharge of their duties.

The collective-bargaining unit under the Railway Labor Act is the craft or class. In representation cases dispute occasionally develops over the particular occupations to be included in the craft or class for the purpose of determining who shall participate in the election.

In determining craft or class issues the Board gives consideration to all relevant elements most important of which is the intent of the Railway Labor Act in settling disputes and promoting stable labor relations. Individual cases require consideration of facts peculiar to particular situations, but, in addition, there are general factors to be considered. These include the composition and relative permanency of employee groupings along craft or class lines on carriers generally as well as on particular carriers. The extent and effectiveness of past collective-bargaining arrangements, the functions, duties, and responsibilities of the employees, the general nature of their work and the community of interest existing between jobs are other factors considered. Previous decisions of the Board which bear upon the issues of the particular dispute are also taken into account.

Over the years most of the main craft or class issues for railroad employees have been resolved. Thus there is a rather extensive body of precedents for settlement of such issues without the necessity for public hearings. Such issues as do require hearings usually involve border-line employees where the Board must determine whether they fall into one craft or class or another.

One craft or class issue determined during the year involved employees designated as yard dispatchers.² The disputed issue as presented by the contesting unions required the Board to determine whether yard dispatchers employed on the Nashville Terminals are in effect train dispatchers and therefore a separate craft or class for representation purposes under the act, or whether yard dispatchers are a part of the craft or class of clerical, office, station, and storehouse employees.

Following a public hearing the Board determined that the preponderant duties performed by the yard dispatchers involved are essentially the same as duties performed by crew clerks on railroads generally. Inasmuch as crew clerks are a part of the craft or class of clerical, office, station, and storehouse employees it follows that the so-called yard dispatchers involved are also a part of this same craft or class.

Other determinations made by the Board during the year involved air-line employees. In this industry organization for collective bargaining is still in its early stages and thus craft or class lines have not been so well established as on the railroads. In one case³ involving employees of Braniff Airways the Board determined that stock clerks are a part of the craft or class of clerical, office, stores, fleet, and

² R-1876, Nashville Terminals.

³ R-1884, Braniff Airways, Inc.

passenger service employees. This determination reviewed and affirmed an earlier determination of the Board for this craft or class.

In another craft or class determination for air-line employees the Board found that meteorologists ⁴ constitute a separate craft or class for purposes of representation under the act.

During 1948, the Board considered and determined a novel problem raised by Northwest Airlines, a common carrier by air subject to title II of the act. A labor organization had filed an application with the Board for investigation of a representation dispute among wage earners generally described as mechanical department foremen or supervisors of mechanics. The carrier contended that any investigation by the Board of the alleged dispute was untimely and inappropriate in the absence of an order of the Interstate Commerce Commission defining the work performed by the persons above referred to as that of employees or subordinate officials under the Railway Labor Act. The problem as thus presented questioned the right of the Board to determine whether wage earners employed by air lines are employees or subordinate officials within the meaning of the act. Following a public hearing and consideration of briefs filed by a large number of the air lines and labor organizations, the Board handed down a determination with an opinion in which it found as a matter of law that it had the authority and the duty to determine who are employees or subordinate officials of carriers by air pursuant to title II of the Railway Labor Act, as amended.⁵

In conducting representation elections the Board has for many years followed a policy of declining to certify a representative in cases where less than a majority of the eligible voters participated by casting valid ballots. This policy is based on section 2, fourth, of the act which provides that "the majority of any craft or class of employees shall have the right to determine who shall be the representatives of the craft or class." These provisions appeared to fully support the Board in declining certifications in cases where only a minority of the eligible employees participated in elections.

During the past year, however, this policy was challenged in a number of cases by labor organizations on the ground that the courts have construed the National Labor Relations Act and the Railway Labor Act to mean that a certification must be recognized when issued in cases where a majority of those participating in an election designated a representative regardless of the number of eligible voters actually casting valid ballots. To assist in reviewing its policy on this problem, the Board obtained an opinion by the Attorney General dated September 9, 1947. In his opinion the Attorney General said:

the National Mediation Board has the power to certify a representative which receives a majority of the votes cast at an election despite the fact that less than a majority of those eligible to vote participated in the election. While the National Mediation Board has this power, it need not exercise it automatically upon finding that a majority of those participated were in favor of a particular representative. In the exercise of its discretion in these matters, the Board may, for example, find it advisable to limit the application of the principle to cases in which the participation in the election is sufficiently substantial and representative to warrant the presumption that "those who do not participate * * * assent to the expressed will of the majority of those voting'."

Under the Railway Labor Act it is the primary duty of carriers and employees "to exert every reasonable effort to make and maintain

⁴ R-1892, Braniff Airways.

⁵ See determination Northwest Airlines, May 26, 1948.

agreements concerning rates of pay, rules, and working conditions, and to settle all disputes * * * in order to avoid any interruption to commerce or to the operation of any carrier growing out of any dispute between the carrier and the employees thereof." The Board is of the opinion that this duty can more readily be fulfilled and stable relations maintained by a requirement that a majority of eligible employees cast valid ballots in elections conducted under the act before certifications of employee representatives are issued.

During the 14-year period since the Railway Labor Act was amended to provide for settlement of representation disputes, the Board has disposed of 2,021 such disputes. In 84 percent of these cases involving 712,181 employees, representation rights were established either by issuance of certifications or by voluntary recognition by the carrier managements involved.

The number of representation disputes continues large year after year. This is due to two chief factors. In the first place as knowledge of the law becomes more widespread, employees not previously organized exercise their rights under the law and designate representatives for the first time. Secondly, many representation disputes originate in competition between rival labor organizations. On the railroads and air lines representation disputes between A. F. of L. and C. I. O. affiliated unions are common. In addition, on the railroads many representation disputes in past years arose out of the rivalry between the standard train and engine service organizations. During 1948, however, such interunion disputes were notably absent from the Board's docket. This era of peace is substantially grounded in improved understandings and cooperation between the train and engine service organizations. The Board has commended the organizations on their improved relationships as a great contribution to stability in labor relations in this branch of railroad service.

During 1948, a total of 203 representation disputes were disposed of by the Board as compared with 181 during 1947. The Board's activities in this field are discussed in chapters II and III.

4. NATIONAL RAILROAD ADJUSTMENT BOARD

The National Railroad Adjustment Board was created by the 1934 amendments to the Railway Labor Act, to hear and decide disputes involving employee grievances and controversies over the application and interpretation of agreements.

The Adjustment Board is composed of four divisions, on each of which the carriers and the employees are equally represented. The groups of employees under the jurisdiction of each division are 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 division is 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.

In past years the National Mediation Board has reported its concern over the problems arising out of failure of the First Division to make prompt awards in disputes involving train and engine service employees. This division is called upon to consider from four to

five times as many disputes as the three other divisions combined. Failure of the First Division to effect procedures for disposing promptly of its large docket of cases has resulted in a steadily increasing backlog of pending disputes. Tiring of long delays awaiting awards, employee organizations have resorted to other techniques to secure settlements. Some of the organizations have withdrawn cases pending before the Division and declined to submit new cases, preferring to secure settlements by direct handling with the carrier management. Where such negotiations fail, strikes are sometimes threatened, thereby creating labor emergencies under provisions of section 5, first, of the act. In such cases, the National Mediation Board, in an effort to prevent interruptions to commerce, is bound by the law, to proffer its mediation services. As in previous years there were numerous situations of this kind during 1948. A great amount of time of the Board and its mediators was spent in preventing strikes in such situations. Time spent endeavoring to mediate disputes of this type is at the expense of regular mediation cases. Where efforts to settle grievance disputes by mediation were unsuccessful, emergency boards were created by the President to forestall the threatened strike under provisions of section 10 of the act. During the past year four presidential emergency boards were created and one strike involving employees of the Southern Pacific Co. resulted from unsettled grievance disputes of this kind. Although the strike was of short duration it involved one of the largest railroads in the Nation, and even though the stoppage lasted only about 6 hours the damages and disarrangement incurred by shippers and the public was considerable.

Emergency boards appointed in such situations almost invariably point out in their reports that grievance cases should be decided by the First Division. Continuing with this thought one board⁶ reported as follows:

"There can be no doubt that these disputes, in the course of orderly procedure, should be decided by the first division of that board." That was contemplated by the Railway Labor Act of 1934 and if the peaceful settlement of railroad labor disputes is to continue as it has existed in the past, we recommend that claims of the nature pending before us should be presented to the National Railroad Adjustment Board for decision.

But merely saying that grievances should be decided by the First Division is no solution in that it takes no cognizance of the reasons why employees have come to prefer other methods for securing settlement of their grievance cases. Failure of the First Division to effect practicable procedures has resulted in its inability to render awards promptly. Thus its backlog of pending cases grows to unmanageable proportions. By way of illustration, during 1948, the First Division disposed of 128 cases less than it docketed. It ended the year with 2,449 cases pending, or a 3-year backlog of work based on the number of cases closed during the year. Nor do these figures tell the whole story for, due to the long delays in securing awards, many cases which should normally be filed with the division are made the subject of a strike threat.

Commenting on procedures of the First Division the Southern Pacific emergency board reported on July 30, 1947, to the President as follows:

It is necessary at this point to allude to some of the factors which the board finds contributed to the vast accumulation of undisposed of grievance cases which

⁶ Emergency Board Report No. 51 of November 1, 1947, Atlanta & West Point & Western Ry. of Alabama.

were listed on the strike ballot. The principal cause of the accumulation of the large number of undisposed of claims is attributable directly to the procedure adopted by the First Division of the National Railroad Adjustment Board. That board does not, under its adopted rules, write reasoned opinions when preparing bipartisan awards, nor does it encourage such opinions by referees assigned to it. Such practice results in the accumulation of a vast number of awards that have no precedent value and prove of no assistance to application of rules purported to be interpreted by the awards when employed by the parties on the property. The strike ballot recites specific awards of the First Division of the Adjustment Board as being authority for the allowance of the claim. By reason of the almost telegraphic brevity of the awards cited, it is, in most instances, impossible to determine the controlling facts, much less the reasoning that prompted the award.

Many of the cases represented in this accumulation of unsettled claims have been held in abeyance by the parties in this dispute awaiting awards of the First Division which would have a precedent value and which would be of interpretive assistance in the determination of claims referred to, but which awards are not forthcoming in form suitable to be so utilized. We are of the opinion that should the rules of procedure of the First Division of the National Railroad Adjustment Board, as they now exist, be amended to provide for fully discussed and reasoned opinions, the same would be of inestimable value to the officials of both employer and employee charged with the responsibility of administering the working agreement and passing upon claims such as are present in this case.

It is the view of the National Mediation Board that the carriers and brotherhoods should endeavor to agree upon needed changes in the Division's rules of procedure to promote expeditious settlements. The continued inability of the Division to keep abreast of its docket is one of the most serious administrative deficiencies under the act. In making these recommendations the Mediation Board is fully aware of difficulties in the way of solution of this problem. Nevertheless, its seriousness demands the diligent efforts of both sides to agree upon a practicable solution. Their failure to agree will lead to a remedy through congressional action.

The work of the Adjustment Board during 1948 is reviewed in chapter VII and annual reports of the four divisions are given in appendix A. In addition, table 15 shows the number of cases docketed and disposed of by divisions for each year since 1945.

5. LABOR CONTRACTS

Section 5, third (e) of the Railway Labor Act requires all carriers subject to the law to file with the Board a copy of each contract with employees covering rates of pay, rules, or working conditions. The law also requires that changes, revisions, or supplements to such contracts shall be filed with the Board.

As of June 30, 1948, there was a total of 5,002 basic labor agreements on file with the Board. To note the increase in the number of agreements covering employees under the act it is interesting to compare the above total with 3,021, which is the number of such contracts on file on June 30, 1935. In addition to the basic contracts there are filed each year with the Board hundreds of supplemental agreements, revisions, and memoranda of understanding on various subjects.

Table 12 of this report shows the increase in the number of such contracts from year to year since the act was amended in 1935.

II. RECORD OF CASES

1. CASES HANDLED BY THE BOARD

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

(1) Disputes involving representation of employees by various labor organizations for the purposes of collective bargaining.

(2) Disputes between carriers and their employees concerning changes in rates of pay, rules, or working conditions not adjusted by the parties in conference.

(3) The interpretation of agreements reached through mediation, where disputes arise between the parties as to the meaning or application of such agreements.

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

There was a moderate gain in 1948 over 1947 in the number of disputes of all types docketed and disposed of. Thus a total of 469 cases were docketed in 1948 as compared to 458 during the previous year. The comparable totals of cases disposed of are 464 and 423 respectively. By reason of gains in both categories there was only minor change in the backlog of pending cases; 134 at the end of 1948 as compared to 129 at the end of the previous fiscal year.

Although the backlog of total cases did not change greatly during the year there was a substantial change in the backlog of the two main types of disputes, i. e., representation cases and mediation cases. Thus the backlog of representation cases was reduced by more than one half, declining from 59 at the end of 1947 to 23 at the end of 1948. With such a small backlog of pending disputes it is possible to proceed with their investigation promptly as contemplated by the act. Contrasted to this reduction the number of pending mediation disputes rose from 69 to 111 during the year.

As reported in the 1947 report, settlement of mediation cases is retarded by the necessity of using a large proportion of the Board's staff of senior mediators in efforts to effect peaceful settlement of grievance disputes which, under the law, are referable for settlement to the First Division of the National Railroad Adjustment Board. In 1947 there was actually a reduction in the number of mediation cases settled for this reason. Thus the number of settlements was reduced from 379 in 1946 to 239 in 1947. There was a moderate increase in 1948 to 259 settlements but it will be seen that the total is still far short of the results obtained during 1946 with the same number of mediators on the staff. The problem was magnified during 1948 because of a sharp increase in the number of mediation cases docketed. Thus the total rose to 301 cases. This increase combined with relatively low number of settlements resulted in an increase in the backlog of pending mediation cases from 69 at the end of 1947 to 111 as of June 30, 1948.

Before applications are formally docketed they are subjected to preliminary investigation with a view of developing necessary informa-

tion. This procedure serves a dual purpose. First, in a considerable number of instances preliminary investigation develops facts which show the application not in proper form for docketing and thus the matter can be disposed of through correspondence. Second, this procedure serves to clarify obscure points and thus facilitates the work of the mediator in his handling of the case. During 1948, a total of 51 applications were disposed of by correspondence as a result of this preliminary investigation. Adding these to the 469 applications which were docketed, makes a grand total of 520 applications for Board services received during the year. This compares with a grand total of 524 in 1947 and 504 during 1946.

TABLE 1.—Number of cases received and disposed of, fiscal years 1935-48

Status of cases	All types of cases						
	14-year period	Fiscal year 1948	Fiscal year 1947	Fiscal year 1946	Fiscal year 1945	5-year period 1940-44 (average)	5-year period 1935-39 (average)
Cases pending and unsettled at beginning of period.....	96	129	94	¹ 247	258	126	151
New cases docketed.....	4, 904	469	458	436	544	381	219
Total cases on hand and received....	5, 000	598	552	683	802	507	370
Cases disposed of.....	4, 866	464	423	589	554	347	220
Cases pending and unsettled at end of period.....	134	134	129	94	248	160	150
Representation cases							
Cases pending and unsettled at beginning of period.....	24	59	31	65	74	34	43
New cases docketed.....	2, 020	167	209	176	186	149	108
Total cases on hand and received....	2, 044	226	240	241	260	183	151
Cases disposed of.....	2, 021	203	181	210	195	139	107
Cases pending and unsettled at end of period.....	23	23	59	31	65	44	44
Mediation cases							
Cases pending and unsettled at beginning of period.....	72	69	63	¹ 182	184	91	108
New cases docketed.....	2, 864	301	245	260	358	230	110
Total cases on hand and received....	2, 936	370	308	442	542	321	218
Cases disposed of.....	2, 825	259	239	379	359	206	112
Cases pending and unsettled at end of period.....	111	111	69	63	183	115	106
Interpretation cases							
Cases pending and unsettled at beginning of period.....	0	1	0	0	0	1	0
New cases docketed.....	20	1	4	0	0	2	1
Total cases on hand and received....	20	2	4	0	0	3	1
Cases disposed of.....	20	2	3	0	0	2	1
Cases pending and unsettled at end of period.....	0	0	1	0	0	1	0

¹ Number of cases adjusted account recount of cases pending July 1, 1945.

Table 1 summarizes the various types of cases received and disposed of from June 21, 1934, when the Board commenced operations through

June 30, 1948. During this 14-year period, a total of 4,904 new cases were docketed. The inclusion of 96 pending disputes inherited from the former board (United States Board of Mediation) increases to 5,000 the total cases requiring services since the present board was created. As of June 30, 1948, settlements had been effected in 4,866 of these cases. Except in the first year of the Board's operation, the number of mediation cases has run consistently ahead of representation cases. Mediation cases docketed during the 14-year period total 2,864 as compared to 2,020 representation cases. The percentage ratio is 58 and 41 for the two types of cases.

During the 14-year period, 20 interpretation cases have been disposed of by the Board. This number is considerably less than 1 percent of the total.

2. DISPOSITION OF CASES

During the fiscal year 1948, the Board disposed of 464 docketed disputes. This total includes 203 representation cases, 259 mediation cases and 2 interpretation cases. Table 2 summarizes by method of disposition all cases handled to conclusion during the 14 years of the Board's operation. Data for the past 4 years are shown separately and annual averages are shown for the 5-year periods 1935-39 and 1940-44.

REPRESENTATION DISPUTES

In the investigation of representation disputes under section 2, ninth, of the Railway Labor Act the Board is authorized to conduct elections by secret ballot or to utilize any other appropriate method of ascertaining the name of the duly authorized employee representatives. The law specifies that any method employed by the Board must insure the choice of representatives by the employees without interference, influence, or coercion exercised by the carrier.

Of the 203 representation disputes disposed of during the year, 113 were settled by secret elections. Thirty-seven of these elections were conducted exclusively by United States mail. In practically all elections it is necessary to send out some ballots by mail in order to afford voting opportunity to those eligible employees who are off work due to sickness, vacations, or other reasons and are thus unable to vote at the polling place. In general, elections are conducted entirely by mail among groups where employees are too widely scattered to make a personal ballot-box election practicable. Usually, a personal ballot is preferable where the concentration of employees is rather large at the various voting points, or where the class of employees involved might have difficulty in executing a mail ballot. The method is determined by the Board in each case after consideration of the circumstances.

Fifty representation disputes were settled by checking signatures on authorization cards against signatures of employees as shown on carrier records such as canceled pay checks. This procedure is used in many cases where there is only 1 organization seeking representation of a group of employees and is usually confined to groups which have not previously been represented for collective-bargaining purposes. These 50 cases represent 25 percent of the total number of representation cases settled during 1948. The ratio for the 14-year period 1935-48 is 22 percent.

Of the remaining 40 representation cases disposed of during the

year, 7 were withdrawn prior to investigation of the dispute by one of the Board's mediators and 20 were withdrawn after such an investigation. Withdrawals are usually made when investigation shows an insufficient number of employee authorizations to warrant an election under applicable rules and regulations.

Two cases were closed without certification and the applications in 10 cases were dismissed. A more detailed discussion of cases closed under these various designations may be found in chapter III.

As shown in table 2, a grand total of 2,021 representation cases have been disposed of by the Board since 1934 when the Act was amended to provide for settlement of representation disputes. Of this number, 1,646, or 81 percent, were closed by issuing certifications following elections or verifying signatures on employee authorization cards. In 61 additional cases carriers voluntarily recognized the applicant labor organizations as representing the employees without issuance of a certification. Thus collective-bargaining representation has been established for a total of 712,168 employees, or 91 percent, of the total of employees involved in all representation disputes disposed of by the Board during the period 1934-48.

TABLE 2.—*Number of cases disposed of, by type of case and method of disposition fiscal years, 1935-48*

Type of case and method of disposition	Fiscal year ended June 30—						
	14-year period, 1935-48	1948	1947	1946	1945	Average for 5-year period, 1940-44	Average for 5-year period, 1935-39
Grand total.....	4,866	464	423	589	554	347	220
Representation cases, total.....	2,021	203	181	210	195	139	107
Certification based on—							
Elections.....	1,201	113	119	137	122	74	68
Check of authorizations.....	445	50	35	38	29	38	21
Representatives recognized.....	61	1			9	6	4
Closed without certification.....	38	2	7	7	8	3	
Withdrawn after investigation.....	183	20	16	19	12	11	8
Withdrawn before investigation.....	29	7	1	4	9	4	2
Dismissal.....	64	10	3	5	6	3	4
Mediation cases, total.....	2,825	259	239	379	359	206	112
Mediation agreements.....	1,498	130	105	221	193	116	52
Arbitration agreements.....	106	18	20	15	16	6	2
Withdrawn after mediation.....	444	24	27	36	34	39	26
Withdrawn before mediation.....	314	13	21	32	48	22	18
Refusal to arbitrate by—							
Carriers.....	210	30	23	34	40	9	8
Employees.....	103	18	30	13	13	4	2
Both parties.....	129	24	10	26	15	9	2
Dismissal.....	21	2	3	2	0	1	2
Interpretation of mediation agreements.....	20	2	3			2	1

MEDIATION DISPUTES

As a result of the Board's experience during the past 14 years, mediation agreements have been found to be the most satisfactory method of composing disputes concerning changes in rates, rules, and working conditions. A settlement voluntarily reached by the parties with the assistance of a mediator has in most instances been found to be better than a decision made by a third party in arbitration. Suggestions made by the mediator are often found to produce the means for effecting

a settlement. An agreement reached through mediation follows a meeting of the minds of the disputants, and creates a better feeling between them which many times results in their being able to compose future differences without resorting to the services of the Board.

In some instances, disputes are settled by the parties during mediation, and the application for mediation is withdrawn by the invoking party. In other cases, withdrawals are made to enable the parties to resume direct negotiations, either at the time or at some more suitable future date.

During the fiscal year 1948, 259 settlements were made through the processes of mediation. This figure represents an increase of 20 cases over the previous year. Of the 259 cases disposed of, 130, or approximately 50 percent, were settled by mediation agreements. The 130 mediation agreements made in 1948 show an increase of 20 over the number of mediation agreements made in the previous fiscal year.

Withdrawals by the invoking party during mediation totaled 24 cases, and 13 cases were withdrawn prior to mediation. Refusal to arbitrate by one or both parties accounted for the closing of 72 cases. Of this number, the carriers involved declined arbitration in 30 cases, the employees declined arbitration in 18, and in 24 instances both parties refused to arbitrate the issues in dispute. Included in the above total of 72 cases are 16 which were later considered by emergency boards created by Executive order under section 10 of the act.

After all efforts have failed to produce a settlement through mediation, the Board as its final action under the law must endeavor to induce the disputants to submit the controversy to arbitration. Acceptance of arbitration is optional. During the fiscal year 1948 disposition of 18 cases was made through arbitration agreements. In the 14 years of the present Board's existence under the Railway Labor Act, a grand total of 106 agreements to arbitrate have been made.

The mediation process as a whole, including mediation agreements, withdrawals during mediation, and agreements to arbitrate resulted in the disposition of a total of 172 cases. This figure compares with 152 settlements by these three methods during the preceding fiscal year. In the year 1948, cases so settled accounted for 66 percent of the total of 259 mediation cases disposed of. The percentage of dispositions by these three methods during the full 14 years of this Board's experience is approximately 72.

PROBLEMS IN MEDIATION

As in previous years, many applications for mediation were made in cases where only superficial and perfunctory negotiations had been conducted between the parties. In some instances of this kind, the disputants were requested to conduct further negotiations, and really attempt to observe the requirements of the Railway Labor Act that both parties to a dispute should make every effort to compose their differences in direct negotiations. Honest and sincere efforts toward this end would save much time and effort of both the parties and the Board's representatives in mediation proceedings.

Another mediation problem during 1948 was caused by action of the train and engine service brotherhoods threatening strikes as a means of forcing settlement of grievance disputes which, under the act, should be settled by the First Division of the National Railroad Adjustment Board. This problem is referred to here and is discussed in some detail in chapter I.

In a few instances, in the main involving organizations which have had a relatively short experience under the Railway Labor Act, strike threats have been made during or immediately after direct negotiations on rate and rules changes; and without request for the mediation services of the Board. Such action may have been taken in line with a "direct action" policy of the organization, or with the view of bringing about immediate intervention by the Board in a proffer of mediation. This situation has been encountered more frequently in cases involving the air carriers. It is urged that all disputes arising under section 5, first, of the act be handled in the manner that the law provides, by affording the Board the opportunity to handle these controversies in an orderly manner as contemplated by the law. Strike threats made with the view of forcing immediate mediation proceedings produce situations where mediation is conducted under the presence of the threat, an unhealthy atmosphere for bringing about an equitable settlement, as well as having the effect of placing at a disadvantage the organizations which are handling their disputes under the orderly processes of the law.

During the past year the Board has experienced a recurrence of mediation cases which involve essentially jurisdictional disputes between two labor organizations. Applications for mediation in such instances are usually made by one organization, but the requests made upon the carrier, if granted, would conflict with agreements which the carrier has with another organization. Disputes of this nature are difficult, if not impossible, to settle in mediation, since a settlement, if effected, must be made primarily between the two organizations involved, one of which is not officially a party to the case. Some settlements of this nature have been made in mediation, but only after protracted mediation with representatives of the opposing organizations. The National Mediation Board cannot decide such jurisdictional questions. It can only mediate them. A greater degree of cooperation among the organizations themselves would have the effect of relieving the Board of its duty to handle cases of this nature.

Lastly, the problem of subcontracting work has arisen on certain air carriers during the past fiscal year. Contracts have recently been entered into between various air carriers and so-called independent contractors purporting to turn over certain kinds of work customarily performed by the carrier's employees and paid for under applicable labor agreements negotiated under the provisions of the Railway Labor Act. For example, (1) overhauling air craft instruments, (2) cargo handling, (3) guards, (4) porter service, etc.

In a recent case involving the negotiation of an initial agreement for clerks on the National Airlines, the insistence of this carrier for the unrestricted right to contract out work whenever it saw fit to do so was a major factor in a strike of its clerical and maintenance employees. This strike has been in effect since January 23, 1948. On June 23, 1948, the President created an emergency board and directed it to investigate and report on this dispute. It is to be hoped that the emergency board by its recommendations will courageously resolve the question of subcontracting or set forth a fair and conclusive procedure for disposing of this disturbing and far-reaching question. If the emergency board succeeds then the several similar disputes now on the Mediation Board's docket should be settled with fairness to all.

The contract system is not an innovation of the air carriers. It existed to a limited degree on rail carriers prior to the enactment of

the Transportation Act of 1920, but the United States Railroad Labor Board created under that act put an effective end to subcontracting on rail carriers insofar as it violated the law or labor agreements. In its controlling decision No. 982, issued May 9, 1922, the Railroad Labor Board said that—

No more important dispute has ever come before the Labor Board for adjudication. It goes to the vitals of the Transportation Act. If the carrier can legally do the thing which has been done under these contracts, then the entire Transportation Act can be nullified and the will of the Congress of the United States set at naught.

and in its decision the Board held that subcontracting was in violation of the Transportation Act insofar as it was construed by the carriers to remove employees working thereunder from said act, and that it was in violation of labor agreements covering wages and working conditions. Moreover, by this decision carriers were directed to take up the matter of reinstatement of any employee upon application of his representative.

The rail carriers and their employees met the subcontracting problem in a realistic fashion and through negotiation found a limited area of work which may be excepted from labor agreements or which may be coordinated for handling by two or more carriers merging or pooling their facilities and compensating displaced employees. Thus it will be seen that negotiations offer a much better method than strikes for the settlement of subcontracting problems.

3. CARRIERS INVOLVED IN DISPUTES

Table 3 indicates the distribution of the Board's services among the various classes of carriers. During the year 130 class I carriers by railroad reported to the Interstate Commerce Commission. Approximately 95 percent of the Nation's railroad workers are employed on these carriers and as would be expected it was on such carriers, rather than the smaller railroads, that most of the Board's services were utilized. Thus of the 130 class I carriers 123 or 95 percent were involved in disputes considered by the Board during the year.

It should also be noted that during 1948 the Board considered disputes involving employees of 32 different air lines. Table 3 shows a classification of the different kinds of disputes involving these air lines.

4. MAJOR GROUPS OF EMPLOYEES INVOLVED IN CASES

Table 4 shows the number of cases settled during the year classified according to the major groups of employees involved. As in previous years train, engine, and yard service employees accounted for the largest number of disputes among railroad workers. Other crafts or classes accounting for a large number of disputes are clerical, office, station, and storehouse employees, and maintenance of equipment employees.

While disputes among railroad workers constitute the major portion of the Board's work the rapid growth of air-line transportation since the end of World War II has been accompanied by a comparable growth in the number of labor disputes among employees of this industry. Thus, in 1948, air-line employees accounted for 96 disputes, or 21 percent, of the cases disposed of by the Board during the year. This compares with 10 percent in 1946 and 5 percent in 1945. Growth in the number and size of air lines has been accompanied by

an increase in the groups of air line employees desiring to bargain collectively under terms of the law. Particularly noted among such groups during 1948 were meteorologists, navigators and mechanical foremen.

TABLE 3.—Number of different carriers involved in cases by classes of carriers, with percentages, fiscal year 1948

Class of carriers	Total carriers		Different carriers involved in—							
			All cases		Representa- tion cases		Mediation cases		Interpreta- tion cases	
	Num- ber	Per- cent	Num- ber	Per- cent	Num- ber	Per- cent	Num- ber	Per- cent	Num- ber	Per- cent
Class I railroads.....	¹ 130	100	123	95	57	44	116	89	2	2
Class II railroads.....	¹ 170	100	57	34	11	6	49	29		
Class III railroads.....	¹ 180	100	9	5	2	1	7	4		
Switching and terminal com- panies.....	¹ 213	100	85	40	29	14	68	31		
Electric railways.....	¹ 71	100	13	18	7	10	9	14		
Miscellaneous carriers.....	(?)	(?)	14		2		12			
Air carriers.....	³ 32	100	32	100	28	88	20	63		

¹ Carriers reporting to Interstate Commerce Commission during 1946.

² Not available

³ Air carriers included in this total are Alaska, American, American Overseas, Braniff, Chicago Southern, Colonial, Delta, Eastern, Hawaiian, Inland, Mid-Continent, National, Northeast, Northwest, Pan American, Pioneer, PCA, TWA, United, Western, Southwest, Challenger, Standard, Empire, Continental, Florida Airways, British Overseas Airways Corp., Air France, Trans Ocean, West Coast, Taca, Airlines National Terminal Service Co., and Air Cargo, Inc.

TABLE 4.—Number of cases disposed of by major groups of employees, fiscal year 1948

Major groups of employees	Number of			
	All types of cases	Repre- sentation cases	Media- tion cases	Interpre- tation cases
Grand total, all groups of employees.....	464	203	259	2
Railroad—total.....	368	157	209	2
Combined groups, railroad.....	16	2	14	
Train, engine and yard service.....	118	40	78	
Mechanical foremen.....	8	7	1	
Maintenance of equipment.....	30	15	14	1
Clerical, office, station, and storehouse.....	43	10	33	
Stationmasters.....	1	1		
Yardmasters.....	20	17	3	
Maintenance of way and signal.....	29	17	12	
Subordinate officials in maintenance of way.....	3	3		
Redcaps.....	1	1		
Agents, telegraphers, and towermen.....	19	3	16	
Train dispatchers.....	14	4	9	1
Technical engineers, architects, draftsmen, etc.....	2	2		
Dining-car employees, train and pullman porters.....	24	14	10	
Patrolmen and special officers.....	8	6	2	
Marine service.....	15	8	7	
Miscellaneous railroad.....	17	7	10	
Air-line—total.....	96	46	50	
Combined air-line.....	5	2	3	
Mechanics.....	19	11	8	
Radio and teletype operators.....	12	6	6	
Clerical, office, stores, fleet and passenger service.....	13	6	7	
Stewardesses.....	11	6	5	
Pilots.....	11		11	
Dispatchers.....	7	4	3	
Mechanical foremen.....	3	3		
Meteorologists.....	6	3	3	
Navigators.....	3	2	1	
Miscellaneous air-line.....	1	1		
Guards.....	3	1	2	
Flight engineers.....	2	1	1	

III. REPRESENTATION DISPUTES

1. ELECTIONS AND CERTIFICATION OF REPRESENTATIVES

The Board received and docketed 167 representation disputes during the fiscal year 1948. This number added to the 59 cases pending on the docket at the beginning of the year makes a total of 226 representation cases requiring service of the Board. Of this total, 203 were disposed of during the year leaving 23 disputes pending on the Board's docket on June 30, 1948.

The number of representation disputes docketed during 1948 is smaller than in any year since 1944. This, together with the fact that none of the disputes disposed of during 1948 involved an abnormally large number of employees, enabled the Board to reduce its backlog of pending disputes from 59 to 23 during the year. The Board favors keeping its backlog of pending disputes low for this permits assignment of mediators to newly docketed cases with minimum delay.

The desirability of prompt investigation of representation disputes was recognized by the Congress by including in section 2, ninth, of the Railway Labor Act, provisions requiring the Board to investigate such disputes and issue certifications within 30 days after receipt of applications for service. Although the courts have held this requirement to be directory rather than mandatory,¹ the Board strives to investigate such disputes as promptly as practicable in the interest of promoting stable labor relations.

During 1948, a total of 167 representation disputes were docketed as compared with 209 during the previous year. One major factor contributing to this decline was a substantial decrease in the number of interunion disputes over representation. There was no noticeable slackening in contests between A. F. of L. and C. I. O. organizations for employee representation rights. There was, however, a very substantial drop in such disputes between the standard train and engine service organizations. Chief among such disputing organizations in former years were the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen over representation rights of engine service employees. Such disputes were usually accompanied by keen rivalry and bitterness often developed. During the past year these two organizations have been endeavoring to combine their organizations and have called a truce in efforts to win each other's representation rights. In former years similar contests were waged by the Order of Railway Conductors and The Brotherhood of Railroad Trainmen but during the past year a truce has also been effected by these organizations. These four organizations, together, represent substantially all of the Nation's railroad train and engine service employees. The Board has always discouraged disputes between them as a needlessly disturbing factor in railroad labor relations and is pleased to report and encourage the prevailing era of peace.

As stated above, a total of 203 representation cases were disposed of during 1948. This is an increase of 22 cases or 12 percent over the

¹ District Court of the United States for the Eastern District of Virginia, Equity No. 329, *System Federation No. 40 v. Virginian Ry. Co.*, decided July 24, 1935.

number disposed of in the previous year. This increase was achieved by reason of the fact that none of the 1948 cases involved an unusually large number of employees, as in 1947. Thus, the largest case handled in 1948 involved some 5,600 clerical, office, station, and storehouse employees of the Atlantic Coast Line Railroad. By comparison, one case was settled during 1947 involving some 52,000 shop-craft employees of the Pennsylvania Railroad. This latter total is more than the total of employees involved in all of the 1948 cases combined. Conducting elections among such large groups of employees requires more time and the services of more mediators with a resultant reduction in the number of cases disposed of.

The Railway Labor Act requires that representation disputes be resolved by crafts or classes. Many docketed cases involve more than one craft or class and some involve as many as six or seven separate crafts or classes. Thus, the number of crafts or classes involved in representation disputes during 1948 is greater than the number of cases settled. Table 5 shows a total of 225 crafts or classes in the 203 cases disposed of in 1948.

The total number of employees involved in representation cases settled dropped from 98,100 in 1947 to 37,284 in 1948. As already indicated, this decline is due to the fact that no unusually large representation case was closed during 1948 which is in direct contrast to the previous year. Prospects for 1949 are for an upturn in the totals of employees in such disputes. This was indicated by two¹ cases under investigation as of June 30, 1948, which together involved some 22,000 employees.

Of the 203 representation cases disposed of during 1948, certifications were issued in a total of 163 cases involving 182 crafts or classes. Thus, during the year representation rights were established by certifications for a total of 30,216 employees. In the remaining 40 cases, 28 were withdrawn by the applicant organizations and 2 were closed without certification when, following elections, the count of ballots showed an insufficient number of valid votes to constitute a legal majority. During the fiscal year the Board changed the designation for closing such cases from closed without certification to dismissal. There were 6 additional cases in which an insufficient number of employees cast valid ballots to constitute a legal majority in which the applications were dismissed. The applications in 3 cases were dismissed when it was determined that the employees covered by the applications constituted only part of an established craft or class. The application in one case was dismissed when investigation disclosed an insufficient number of authorization cards from the employees to warrant conducting a representation election.

During the fiscal year, 24,320 employees participated in cases where elections were conducted or authorizations were checked. This constitutes 79 percent of the employees involved in such cases. The percentage of employee participation has remained high throughout the years the Railway Labor Act has been in effect and shows the high regard employees generally have for exercising their right to select collective bargaining representatives.

Table 5 below shows, for the 14 year period 1935-48, the number of representation cases, crafts or classes, employees involved and participating in elections, subdivided by methods of disposition.

¹ R-2020, shop craft employees of Pullman Co., and R-2044, maintenance-of-way employees of the Atchison, Topeka & Santa Fe Ry. Co.

TABLE 5.—Number of cases, crafts or classes, and employees involved in representation disputes, by method of disposition, fiscal years 1935-48

Method of disposition	14-year period 1935-48	Number of cases						14-year period 1935-48	Number of crafts or classes					
		Fiscal year—							Fiscal year—					
		1948	1947	1946	1945	Average for 5-year period 1940-44	Average for 5-year period 1935-39		1948	1947	1946	1945	Average for 5-year period 1940-44	Average for 5-year period 1935-39
Total, all cases.....	2,021	203	181	210	195	139	107	2,907	225	218	256	234	179	215
Elections.....	1,201	113	119	137	122	74	68	1,808	125	149	171	146	101	142
Check of authorizations.....	445	50	35	38	29	38	21	626	57	37	44	35	49	42
Representatives recognized.....	61	1	—	—	9	6	4	80	1	—	—	11	7	7
Withdrawn after investigation.....	183	20	16	19	12	11	8	204	20	21	24	14	11	13
Withdrawn before investigation.....	29	7	1	4	9	4	2	72	7	1	4	14	5	4
Dismissal.....	64	10	3	5	6	3	4	79	13	3	5	6	3	7
Closed without certification.....	38	2	7	7	8	3	—	38	2	7	8	8	3	—

Method of disposition	14-year period 1935-48	Number of employees involved						14-year period 1935-48	Number of employees participating					
		Fiscal year—							Fiscal year—					
		1948	1947	1946	1945	Average for 5-year period 1940-44	Average for 5-year period 1935-39		1948	1947	1946	1945	Average for 5-year period 1940-44	Average for 5-year period 1935-39
Total, all cases.....	779,206	37,284	98,100	126,025	35,097	31,486	65,053	575,694	24,704	80,075	87,605	23,832	24,241	47,658
Elections.....	646,431	28,452	92,608	116,045	26,166	25,811	50,815	547,041	23,098	77,420	86,442	22,942	22,786	44,640
Check of authorizations.....	39,653	1,764	1,460	1,191	571	2,254	4,679	25,386	1,222	1,073	834	416	1,350	3,018
Representatives recognized.....	26,097	13	—	—	1,275	267	4,695	—	—	—	—	—	—	—
Withdrawn after investigation.....	33,956	2,062	1,378	4,914	4,380	1,709	2,535	—	—	—	—	—	—	—
Withdrawn before investigation.....	12,884	3,504	59	2,839	471	1,030	172	—	—	—	—	—	—	—
Dismissal.....	15,969	1,158	589	335	1,577	305	2,157	281	281	—	—	—	—	—
Closed without certification.....	4,216	331	2,006	701	657	110	—	2,986	103	1,582	329	474	105	—

2. MAJOR GROUPS OF EMPLOYEES INVOLVED IN REPRESENTATION DISPUTES

Table 6 summarizes representation disputes settled during the year according to major occupational groups. As in previous years, train, engine and yard-service employees accounted for the largest number of cases. The table also records that these same groups accounted for the largest number of employees involved in cases settled during 1948.

TABLE 6.—*Number of crafts or classes and number of employees involved in representation cases, by major groups of employees, fiscal year 1948*

Major groups of employees	Number of cases	Number of crafts or classes	Employees involved	
			Number	Percent
Grand total, all groups of employees.....	203	225	37, 284	100
Railroad, total.....	157	177	31, 818	85
Train, engine, and yard service.....	40	44	11, 267	30
Maintenance of equipment.....	22	36	3, 706	10
Clerical, office, station, and storehouse.....	10	10	6, 681	18
Yardmasters.....	17	17	509	1
Maintenance of way and signal.....	17	17	2, 003	5
Subordinate officials, maintenance of way.....	3	3	46	(¹)
Agents, telegraphers, and towermen.....	3	3	171	(¹)
Dispatchers.....	4	4	68	(¹)
Technical engineers, architects, draftsmen, etc.....	2	2	610	2
Dining-car employees, train and pullman porters.....	14	14	5, 162	14
Patrolmen and special officers.....	6	6	731	2
Marine service.....	8	8	400	1
Combined groups, railroad.....	2	4	108	(¹)
Miscellaneous railroad.....	9	9	356	1
Air line, total.....	46	48	5, 466	15
Mechanics.....	11	11	731	2
Radio and teletype operators.....	6	6	1, 020	3
Clerical, office, stores, fleet, and passenger service.....	6	6	2, 363	6
Stewardesses.....	6	6	547	1
Dispatchers.....	4	4	54	(¹)
Mechanical foremen.....	3	3	108	(¹)
Meteorologists.....	3	3	49	(¹)
Navigators.....	2	2	46	(¹)
Combined groups, air line.....	2	4	124	(¹)
Miscellaneous air line.....	3	3	424	1

¹ Less than one-half of 1 percent.

In past years maintenance of equipment employees have accounted for the major portion of employees involved in representation disputes. However, over the years since 1934, such employees have been gradually won over to the international shop-craft organizations functioning through the Railway Employees' Department, A. F. of L. By the end of 1948, these organizations represented some 95 percent of the nations' railroad shop-craft employees. As a result there has been a rather steady decline in the proportion of representation disputes involving such employees to the total settled by the Board each year. The following tabulation shows the trend over the period 1938-48 in representation cases involving maintenance of equipment employees as compared to other representation cases. The totals for employees during the years 1946 and 1947 are abnormally large because in each of those years elections were conducted among some 52,000 shop-craft employees of the Pennsylvania Railroad.

Fiscal Year	Cases		Crafts or classes		Employees	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
1948.....	22	11	36	16	3,706	10
1947.....	16	9	37	17	65,924	67
1946.....	25	12	42	16	68,549	54
1945.....	35	18	52	22	4,566	13
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

The increase in representation disputes among air-line employees noted in the 1947 report continued during 1948 though not at such a fast rate. Thus, of the 203 cases settled during the year 46 or 23 percent involved air-line employees. Practically all of these air-line cases involved employees who were securing collective-bargaining representation rights for the first time. The organizing activity among clerical and office employees and stewardesses noted in 1947 was continued during 1948. Most of the air-line mechanics representation cases disposed of involved relatively small feeder lines.

3. TYPES OF REPRESENTATION DISPUTES

For purposes of this report, representation disputes may be divided into two major groups. First, are those between national organizations or local unions and system associations, or unorganized employees. Second, are the interorganizational disputes between two national organizations or two local unions or between a national organization and a local union. In general, disputes of the first group represent efforts of employees to secure bona fide collective-bargaining representation for the first time. Disputes of the second group represent competition between unions for employee representation.

Table 7 shows the distribution of all representation cases disposed of during 1948, by types of organizations, with the number of crafts or classes and employees involved for the 14-year period 1935-48.

It will be noted in the table that 65 percent of the employees involved in representation cases were in contests between unions for employee representation rights. This is contrasted to 35 percent of the employees being involved in cases where the employees were not previously represented or were represented by system associations. This proportion has gradually decreased over the years since 1934 and reflects approaching completion of unionization among railroad employees. Deviations from this trend as shown for 1946 and 1947 are accounted for by the shop-craft elections among maintenance-of-equipment employees of the Pennsylvania Railroad.

Most of the interunion disputes handled to conclusion during 1948 were contests between A. F. of L. and C. I. O. unions or between such unions and unaffiliated national organizations. The Board is pleased to report that there was a very commendable decline during 1948 in the number of interunion disputes between the standard train and engine service organizations.

TABLE 7.—Number of crafts or classes and number of employees involved in representation cases, by types of disputes, fiscal years 1935-48

Types of disputes	14-year period 1935-48	Number of cases						14-year period 1935-48	Number of crafts or classes					
		Fiscal year							Fiscal year					
		1948	1947	1946	1945	Average for 5-year period 1940-44	Average for 5-year period 1935-39		1948	1947	1946	1945	Average for 5-year period 1940-44	Average for 5-year period 1935-39
Grand total, all types.....	2, 021	203	181	210	195	139	107	2, 907	225	218	256	234	179	215
Total, national organizations versus system associations or unorganized employees.....	1, 198	114	75	113	105	89	70	1, 919	134	99	139	132	119	165
National organizations versus system associations.....	360	12	10	18	17	23	37	828	12	28	24	18	38	111
National organizations versus unorganized em- ployees.....	798	102	58	84	86	64	30	1, 035	120	62	92	112	100	50
Local unions versus system associations.....	8			2	0	0	1	16			8	0	6	2
Local unions versus unorganized employees.....	32		6	9	0	1	2	40		8	15	0	1	2
System associations versus unorganized employees.....	7	1	1	0	2	1		8	2	1	0	2		
Total, inter-union disputes.....	815	88	106	97	90	50	37	979	91	119	117	102	60	50
National organizations versus national organiza- tions.....	694	80	103	85	77	39	31	819	82	116	97	85	45	43
National organizations versus local unions.....	113	8	2	9	13	10	6	150	9	2	17	17	14	17
Local unions versus local unions.....	8		1	3	0	1		10		1	3	0	1	
System associations versus system associations.....	1			0	0		(1)	1			0	0	1	(1)

See footnotes at end of table.

TABLE 7.—*Number of crafts or classes and number of employees involved in representation cases, by types of disputes, fiscal years 1935-48—Con.*

Types of disputes	14-year period 1935-48	Number of employees involved						14-year period 1935-48	Percent of employees involved					
		Fiscal year							Fiscal year					
		1948	1947	1946	1945	Average for 5-year period 1940-44	Average for 5-year period 1935-39		1948	1947	1946	1945	Average for 5-year period 1940-44	Average for 5-year period 1935-39
Grand total, all types.....	779, 206	37, 284	98, 100	126, 025	35, 097	31, 486	65, 053	100	100	100	100	100	100	100
Total, national organization versus system associations or unorganized employees.....	559, 779	13, 015	70, 964	78, 621	8, 284	20, 793	56, 994	72	35	72	62	24	66	88
National organizations versus system associations.....	422, 941	1, 769	65, 630	5, 275	3, 224	16, 872	52, 535	54	5	67	4	9	54	81
National organizations versus unorganized employees.....	68, 759	11, 246	4, 999	10, 728	5, 060	3, 854	3, 491	9	5	5	9	15	12	6
Local unions versus system associations.....	65, 596			62, 326			654	8			49			1
Local unions versus unorganized employees.....	2, 483		284	292		67	314			(²)	(²)		(²)	(²)
System associations versus unorganized employees.....	309	30	51	0	221	2				(²)	(²)	(²)	(²)	
Total, inter-union disputes.....	219, 059	24, 239	27, 136	47, 404	26, 592	10, 691	8, 047	28	65	28	38	76	34	12
National organizations versus national organizations.....	172, 184	23, 297	26, 880	28, 214	23, 885	8, 003	5, 979	22	62	27	23	68	26	9
National organizations versus local unions.....	45, 894	942	125	18, 990	2, 707	2, 580	2, 046	6	3	(²)	15	8	8	3
Local unions versus local unions.....	.981		131	200		108	22			(²)	(²)		(²)	(²)
System associations versus system associations.....	59			0			12							(²)

¹ 1 case only (1938).² Less than ½ of 1 percent.

4. CERTIFICATIONS ISSUED

Table 8 presents a distribution, by types of labor organizations, of representation rights acquired through certifications issued by the Board during the fiscal year 1948.

TABLE 8.—*Number of crafts or classes certified and votes¹ cast for various types of labor organizations in representation cases² by types of disputes, fiscal year 1948*

Types of disputes	Number of crafts or classes certified to and votes cast for—								Num- ber of votes cast for others
	All organiza- tions		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.....	182	23, 597	175	22, 150	5	456	2	703	288
Elections.....	127	22, 400	120	20, 953	5	456	2	703	288
Proved authorizations.....	55	1, 197	55	1, 197					
Total, national organizations or local unions versus system associations or unorganized employees.....	105	7, 172	103	6, 451			2	642	79
National organizations versus system associations.....	8	1, 062	6	418			2	642	2
Elections.....	8	1, 062	6	418			2	642	2
Proved authorizations.....									
National organizations versus un- organized employees.....	95	6, 091	95	6, 014					77
Elections.....	44	5, 181	44	5, 104					77
Proved authorizations.....	51	910	51	910					
Local unions versus unorganized em- ployees.....	2	19	2	19					
Elections.....	2	19	2	19					
Proved authorizations.....									
Total, interunion disputes.....	77	16, 425	72	15, 699	5	456		61	209
Local unions versus local unions.....									
Elections.....									
Proved authorizations.....									
National organization versus national organization.....	70	15, 635	70	15, 365				61	209
Elections.....	66	15, 348	66	15, 078				61	209
Proved authorizations.....	4	287	4	287					
National organizations versus local unions.....	7	790	2	334	5	456			
Elections.....	7	790	2	334	5	456			
Proved authorizations.....									
System associations versus system associations or unorganized em- ployees.....									
Elections.....									
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.

As in previous years the data show that the vast majority of employees involved prefer representation by national labor organizations in preference to local unions or system associations. Of the

182 crafts or classes for which certifications were issued, 175 were in favor of national organizations, 5 were for local unions and 2 for system associations.

Certifications were issued for 105 crafts or classes of employees who were previously represented by system associations or had no representation at all. Of this number, national organizations were certified for 103 crafts or classes and system associations for only 2. The vote totals were likewise overwhelmingly favorable to national organizations. Thus, of a total of 7,172 votes in cases of this group, 6,451 were cast for national organizations or 90 percent.

Table 9 shows the distribution of representation rights among national organizations, local unions, and system associations. Data in the table are broken down by crafts or classes, number of employees involved and percentages according to all certifications issued during 1948.

During the year certifications were issued in 163 cases. The wishes of the majority of employees were determined by elections in 115 of these cases and by validating signatures on employee authorization cards in the remaining 48 cases.

In the 163 cases representation rights were established for 182 separate crafts or classes involving a total of 30,116 employees. Of this total, representation rights were acquired for the first time for 10,786 employees and were changed for 11,607 employees. Elections were conducted in cases involving 7,723 employees in which they chose by majority vote not to change their collective bargaining representatives.

National organizations were certified as collective bargaining representatives for 93 percent of the crafts or classes and 86 percent of all employees involved in cases where certifications were issued.

TABLE 9.—*Number of crafts or classes certified and employees involved in representation cases, by types of results, fiscal year 1948*

Results	Total		Certifications issued to—					
			National organizations		Local unions		System associations	
	Crafts or classes	Employees involved	Crafts or classes	Employees involved	Crafts or classes	Employees involved	Crafts or classes	Employees involved
Grand total, 163 cases.....	182	30,116	169	25,751	11	3,634	2	731
Elections.....	127	28,523	114	24,158	11	3,634	2	731
Proved authorizations.....	55	1,593	55	1,593	—	—	—	—
Representation acquired.....	100	10,786	95	10,700	5	86	—	—
Elections.....	48	9,576	43	9,490	5	86	—	—
Proved authorizations.....	52	1,210	52	1,210	—	—	—	—
Representation changed.....	47	11,607	41	8,059	6	3,548	—	—
Elections.....	44	11,224	38	7,676	6	3,548	—	—
Proved authorizations.....	3	383	3	383	—	—	—	—
Representation unchanged.....	35	7,723	33	6,992	—	—	2	731
Elections.....	35	7,723	33	6,992	—	—	2	731
Proved authorizations.....	—	—	—	—	—	—	—	—

TABLE 9.—Number of crafts or classes certified and employees involved in representation cases, by types of results, fiscal year 1948—Continued

Results	Percentage distribution of—							
	Number of employees involved in representation cases according to types of organizations certified to represent them, by types of results				Number of employees certified to various types of labor organizations by types of results			
	Total	Certifications issued to—			Total	Certifications issued to—		
		National organizations	Local unions	System associations		National organizations	Local unions	System associations
Grand total, 163 cases.....	100	86	12	2	100	100	100	100
Elections.....	95	80	12	2	95	94	100	100
Proved authorizations.....	5	5			5	6		
Representation acquired.....	36	36	(¹)		36	42	2	
Elections.....	32	32	(¹)		32	37	2	
Proved authorizations.....	4	4			4	5		
Representation changed.....	39	27	12		39	31	98	
Elections.....	37	25	12		37	30	98	
Proved authorizations.....	1	1			1	1		
Representation unchanged.....	25	23		2	25	27		
Elections.....	25	23		2	25	27		
Proved authorizations.....								

¹ Less than 1/2 of 1 percent.

5. EXTENT AND NATURE OF LABOR REPRESENTATION

Table 10 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, 1948. The table also includes for comparative purposes the percentages, in previous years, of mileage of carriers on which employees were represented by organizations. The total mileage used in this table is derived by adding the mileages of carriers listed in table 14 on which table 10 is based.

TABLE 10.—Number and mileage of principal carriers by railroad where employees are represented by various labor organizations, by crafts or classes, June 30, 1948

Organization and craft or class	Extent of representation on June 30, 1948		Percent of total mileage covered on June 30—					
	Number of carriers	Mileage covered						
			1948	1947	1946	1945	5-year period 1940-44 (average)	4-year period 1936-39 (average) ¹
Total.....	136	225, 187						
Brotherhood of Locomotive Engineers:								
Locomotive engineers.....	117	217, 402	95	95	95	97	97	98
Locomotive firemen, hostlers, and hostler helpers.....	2	338	(²)	(²)	(²)	(²)	(²)	(²)
Brotherhood of Locomotive Firemen and Enginemen:								
Locomotive firemen, hostlers, and hostler helpers.....	129	220, 358	98	99	98	99	99	98
Locomotive engineers.....	17	6, 932	3	3	3	2	2	1
United Mine Workers of America:								
Locomotive engineers.....	1	717	(²)	(²)				
Locomotive firemen, hostlers, and hostler helpers.....	1	717	(²)	(²)				

See footnotes at end of table

TABLE 10.—Number and mileage of principal carriers by railroad where employees are represented by various labor organizations, by crafts or classes, June 30, 1948—Continued

Organization and craft or class	Extent of representation on June 30, 1948		Percent of total mileage covered on June 30—					
	Number of carriers	Mileage covered	1948	1947	1946	1945	5-year period 1940-44 (average)	4-year period 1936-39 (average) ¹
International Association of Railway Employees: Locomotive firemen, hostlers and hostler helpers.	2	834	(2)	(2)	—	—	—	—
Order of Railway Conductors of America: Conductors (road).....	101	191,383	85	85	85	85	95	—
Brakemen, flagmen, baggagemen (road).....	6	712	(2)	(2)	(2)	(2)	—	(2)
Yard foremen, helpers, and switchtenders.....	2	8,389	3	4	3	4	4	4
Yardmasters.....	5	9,764	4	4	4	5	6	5
Dining-car stewards.....	1	8,058	3	4	6	6	6	10
Dining-car cooks.....	4	16,876	7	7	10	10	8	6
Parlor and sleeping car conductors.....	1	10,359	5	5	—	—	—	—
Brotherhood of Railroad Trainmen: Brakemen, flagmen, baggagemen (road).....	128	223,639	99	99	98	99	99	99
Conductors (road).....	34	33,668	15	15	13	14	7	2
Yard foremen, helpers, and switchtenders.....	121	201,446	89	89	87	92	92	92
Yardmasters.....	31	26,622	12	11	19	18	13	7
Dining-car stewards.....	48	165,047	73	73	67	69	69	59
Dining-car cooks and waiters.....	1	325	(2)	(2)	—	—	—	—
Passenger representatives.....	2	13,277	6	5	—	—	—	—
Taproom attendants.....	1	8,867	4	4	—	—	—	—
Motorcar operators.....	1	1,154	1	1	—	—	—	—
Bus and/or truck drivers.....	1	4,316	2	2	—	—	—	—
Gate-men.....	1	8,192	4	4	—	—	—	—
Hump motorcar operators.....	1	9,736	4	4	—	—	—	—
Switchmen's Union of North America: Yard foremen, helpers, and switchtenders.....	10	23,955	11	11	11	8	9	10
Railroad Yardmasters of America: Yardmasters.....	42	140,545	62	64	49	51	45	34
Stationmasters.....	2	8,915	4	4	2	2	(2)	(2)
Portmasters.....	1	10,359	5	—	—	—	—	—
Railroad Yardmasters of North America: Yardmasters.....	8	14,580	6	6	6	5	5	4
Stationmasters.....	2	10,757	5	5	5	3	3	3
Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees: Clerical, office, station, and storehouse.....	131	224,528	99	99	99	99	98	96
Redcaps, ushers and station attendants.....	1	1,051	(2)	(2)	—	—	—	—
Stationmasters.....	1	5,076	2	2	—	—	—	—
Grain elevator employees.....	2	16,726	7	7	—	—	—	—
Coal pier foremen.....	1	5,076	2	2	—	—	—	—
Coal cranimen.....	1	973	(2)	(2)	—	—	—	—
Coal dumper employees.....	1	549	(2)	(2)	—	—	—	—
Ore dock workers.....	3	13,080	6	6	—	—	—	—
Gate-men.....	1	9,736	4	4	—	—	—	—
Bus and truck drivers.....	1	7,705	3	3	—	—	—	—
Laundry workers and/or seamstresses.....	2	17,456	7	4	—	—	—	—
Hotel and restaurant employees.....	1	9,751	4	4	—	—	—	—
Telegraphers, towermen and agents.....	1	191	(2)	(2)	(2)	(2)	(2)	(2)
United Transport Service Employees of America: Dining-car cooks and waiters.....	7	32,300	14	14	10	8	2	—
Maids and chair car attendants.....	1	4,759	2	—	—	—	—	—
Train, coach, parlor, sleeping and club-car porters.....	6	22,146	10	6	3	(2)	(2)	—
Taproom attendants.....	1	1,815	1	—	—	—	—	—
Redcaps, ushers, and station attendants.....	14	77,654	33	33	27	33	27	12
The Order of Railroad Telegraphers: Telegraphers, Towermen, and Agents.....	127	223,671	99	99	97	99	99	98
Train Dispatchers.....	5	2,829	1	1	1	1	3	2
Telegraph and telephone linemen.....	12	13,776	6	5	4	7	5	4
Brotherhood of Railroad Signalmen of America: Signalmen.....	100	214,472	95	95	92	94	91	87
Telegraph and telephone linemen.....	5	5,921	2	2	2	2	1	—
American Train Dispatchers Association: Train dispatchers.....	108	210,444	94	93	92	90	80	78
Boat dispatchers.....	1	9,096	4	4	—	—	—	—
Power dispatchers.....	2	2,300	1	1	—	—	—	—
Railway Employees Department, A. F. of L.: Supervisors of mechanics.....	9	17,562	7	14	10	11	3	—
Molders.....	1	6,192	3	3	—	—	—	—
Laundry workers and/or seamstresses.....	1	8,192	4	4	—	—	—	—
Motorcar repairmen.....	1	1,195	(2)	(2)	—	—	—	—

See footnotes at end of table

TABLE 10.—Number and mileage of principal carriers by railroad where employees are represented by various labor organizations, by crafts or classes, June 30, 1948—Continued

Organization and craft or class	Extent of representation on June 30, 1948		Percent of total mileage covered on June 30—					
	Number of carriers	Mileage covered	1948	1947	1946	1945	5-year period 1940-44 (average)	4-year period 1936-39 (average) ¹
Brotherhood of Maintenance-of-Way Employees:								
Maintenance-of-way employees.....	129	211,551	94	94	94	94	94	92
Shop laborers.....	3	3,870	2	2	(2)	1	3	3
Stockyard employees.....	1	8,867	4	4				
Coal-pier operators.....	1	973	(2)	(2)				
Drawbridge operators.....	2	3,392	2	2				
Foremen in electric traction department.....	1	9,736	4	4				
Crossing tenders.....	1	988	(2)	(2)				
Hoisting engineers.....	2	4,799	2	2				
International Association of Machinists: Machinists.	127	212,968	94	94	95	95	87	81
International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America: Boilermakers.	126	212,575	94	94	95	95	87	76
International Brotherhood of Blacksmiths, Drop Forgers and Helpers: Blacksmiths.	123	202,512	89	89	89	89	81	77
Sheet Metal Workers International Association:								
Sheet metal workers.....	123	212,206	94	94	95	94	87	76
Molders.....	2	8,451	4	4				
Foundry employees.....	1	10,359	5	5				
Water service employees.....	1	2,393	1	1				
International Brotherhood of Electrical Workers:								
Electrical workers.....	118	210,072	93	93	93	93	87	79
Telegraph and telephone linemen.....	30	99,941	44	44	34	40	33	
Signalmen.....	5	2,588	1	1	1	1	1	1
Coal-pier operators.....	3	6,154	3	3				
Coal-dumper employees.....	1	5,076	2	2				
Substation operators.....	1	10,359	5	5				
Brotherhood of Railway Carmen of America: Carmen.	127	212,301	94	94	98	91	87	78
International Brotherhood of Firemen, Oilers, Helpers, Roundhouse, and Railway Shop Laborers: Powerhouse employees and railway shop laborers.	122	212,370	94	94	94	93	87	71
Hotel and Restaurant Employees and Bartenders International Union:								
Cooks and waiters.....	48	140,677	62	67	68	71	71	58
Coach, sleeping-car, parlor-car, and club-car porters.....	6	37,423	17	17	8	9	9	
Hotel and restaurant employees.....	3	19,035	8	5	5			
Bartenders.....	3	26,001	11	7				
Maids and chair car attendants.....	1	575	(2)	(2)				
Platform vendor service employees.....	1	6,581	3	3				
American Railway Supervisors Association:								
Yardmasters.....	4	10,874	5	5	4	5	4	4
Supervisors of mechanics.....	21	75,850	33	32	30	29	17	6
Wire chiefs.....	1	8,058	4	4				
Stationmasters.....	1	8,058	4	4				
Roadmasters.....	2	9,856	4	4				
Technical employees.....	3	10,647	5	1				
Subordinate officials in maintenance-of-way and structures department.....	4	13,460	6	4				
Brotherhood of Sleeping Car Porters:								
Coach, sleeping-car, parlor-car, and club-car porters.....	31	110,762	49	48	40	40	31	10
Maids and chair car attendants.....	2	18,847	8	8				
Porter brakemen.....	1	9,096	4	4				
National Council Railway Patrolmen's Unions, A. F. of L.: Railway patrolmen.	40	107,007	48	46	42	43	17	
Utility Workers Organizing Committee:								
Machinists.....	1	97	(2)	(2)	(2)	(2)	(2)	
Boilermakers.....	1	97	(2)	(2)	(2)	(2)	(2)	
Blacksmiths.....					(2)	(2)	(2)	
Sheet-metal workers.....					(2)	(2)	(2)	
Electrical workers.....					(2)	(2)	(2)	
Carmen.....					(2)	(2)	(2)	
Powerhouse employees and railway shop laborers.....	1	97	(2)	(2)	(2)	(2)	(2)	
Brotherhood of Railroad Shop Crafts of America:								
Machinists.....	1	9,736	4	4	4	4	3 4	
Boilermakers.....						4	3 4	
Blacksmiths.....	2	10,724	5	7	6	6	3 7	
Sheet-metal workers.....	1	393	(2)	(2)	4	5	3 4	
Electrical workers.....	2	1,381	(2)	(2)	4	5	3 4	
Carmen.....	2	1,381	(2)	(2)	4	5	3 4	
Bricklayers.....	1	9,736	4	4				
Powerhouse employees and railway shop laborers.....						4	3 4	

See footnotes at end of table

TABLE 10.—Number and mileage of principal carriers by railroad where employees are represented by various labor organizations, by crafts or classes, June 30, 1948—Continued

Organization and craft or class	Extent of representation on June 30, 1948		Percent of total mileage covered on June 30—					
	Number of carriers	Mileage covered	1948	1947	1946	1945	5-year period 1940-44 (average)	4-year period 1936-39 (average) ¹
International Federation of Technical Engineers, Architects and Draftsmen's Unions, A. F. of L.: Technical engineers, architects, draftsmen and allied workers.....	3	8,259	4	4				
International Union of Steam and Operating Engineers:								
Hoisting and portable engineers in stores department.....	1	1,762	1	1				
Hoisting engineers.....	3	15,614	7	7				
International Longshoremen's Association:								
Wharf freight handlers.....	1	172	(2)	(2)				
Grain-elevator employees.....	1	172	(2)	(2)				
Coal-dumper employees.....	4	2,057	1	1				
Coal-pier operators.....	2	5,196	2	2				
International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers: Bus and truck drivers.....	1	8,333	4	4				
American Brotherhood of Railway Police: Railway patrolmen.....	1	6,624	3	3				
United Railroad Workers of America:								
Molders.....	1	9,736	4	4				
Boilermakers.....	1	9,736	4	4				
Blacksmiths.....	1	4,759	2	2				
Sheet-metal workers.....	2	9,959	4	4				
Powerhouse employees and railway-shop laborers.....	1	9,736	4	4				
Maintenance-of-way employees.....	3	13,081	6					
International Longshoremen and Warehousemen's Unions, CIO: Coal-dumper employees.....	1	661	(2)	(2)				
Amalgamated Association Street, Electric Railway and Motor Coach Employees of America, A. F. of L.: Bus and truck drivers.....	1	596	(2)					
System Associations:								
Locomotive engineers.....					(2)	(2)	1	1
Locomotive firemen and hostlers.....					1	(2)	1	2
Yardmasters.....	8	11,488	5	4	2	5	6	6
Clerical, office, station, and storehouse.....					1	1	1	5
Telegraphers, towermen, and agents.....	1	59	(2)	(2)	3	2	6	
Dispatchers.....	6	7,542	3	3	3	3	11	11
Maintenance-of-way employees.....					6	6	6	8
Machinists.....	3	1,229	(2)	(2)	1	1	11	19
Boilermakers.....	4	1,394	1	1	1	1	12	23
Blacksmiths.....	4	5,600	2	2	3	4	17	23
Sheet-metal workers.....	3	1,284	(2)	(2)	1	1	11	22
Electrical workers.....	4	1,899	1	1	1	2	11	23
Carmen.....	4	1,394	1	1	1	3	11	22
Powerhouse employees and railway-shop laborers.....	1	165	(2)	(2)	1	1	10	22
Dining-car stewards.....	2	2,721	1	1	1	1	3	4
Cooks and waiters.....	1	2,469	1	1	2	2	9	15
Coach, sleeping-car, parlor-car, and club-car porters.....					2	5	6	14
Supervisors of mechanics.....	9	53,044	23	23	22	22	16	17
Railway patrolmen.....	7	16,569	7	7	6	7	4	
Stationmasters.....	3	10,503	4	4				
Foundry employees.....	1	7,705	3	3				
Printer.....	1	6,192	3	3				
Wire chief.....	1	214	(2)	(2)				
Coal-dumper employees.....					(2)			
Technical engineers, architects, draftsmen, and allied workers.....	2	9,879	4	4				
Nurses.....	1	8,192	4	4				
Drawbridge operators.....	1	23	(2)	(2)				
Subordinate officials in maintenance-of-way and structures department.....	2	9,954	4	4				
Foremen in electric traction department.....	1	374	(2)					
Telephone and telegraph linemen.....	1	214	(2)	(2)				
Local unions:								
Cooks and waiters.....	4	13,165	6	(2)	4	5	* 5	
Firemen and hostlers.....	2	1,027	(2)	(2)	(2)	(2)	1	2
Brakemen, flagmen, and baggage men.....	4	1,671	1	(2)	(2)	(2)	(2)	(2)
Yard foremen, helpers, and switchtenders.....	4	1,671	1	(2)	(2)	(2)	(2)	(2)
Coach, sleeping-car, parlor-car and club-car porters.....	2	6,747	3	3	6	7	8	

See footnotes at end of table

TABLE 10.—*Number and mileage of principal carriers by railroad where employees are represented by various labor organizations, by crafts or classes, June 30, 1948—Continued*

Organization and craft or class	Extent of representation on June 30, 1948		Percent of total mileage covered on June 30—					
	Number of carriers	Mileage covered	1948	1947	1946	1945	5-year period 1940-44 (average)	4-year period 1936-39 (average) ¹
Local unions—Continued								
Supervisors of mechanics.....	2	1, 623	1	1	1	1	1	-----
Technical engineers, architects, draftsmen, and allied workers.....	1	1, 500	1	-----	-----	-----	-----	-----
Wharf freight handlers.....	1	6, 613	3	3	-----	-----	-----	-----
Car riders.....	1	661	(2)	(2)	-----	-----	-----	-----
Subordinate officials in maintenance-of-way and structures department.....	3	9, 834	4	-----	-----	-----	-----	-----

¹ Figures not available for fiscal year ended June 30, 1935.

² Less than ½ of 1 percent.

³ For fiscal year ended June 30, 1944, only.

⁴ For 3-year period only—1942, 1943, and 1944.

Table 10-A shows comparable information for marine and related employees of rail carriers included in table 10. Since the rail mileage of these carriers bears no relation to their marine operation 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, June 30, 1948*

Organization and craft or class	Number of railroads as of June 30—					
	1948	1947	1946	1945	5-year period, 1940-44 (average)	4-year period, 1936-39 (average) ¹
National Organization Masters, Mates, and Pilots:						
Licensed deck.....	22	22	22	22	23	23
Unlicensed deck.....	9	9	9	9	8	3
Float watchmen.....	5	5	5	3	3	-----
National Marine Engineers' Beneficial Association:						
Licensed engine.....	19	19	19	20	20	18
Unlicensed engine.....	-----	-----	1	1	2	1
Seafarers' International Union of North America:						
Unlicensed deck.....	-----	-----	-----	-----	2	6
Unlicensed engine.....	1	1	1	-----	4	5
Marine cooks and stewards.....	-----	-----	-----	-----	2	4
International Longshoremen's Association:						
Licensed deck.....	2	2	3	3	4	9
Licensed engine.....	2	2	2	3	3	6
Unlicensed deck.....	1	1	1	2	6	5
Unlicensed engine.....	2	2	2	3	6	6
Coal-dumper employees.....	1	1	4	5	5	1
Lighter captains.....	7	6	-----	-----	-----	-----
Float watchmen.....	1	1	1	2	3	1
Longshoremen.....	2	2	-----	-----	-----	-----
Marine-shop employees.....	1	1	-----	-----	-----	-----
Hoisting engineers.....	1	1	-----	-----	-----	-----
National Maritime Union:						
Unlicensed deck.....	5	5	6	6	1	-----
Unlicensed engine.....	5	5	5	7	1	-----
Marine cooks and stewards.....	3	3	3	3	-----	-----
Float watchmen.....	1	1	-----	-----	-----	-----
Grain-elevator employees.....	1	1	-----	-----	-----	-----
United Mine Workers, District 50:						
Licensed deck.....	3	3	2	2	-----	-----
Licensed engine.....	2	3	3	2	-----	-----
Unlicensed deck.....	3	2	2	2	-----	-----
Unlicensed engine.....	1	2	2	2	-----	-----
Float watchmen.....	3	3	-----	-----	-----	-----

See footnotes at end of table

TABLE 10-A.—Representation of marine department and related miscellaneous groups of employees, by organization and crafts or classes, June 30, 1948—Continued

Organization and craft or class	Number of railroads as of June 30—					
	1948	1947	1946	1945	5-year period, 1940-44 (average)	4-year period, 1936-39 (average) ¹
International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers:						
Unlicensed deck.....	1	1	1	1	1	
Unlicensed engine.....	1	1	1	1	1	
United Railroad Workers of America, C. I. O.:						
Licensed deck.....	1	1				
Licensed engine.....	3	2				
Unlicensed deck.....	2	2				
Unlicensed engine.....	8	5				
Lighter captains.....	1	1				
Boat dispatchers.....	1	1				
Foremen's Association of America: Licensed engineers.....	1					
Order of Railroad Telegraphers: Purser-radio operators.....	1	1				
Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees: Purses and assistants.....	1	1				
Inlandboatmen's Union of the Pacific:						
Unlicensed deck.....	1	1				
Unlicensed engine.....	1	1				
Utility Workers Organizing Committee: Marine-shop employees.....	1	1				
International Association of Railway Employees:						
Unlicensed deck.....	1	1				
Unlicensed engine.....	1	1				
Hotel and Restaurant Employees and Bartenders International Union: Marine chefs, cooks, and waiters.....	1	1				
System Associations:						
Licensed deck.....	1	1	1	1	2	3
Licensed engine.....	1	1	2	2	2	6
Unlicensed deck.....	1	1	1	1	1	1
Unlicensed engine.....	2	3	2	2	1	2
Coal-dumper employees.....			1	1	1	
Local Unions:						
Licensed deck.....			1	1	2	
Licensed engine.....			1	1	1	
Unlicensed deck.....	3	3	4	4	6	
Unlicensed engine.....	3	3	7	7	9	
Marine cooks and stewards.....	1	1	1	1	2	

¹ Figures not available for fiscal year ended June 30, 1935.

² For fiscal years ended June 30, 1938, and 1939 only.

³ For fiscal years ended June 30, 1937, 1938, and 1939, only.

⁴ For fiscal year ended June 30, 1939, only.

⁵ For fiscal year ended June 30, 1944, only.

IV. MEDIATION DISPUTES

During the fiscal year 1948, mediation cases disposed of totaled 259, this being an increase of 20 over the previous year, but a decrease of 120 under the fiscal year 1946. While there was an increase in dispositions in 1948 over 1947, the total as compared with the year 1946 continued the decrease shown in 1947, and mainly for the same reasons. A large amount of time was spent again in 1948 on several cases containing great numbers of grievances and time claims, which under section 3 of the act should have been taken to the National Railroad Adjustment Board.

During the year 1948 a total of 301 mediation cases were docketed, this number being an increase of 56 over the previous year. This total has been exceeded only once in the Board's past experience, by the figure of 358 mediation cases docketed in the fiscal year 1945. As of June 30, 1948, there were 111 mediation cases on the docket open and unsettled, as compared with 69 on hand as of June 30, 1947.

1. MEDIATION AND ARBITRATION AGREEMENTS

Of the total of 259 mediation cases settled during the year, 185, or about 71 percent, were disposed of either by mediation agreements, arbitration agreements, or withdrawals prior to, during, or after mediation. Sixteen disputes were referred to emergency boards created under section 10 of the Railway Labor Act.

For the 14-year period of the Board's existence under the amended act, the percentage of mediation agreements to total mediation cases is a little over 53. This figure has remained constant for the past few years. This percentage for the performance during the fiscal year 1948 is approximately 50, which shows an increase of 6 percent over the previous year of 1947. The time spent in mediating cases involving large grievance dockets is again reflected in the slight decrease of 3 percent under the 14-year average.

As shown by table 11, above, two principal categories of questions were involved in mediation cases, viz, changes and revisions in the rules of working agreements, and changes in rates of pay. These classes of disputes continue to provide the greatest portion of the Board's work.

TABLE 11.—*Issues involved in cases disposed of by mediation agreements, fiscal years 1935-48*

Issues involved	14-year period	1948	1947	1946	1945	Average for 5-year period 1940-44	Average for 5-year period 1935-39
Total, all cases.....	1, 512	130	105	227	199	117	54
Negotiation of new agreements covering rates of pay, rules, and working conditions.....	188	12	7	22	15	15	12
Changes in rates of pay.....	523	26	36	48	95	50	14
Changes and revisions in rules of existing agree- ments.....	730	77	56	156	86	46	25
Miscellaneous cases.....	71	15	6	1	3	6	3

During the year 1948, a total of 18 cases was disposed of by arbitration under the provisions of section 7 of the Railway Labor Act. A brief description of the awards made in these cases is given in chapter V of this report.

2. OTHER ADJUSTMENTS OF MEDIATION CASES

Of the 259 mediation cases closed during the year 1948, disposition was effected in 111 through means other than mediation or arbitration agreements. The largest single group in this number was a total of 30 cases in which arbitration was declined by the carriers involved. Twenty-four cases were withdrawn during or after mediation while 13 cases were withdrawn by the invoking party before mediation proceedings were commenced. A grand total of 72 cases were closed account refusals to arbitrate. In 18 instances, arbitration was declined by the employees, and in 24 cases both parties refused to arbitrate the issues. As mentioned above, the carriers declined arbitration in 30 cases. Two cases were dismissed by the Board.

3. AIR LINE MEDIATION CASES

Included in the 259 mediation cases handled and closed during the fiscal year ended June 30, 1948, were 50 cases involving commercial air lines subject to title II of the Railway Labor Act. This number represents approximately 19 percent of the total mediation cases disposed of, and is an increase of 12 over the 38 air-line mediation cases handled during the year 1947. Several of these 50 cases involved the negotiation of initial working agreements, and a number of others covered complete schedule revisions. Protracted mediation was necessary in a large number of these 50 cases, and it is estimated that approximately 25 percent of the entire time spent on mediation cases was devoted to these air-line disputes.

During the fiscal year 1948, a total of 46 representation cases were handled covering various crafts or classes of air-line employees.

Up to June 30, 1947, a total of 111 mediation cases had been handled on the air lines since title II of the Railway Labor Act became effective in 1936. The 50 cases disposed of during 1948 brings the grand total to 161 as of June 30, 1948.

V. ARBITRATION AND EMERGENCY BOARDS

1. ARBITRATION BOARDS

In disputes where the National Mediation Board or its representatives are unable to effect a settlement through mediation, they are required to try to induce the parties to submit their controversy to arbitration. While acceptance of arbitration is not compulsory, under section 7 of the Railway Labor Act, the Mediation Board emphasizes the spirit and intent of the law to settle disputes peaceably. Accordingly, the Board does not consider the proffer of arbitration as a perfunctory action, but rather that efforts to induce the parties to submit their differences to arbitration should be equally as intensive as those made in attempting to secure settlement by mediation. Arbitration under the act has the additional advantage of providing a definite and legally enforceable decision under which both parties to a dispute may operate in the future.

During the fiscal year 1948, 18 arbitration agreements were executed, making a total of 106 such agreements effected through efforts of the Board during the 14 years of its existence.

Arbitration cases disposed of during the 1948 fiscal year are briefly summarized below:

CASE A-2157, ARB. 59.—*Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America and Salt Lake and Utah Railroad Corp.*

An arbitration agreement was entered into by the parties on December 5, 1945. Prior to arbitrators being named, however, advice was received that the carrier had abandoned its operations. On the basis of this fact, the case was closed on the Board's files on July 28, 1947.

CASE A-2384, ARB. 82.—*Brotherhood of Railroad Trainmen and Southern Pacific Co. (Pacific Lines)*

Members of the Arbitration Board were Hon. Robert G. Simmons, chief justice, Supreme Court of Nebraska, Lincoln, Nebr.; Mr. G. W. Crawford, vice general chairman, Brotherhood of Railroad Trainmen; and Mr. J. W. Corbett, general manager, Southern Pacific Co. (Pacific Lines). Judge Simmons was named by the National Mediation Board as neutral arbitrator, the party members having been unable to agree upon a neutral.

Before the Arbitration Board convened, however, the controversy was settled and disposed of by agreement of the parties, and the case was, therefore, closed.

CASE A-2501, ARB. 86.—*Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Missouri Pacific Railroad Co.*

Members of the Arbitration Board were Hon. Sidney St. F. Thaxter, associate justice, Supreme Judicial Court of Maine, Portland, Maine; Mr. O. M. Stevens, president and general manager, American Refrigerator Transit Co., representing the carrier; and Mr. A. J. Pickett, general chairman, M-K-T Lines System Board of the Brotherhood of Railway and Steamship Clerks. The party members designated Judge Sidney St. F. Thaxter as the neutral member and chairman of the board.

The question in dispute was requested increases in rates of pay for timekeepers, accountants, clerks, and stenographers represented by the organization. Arbitration hearings commenced in St. Louis, Mo., February 16, 1948, and the award was dated February 21, 1948. In its award a majority of the board fixed the rates of pay applicable to each of the positions involved. Mr. O. M. Stevens, carrier arbitrator, filed a dissent.

CASE A-2522, ARR. 89.—*Brotherhood of Railroad Trainmen and Erie Railroad Co.*

Members of the Arbitration Board were Mr. Frank M. Swacker, attorney, New York, N. Y.; Mr. M. G. McInnes, assistant general manager, Erie Railroad Co.; and Mr. J. P. Cahill, deputy president, Brotherhood of Railroad Trainmen. The party members designated Mr. Frank M. Swacker as the neutral member and chairman of the board.

The question submitted to the board for decision was the request of employees for 99 cents per day increase in pay of trainmen being paid the mine-run rate on the Erie System. Arbitration hearings commenced in Cleveland, Ohio, on July 8, 1947, and the award was dated July 18, 1947, in which an additional 7 cents per hour was awarded on certain divisions because of the combination character of their work, it being both road and yard work.

CASE A-2550, ARR. 90.—*American Train Dispatchers Association and Boston & Maine Railroad*

An arbitration agreement was signed between the parties on June 3, 1947, and party arbitrators were appointed. The party members could not agree on a neutral member of the Arbitration Board, and before a neutral was appointed by the National Mediation Board, the parties to the dispute by mutual agreement canceled the arbitration agreement in November 1947. The case was, therefore, closed.

CASE A-2595, ARR. 91.—*Carriers represented by Eastern, Western, and South-eastern Carriers' Conference Committees and Employees' National Conference Committee—Seventeen Cooperating Railway Labor Organizations*

Members of the Arbitration Board were Dr. William M. Leiserson, former member of the National Mediation Board, Washington, D. C.; and Dr. Robert D. Calkins of New York, N. Y.; Mr. George M. Harrison, grand president, Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees; Mr. George Wright, vice president, International Brotherhood of Firemen & Oilers; Mr. H. A. Scandrett, retired president of the Chicago, Milwaukee, St. Paul & Pacific Railroad Co.; and Mr. J. Carter Fort, vice president and general counsel of the Association of American Railroads, Washington, D. C. The party members designated Dr. William M. Leiserson and Dr. Robert D. Calkins as the neutral members, and as chairman and vice chairman, respectively, of the board.

This case involved the request of the employees to increase all existing rates of pay by 20 cents per hour, effective April 25, 1947, and that the amount of the hourly increase for employees represented by the American Train Dispatchers Association and the Railroad Yardmasters of America be multiplied by 240 hours to produce the amount of the monthly increase.

This dispute was Nation-wide in scope, involving most of the railroads in the country and approximately 1,000,000 employees.

Public hearings were held in Chicago, Ill., from August 4 to August 28, 1947, inclusive. The record consists of 3,252 pages and approximately 38 exhibits. In its award, dated September 2, 1947, the

board awarded an increase of 15½ cents per hour, effective September 1, 1947. With respect to the application of this increase to the train dispatchers and railroad yardmasters, the board found that the increase should be multiplied by 240 hours per month to determine the amount of the monthly increase. The carrier arbitrators dissented from this award.

CASE A-2552, ARR. 92.—*Pacific & Arctic Railway & Navigation Co. and International Longshoremen's Association*

Members of the Arbitration Board were Mr. Robert Burns, attorney, of Portland, Oreg.; Mr. Edward G. Dobrin, attorney, of Seattle, Wash., representing the carrier; and Mr. Morris D. Kennedy, president, Western Stevedoring Co., Seattle, Wash., representing the organization.

The party members of the Arbitration Board being unable to agree upon the third arbitrator, the National Mediation Board designated Mr. Robert Burns as the neutral arbitrator, and he was elected to serve as chairman of the board.

The question in this dispute was whether certain handling of freight and cargo on the wharf of the carrier at Skagway, Alaska, should be classed as railroad warehouse work or as dock work. Arbitration hearings were held in Seattle, Wash., commencing September 16, 1947, and the award was dated October 4, 1947. The majority of the board found that the work in question should be classed as dock work. The carrier arbitrator filed a dissent.

CASE A-2572, ARR. 93.—*Northwest Airlines, Inc., and Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees*

Members of the Arbitration Board were Mr. Q. D. Gibbs, attorney, of Okmulgee, Okla.; Mr. A. E. Floan, vice president and secretary, Northwest Airlines, Inc.; and Mr. H. D. Ulrich of Boston, Mass., representing the organization. The party members being unable to agree upon a neutral, the National Mediation Board appointed Mr. Q. D. Gibbs as the neutral arbitrator and he was elected chairman of the board.

The question submitted to arbitration involved an increase in rates of pay for employees represented, of 30 cents per hour. Hearings were held in St. Paul, Minn., commencing October 28, 1947, and the award was dated November 1, 1947. In its award the Arbitration Board granted pay increases of 10 cents per hour, effective October 1, 1947. A dissent to this award was filed by the organization arbitrator.

CASE A-2606, ARR. 94.—*Pan American Airways, Inc., and Transport Workers Union of America, CIO*

Members of the Arbitration Board were Mr. David L. Cole of Paterson, N. J.; Mr. Lloyd W. Messersmith, representing the organization; and Mr. W. Overton Snyder of Pan American World Airways, carrier arbitrator. The party members designated Mr. David L. Cole as the neutral member and chairman of the board.

The questions submitted to arbitration included job classifications and rates of pay of flight service personnel, as well as changes in rules and working conditions. Arbitration hearings were commenced in New York City on December 8, 1947, and the award was dated December 16, 1947.

The board awarded a portion of the wage increases demanded by the organization, and denied a rules change with respect to furnishing and cleaning uniforms. The board also concluded that the contract between the parties should continue in effect for 1 year, and denied the carrier's proposal to eliminate from the agreement a requirement with respect to assignment of at least one purser when two or

more flight service personnel are assigned to a flight. Mr. Snyder dissented from the award regarding increases in rates of pay.

CASE A-2608, ARB. 95.—*Pan American Airways, Inc., and Air Line Dispatchers Association*

Members of the Arbitration Board were Hon. James H. Wolfe, justice, Supreme Court of Utah, Salt Lake City, Utah; Mr. W. O. Snyder, Pan American World Airways, Long Island City, N. Y., representing the carrier; and Mr. J. E. Frost of Seattle, Wash., representing the organization. The party members designated Judge James H. Wolfe, as the neutral member and chairman of the board.

The matters submitted to the board related to schedule of salaries for junior aircraft dispatchers and aircraft dispatchers, and the effective date thereof. Arbitration hearings were held in Salt Lake City, Utah, commencing October 24, 1947, and the award was dated October 30, 1947. In its award the Arbitration Board granted certain pay increases, setting out a scale of minimum salaries to be effective November 1, 1947, and June 30, 1948.

CASE A-2596, ARB. 96.—*Pan American Airways, Inc., and Transport Workers Union of America, CIO*

Members of the Arbitration Board were Hon. Otto S. Beyer, former member of National Mediation Board, of Washington, D. C.; Mr. W. Overton Snyder, Pan American World Airways, Long Island City, N. Y., representing the carrier; and Mr. M. L. Edwards of Miami, Fla., representing the organization. The party members being unable to agree upon the third arbitrator, the National Mediation Board designated Hon. Otto S. Beyer as the neutral arbitrator, and he was elected to serve as chairman of the board.

The questions in this case related to rates of pay for guards and assistant chief guards, shift differentials, vacations, and effective date and duration of agreement between the parties.

Hearings were held in Miami, Fla., commencing on November 24, 1947, and the award was dated November 28, 1947. In its award the Arbitration Board granted certain increases in rates of pay and shift differentials, although less than requested by the organization; it denied the request for change in the vacation rule; and made the agreement effective as of November 1, 1947, until January 1, 1949, and thereafter until written notice 30 days prior to December 31st in any year.

CASE A-2659, ARB. 97.—*Northwest Airlines, Inc., and International Association of Machinists*

Members of the Arbitration Board were Dr. William M. Leiserson of Washington, D. C.; Mr. K. R. Ferguson, company arbitrator; and Mr. George H. Pedersen, organization arbitrator. The party members designated Dr. William M. Leiserson as the neutral arbitrator and chairman of the board.

The questions in dispute comprised requested increases in rates of pay for mechanics and related personnel and flight kitchen personnel, and various changes in rules and working conditions. Arbitration hearings were held in St. Paul, Minn., commencing November 10, 1947, and the award was dated December 4, 1947. In its award the Arbitration Board granted certain increases in rates of pay, and changes in rules and working conditions with some modifications. The principal changes involved master mechanic ratings, holidays, vacations, shift premiums, length of service computations, and longevity allowances.

The arbitration agreement in this case was signed by the parties on October 9, 1947, and Mr. A. E. Floan, vice president and secretary, was appointed as the carrier arbitrator; and Mr. B. F. Napheys, Jr., attorney, of Denver, Colo., was named as the organization arbitrator. Mr. Frank M. Swacker, attorney, New York, N. Y., was selected by the parties to serve as neutral arbitrator, and certificate of his appointment was dated December 23, 1947. On that same date, however, the dispute was withdrawn from arbitration by mutual agreement of the parties and the case was closed accordingly.

CASE A-2658, ARB. 99 AND INTERPRETATION.—*Transcontinental & Western Air, Inc., and International Association of Machinists*

Members of the Arbitration Board were Dr. John A. Lapp, industrial relations consultant, Chicago, Ill.; Mr. John O. Parker of Kansas City, Mo., representing the carrier; and Mr. George H. Pederson of Milwaukee, Wis., representing the organization. The party arbitrators selected Dr. John A. Lapp to be the third member of the board and he was elected chairman.

The Arbitration Board commenced hearings in Chicago, Ill., on December 8, 1947, and rendered its award December 17, 1947.

The questions submitted to arbitration comprised five proposals respecting changes in rates of pay, rules, and working conditions for guard personnel. In its award the arbitration board sustained the request of the organization for an additional holiday on Washington's birthday, awarded shift differentials for afternoon and night shifts, and concluded that guard personnel should be placed on the same basis as mechanics as regards salary continuance, as proposed by carrier. It also provided longevity pay rates and awarded an increase of 16 cents per hour effective December 15, 1947. Carrier arbitrator dissented to all awards with exception of salary continuance item.

After the award was issued, a dispute arose between the parties concerning the duration of the agreement to be entered into by the parties on the arbitrated issues. The previous agreement had expired August 1, 1947, and the parties were unable to agree whether August 1, 1948, or December 15, 1948, should be the terminal date of the agreement.

The Arbitration Board was reconvened and met in Chicago, Ill., on February 27, 1948, and decided that it was without jurisdiction to indicate a terminal date but recommended that if the parties cannot agree upon a date of termination of the agreement, the date should be made to conform to the awards of the Arbitration Board and be subject to opening under the Railway Labor Act. Mr. John O. Parker dissented in part and reserved the right to indicate the reasons for dissenting and later to write a dissenting opinion.

CASE A-2641, ARB. 100, INTERPRETATION AND APPLICATION.—*Mid-Continent Airlines, Inc., and Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees*

The members of the Arbitration Board were Mr. Sidney L. Cahn of New York, N. Y.; Mr. Victor A. Kropff, assistant to the president, Mid-Continent Airlines, Inc.; and Mr. Harry R. Lyons, vice president of the Brotherhood of Railway and Steamship Clerks, representing the organization. The party arbitrators being unable to agree upon a neutral, the National Mediation Board appointed Mr. Sidney L. Cahn as the neutral member and he was elected as chairman of the board.

The question in dispute involved employees' request that the rates of pay of all employees represented by the organization be increased 50 cents per hour for hourly rated employees and \$86.67 per month for employees on monthly basis. Arbitration hearings commenced in Kansas City, Mo., on January 6, 1948.

In its award, dated January 14, 1948, the Arbitration Board awarded a wage increase of 17 cents per hour for hourly rated employees and \$29.47 per month for employees paid on a monthly basis, retroactive to and including the pay-roll period last preceding the date of the award.

The parties were unable to resolve a dispute concerning the application of the award to a group of approximately 25 employees known as "stores personnel," who had previously received an increase of 12 cents per hour while represented by another organization. The Arbitration Board was reconvened on April 13, 1948, in Chicago, Ill., and oral argument was heard. The board rendered its interpretation and application of award on April 16, 1948, awarding an increase of 10 cents per hour for "stores personnel" beginning January 1, 1948, to which the organization arbitrator dissented.

The organization later petitioned the District Court of the United States for the Western District of Missouri, to impeach and set aside the interpretation and application of award, as not authorized by the statute, and it was so ordered by the court on August 9, 1948.

CASE A-2626, ARR. 101.—*Chicago, Burlington & Quincy Railroad Co. and The Order of Railroad Telegraphers*

Members of the Arbitration Board were Dr. William H. Spencer of the University of Chicago, Chicago, Ill.; Mr. J. E. Wolfe, assistant to vice president, Chicago, Burlington & Quincy Railroad Company; and Mr. B. M. Kinkad, vice president of The Order of Railroad Telegraphers. The party arbitrators designated Dr. William H. Spencer as the neutral member and chairman of the board.

The question submitted to arbitration was the request for an increase of 20 cents an hour for manager-wire chiefs, wire chiefs and assistant wire chiefs, to be made effective October 1, 1945. Arbitration hearings were commenced in Chicago, Ill., on January 26, 1948, and the award was dated February 2, 1948. In its award the Arbitration Board granted an increase of 5 cents an hour, effective October 1, 1945. The organization arbitrator dissented from this award.

CASE A-2737, ARR. 102.—*Transcontinental & Western Air, Inc., and Transport Workers Union of America*

Members of the Arbitration Board were Mr. Frank M. Swacker, attorney, of New York, N. Y.; Mr. W. K. Jacks, director of international operations of the carrier; and Mr. Maurice H. Forge, international vice president of the organization. The party members designated Mr. Frank M. Swacker as the neutral arbitrator of the board and to serve as chairman.

The questions in dispute involved hours of service, compensation, overtime, and vacations for navigators. The arbitration hearings were held in New York, N. Y., commencing April 20, 1948, and the award was dated April 27, 1948. In its award, the board denied the proposals of both organization and carrier with respect to hours of service, compensation, and overtime, and in lieu thereof specified monthly rates of pay for the employees involved, with provisions for additional compensation for time flown in excess of certain hours per

quarter. The award denied some of the proposals of both carrier and organization regarding vacations, some of the carrier's proposals were granted, and two additional rules with respect to vacations were awarded.

CASE A-2719, ARR. 105.—*Union Pacific Railroad Co. and Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, and Brotherhood of Railroad Trainmen*

Members of the Arbitration Board were Mr. Robert O. Boyd, attorney, of Portland, Oreg.; Mr. A. McAllister, superintendent of Oregon division, Union Pacific Railroad; and Mr. W. B. Hawkins, general chairman, Brotherhood of Locomotive Firemen and Enginemen, representing the organizations. The party arbitrators being unable to agree upon the neutral member, Mr. Robert O. Boyd was appointed by the National Mediation Board as the neutral member and he was elected to act as chairman of the Arbitration Board.

The question in dispute was the right of the carrier to place in effect the establishment of Kenton yard office as the point for beginning and ending day of yard crews. Arbitration hearings were held in Portland, Oreg., commencing March 22, 1948, and the award was dated April 5, 1948. In its award, the Arbitration Board decided that the carrier had the right to make effective the proposed change. A dissenting opinion was made by the organization arbitrator.

CASE A-2625, ARR. 106.—*The New York Central Railroad Co. (Buffalo and East) and The Order of Railroad Telegraphers*

Members of the Arbitration Board were Dr. William M. Leiserson, of Washington, D. C.; Mr. W. G. Abriel, manager of personnel, New York Central System; and Mr. N. D. Pritchett, deputy president of the Order of Railroad Telegraphers. The party arbitrators designated Dr. William M. Leiserson as the neutral member of the board and he was elected to act as chairman.

The questions in dispute included the matter of incorporating certain additional positions in the working agreement between the parties and several rules changes. Arbitration hearings were held in New York City from May 11 to June 9, inclusive, 1948, and the record consists of 3,491 pages and 253 exhibits. The board made its award on June 24, 1948. In its award the arbitration board decided that certain freight agents should be included in the new agreement and granted some other changes in the scope rule. The board also granted various changes in rules and working conditions, with some modifications.

CASE A-2777, ARR. 107.—*Society of Airline Meteorologists and Northwest Airlines, Inc.*

The arbitration agreement in this case was signed by the parties on March 24, 1948, and Mr. A. E. Floan, vice president and secretary of the Northwest Airlines, was appointed as carrier arbitrator; and Mr. B. F. Napheys, Jr., attorney, of Denver, Colo., was named as organization arbitrator. Mr. Frank M. Swacker, attorney, of New York, N. Y., was selected by the parties to serve as neutral arbitrator and certificate of his appointment was dated June 16, 1948. Prior to the commencement of arbitration proceedings, however, the dispute was withdrawn from arbitration by agreement of the parties on June 25, 1948.

Members of the Arbitration Board were Mr. Russell Wolfe of Philadelphia, Pa.; Mr. W. O. Snyder of Long Island City, N. Y., company arbitrator; and Mr. B. F. Napheys, Jr., of Denver, Colo., arbitrator for the organization. The party members designated Mr. Russell Wolfe as the neutral arbitrator and chairman of the board.

The issue submitted to arbitration in this case concerned an increase of compensation for meteorologists. Arbitration hearings were commenced on May 10, 1948, in Long Island City, N. Y., and the award was dated June 18, 1948, an extension of time having been signed by both parties to the arbitration agreement. In its award the Arbitration Board granted certain increases in rates of pay for these employees to be effective May 15, 1948.

2. EMERGENCY BOARDS—SECTION 10, RAILWAY LABOR ACT

If a dispute between a carrier and its employees is not adjusted and should, in the judgment of the Mediation Board, threaten substantially to interrupt interstate commerce to a degree such as to deprive any section of the country of essential transportation service, the Mediation Board is required, under section 10 of the act, to notify the President, who may, in his discretion, create a board to investigate and report respecting such dispute within 30 days.

After the creation of such board, and for 30 days after its report has been made to the President, no change, except by agreement, may be made by the parties to the controversy in the conditions out of which the dispute arose.

During the fiscal year 1948, 16 such emergency boards were created by the President. A summary of the reports of these boards follows:

CASE A-2551, EMERGENCY BOARD NO. 46.—*Brotherhood of Locomotive Firemen and Enginemen and Order of Railway Conductors of America and Bingham and Garfield Railway Co.*

An Executive Order of the President dated May 16, 1947, resulted in the appointment of a board composed of Hon. H. Nathan Swaim, former judge of the Supreme Court of Indiana, Indianapolis, Ind.; Hon. George E. Bushnell, judge, Supreme Court of Michigan, Detroit, Mich.; and Hon. Joseph L. Miller of Washington, D. C.

The board selected Judge Swaim as chairman. Public hearings were held in Salt Lake City, Utah, beginning May 26, 1947, and concluding June 3, 1947. On June 4, 1947, a recess was taken and, at the request of the parties, the President extended the life of the board 30 days. The parties met with the board at Washington on July 14, 1947. The board's report to the President was dated July 16, 1947.

The dispute arose over the construction of the Copperton Line, a plant facility railroad, to replace the Bingham & Garfield Railway. The issues arising from this transfer of ore haulage involve the rights of the Bingham & Garfield employees under their existing contracts, as well as the future application of the Railroad Retirement Act, the Fair Labor Standards Act, and the Railway Labor Act to the plant facility operation.

The board's report recommended that the parent company; i. e., Kennecott Copper Corp., the carrier, and its employees through their designated bargaining agencies immediately establish mutual agreements by collective bargaining processes so that the transition from common carrier to the new low line plant facility—the Copperton

Line—be clear-cut and final, and in the event an agreement is reached, it was further recommended by the Board that the employees join with the carrier in seeking an early abandonment of the Bingham & Garfield Railway Co. carrier operations.

CASE A-2602, EMERGENCY BOARD NO. 47.—*Brotherhood of Locomotive Engineers and Southern Pacific Co. (Pacific Lines), Northwestern Pacific Railroad Co., San Diego & Arizona Eastern Railway Co.*

An Executive order of the President dated July 18, 1947, resulted in the appointment of a board composed of Col. Grady Lewis, attorney, Washington, D. C.; Mr. Leverett Edwards, attorney, Oklahoma City, Okla.; and Dr. Paul A. Dodd, director of Institute of Industrial Relations, University of California, Los Angeles, Calif.

The board selected Colonel Lewis as chairman. Public hearings were held in San Francisco, Calif., beginning July 23, 1947, and concluding July 30, 1947. The board's report to the President was dated July 30, 1947.

The dispute in this case involved some 498 separate items, which were incorporated in a strike ballot. The first 20 cases of the ballot affected rules and working conditions; the remaining cases were made up of time claims, grievances, run-around, and claims of like nature that had arisen in the application of the working agreement in effect on the carriers, accumulated from 1938 to and through 1945, which were properly referable to the National Railroad Adjustment Board.

Although Section 10 of the Railway Labor Act provides that after the creation of an emergency board and for 30 days after such board has made its report to the President, no change except by agreement shall be made by the parties to the controversy in the conditions out of which the dispute arose, the employees withdrew from service for 6 hours on July 21, 1947, when an agreement was reached which resulted in a return to work and "indefinite postponement of the strike." This agreement also provided for disposition of the remaining items by direct negotiations of the parties.

The emergency board found that the strike took place in violation of the Railway Labor Act, and could have been avoided had the machinery established in the act been utilized in good faith by both parties.

The board specifically recommended that the working agreements between the parties be amended to limit the length of time an alleged violation of the agreements may be handled on the property before final adjustment, and that the First Division of the National Railroad Adjustment Board amend its rules to require a fully reasoned opinion on each award made, to the end that the awards, when so made, may be used as a precedent by the parties at interest in their administrative application of such awards.

The board further recommended that all claims remaining on the strike ballot and not disposed of by direct negotiations be submitted to the First Division of the National Railroad Adjustment Board for final disposition, and that the call for strike action be unqualifiedly cancelled.

CASE A-2449, EMERGENCY BOARD NO. 48.—*Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Terminal Railroad Association of St. Louis*

An Executive order of the President, dated July 31, 1947, resulted in the appointment of an emergency board consisting of Hon. Leif Erickson, former judge, Supreme Court of Montana, Helena, Mont.; Hon. Eugene L. Padberg,

judge, Supreme Court of Missouri; and Mr. Andrew Jackson, labor relations consultant, New York, N. Y.

The board selected Judge Erickson as chairman. Public hearings were held in St. Louis, Mo., beginning August 8, 1947, and concluding August 18, 1947. The board's report to the President was dated August 19, 1947.

This dispute involved two working rules dealing with the method of payment for Sunday work and for payment for service of less than 8 hours by employees called to perform service on assigned rest days, Sundays, and holidays.

The board recommended the continuance of the existing rule providing method of payment for Sunday work, that rule being the standard in effect on practically all railroads and terminals, but recommended the elimination of the note appended to that rule which excepted employees in the baggage-and mail-handling departments from certain provisions contained in the standard rule.

Adoption of the employees' proposed rule with slight modifications providing for payment of eight hours at time and one-half for employees called to perform service on their rest day or on Sundays and designated holidays was also recommended by the board.

CASE A-2542, EMERGENCY BOARD No. 49.—*Brotherhood of Railroad Trainmen and River Terminal Railway Co.*

The Executive order dated August 1, 1947, resulted in the appointment of a board composed of Mr. Frank M. Swacker, attorney, New York, N. Y.; Dr. Hugh B. Fouke of Painesville, Ohio; and Judge Sidney St. F. Thaxter, of the Supreme Court of Maine, Portland, Maine.

The board selected Mr. Swacker as chairman. Public hearings and conferences were held in Cleveland, Ohio, beginning August 11, 1947, and concluding August 19, 1947. The board's report to the President was made on August 20, 1947.

The dispute in this case concerned certain changes in the working rules and conditions, and demands of the Brotherhood for premium rate of pay similar to that enjoyed on certain other railroads controlled by steel companies (as is this carrier).

After conclusion of testimony, the emergency board undertook mediation between the parties, as a result of which direct negotiations were resumed under the auspices of the emergency board. These efforts resulted in an agreement granting a premium of 6½ cents per hour in the wage rate, and holding in abeyance the request for rules changes until after the settlement of the national rules movement then in progress.

CASE A-2584, EMERGENCY BOARD No. 50.—*International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America and Railway Express Agency, Inc.*

An Executive order of the President dated September 15, 1947, resulted in the appointment of an emergency board consisting of Mr. Leverett Edwards, attorney, Oklahoma City, Okla.; Hon. H. Nathan Swaim, former judge of the Supreme Court of Indiana, Indianapolis, Ind.; and Mr. Norman J. Ware, labor relations consultant, Hartford, Conn.

The board selected Mr. Leverett Edwards as chairman. Public hearings and conferences were held in New York City, N. Y., beginning September 24, 1947, and concluding on October 8, 1947. The board's report to the President was made on October 13, 1947.

The issues involves in this dispute were the demand for a 40-cent-per-hour increase in wages of express drivers in the cities of Cincinnati, Cleveland, Newark, Philadelphia, St. Louis, San Francisco, and Chicago, and the request of the organization for a 20-percent differential for night-shift work.

The board recommended that the employees involved accept an increase of 15½ cents per hour, retroactive to September 1, 1947. This increase was in line with recent wage increase awarded to non-operating employees of most of the Nation's railroads and had been extended by agreement to the majority of the employees of the Railway Express Agency, but had been refused by the employees here involved. The board also recommended that the 20-percent differential for night-shift work be not granted.

CASE A-2661, EMERGENCY BOARD No. 51.—*Brotherhood of Locomotive Engineers and Atlanta & West Point Rail Road Co. and Western Railway of Alabama*

An Executive order of the President dated October 15, 1947, resulted in the appointment of a board composed of Hon. Ernest M. Tipton, justice, Supreme Court of Missouri, Jefferson City, Mo.; Hon. Harry H. Schwartz, former member of the National Mediation Board, Casper, Wyo.; and Mr. John T. McCann, attorney, New York, N. Y.

Judge Tipton was selected by the board as chairman. Public hearings were held in Atlanta, Ga., beginning October 23, 1947, and concluding October 29, 1947. The board made its report to the President on November 1, 1947.

During the hearings, the Brotherhood of Locomotive Firemen and Enginemen, on its motion, was permitted to intervene as a party to the proceedings.

The dispute in this case involved question of seniority rights of engineers employed by the carriers, in two cases pending on the docket of the First Division, National Railroad Adjustment Board.

The board recommended that claims of this nature should be decided by the First Division of the National Railroad Adjustment Board, as contemplated by the Railway Labor Act. The board also found that both of the claims of the Brotherhood of Locomotive Engineers in this dispute were without merit and recommended that the strike authorized by the members of that organization on the carriers' property be canceled.

CASE A-2684, EMERGENCY BOARD No. 52.—*Locals 459 and 808, International Brotherhood of Teamsters, Chauffeurs, Warehousemen, and Helpers of America, A. F. of L. and Railway Express Agency, Inc.*

An Executive order of the President dated October 21, 1947, resulted in the appointment of an emergency board consisting of Mr. Arthur S. Meyer, chairman of the New York State Board of Mediation, Mr. Frank M. Swacker, attorney, and Mr. Aaron Horvitz, all of New York, N. Y.

The board selected Mr. Meyer as chairman. Public hearings were held in New York City, commencing October 27, 1947, and concluded on December 1, 1947. The board's report to the President was made on January 15, 1948, two extensions of 30 days each having been granted.

The dispute in this case involved 4,700 vehicle and garage employees in the New York metropolitan area in their request for changes in rates of pay, working rules, and conditions of the local agreement, and agency proposals for changes in working rules.

Through mediation efforts of the board, 62 contested matters were disposed of, among which was the agreement to establish Board of Adjustment procedures for arbitration of grievances under the local agreement.

In its report, the board recommended a general wage increase of 15½ cents per hour retroactive to September 1, 1947, with a staggered 5-day, 40-hour week, Monday to Saturday (replacing the 6-day, 44-hour workweek), and an additional 5 cents per hour wage adjustment upon installation of the reduced workweek. The board recommended against making Saturday a penalty day, and against liberal-

ization of vacation and holiday allowances and establishment of a night-shift differential.

The board disclaimed creation of a precedent for other areas or other classes of employees, pointing out that its conclusions were based on the conditions that prevail in the New York metropolitan area.

CASE A-2518, EMERGENCY BOARD NO. 53.—*Brotherhood of Locomotive Firemen and Enginemen and Georgia Railroad*

An Executive order of the President dated December 16, 1947, resulted in the appointment of an emergency board composed of Mr. Floyd McGown, attorney, of San Antonio, Tex.; Hon. Eugene L. Padberg, judge, Supreme Court of Missouri; and Mr. John T. McCann, attorney, of New York, N. Y.

Mr. McGown was selected by the board as chairman. Public hearings were held in Atlanta, Ga., beginning January 13, 1948, and concluding January 19, 1948. The board made its report to the President on January 20, 1948.

The dispute in this case involved claims concerning seniority status and changes in working conditions.

During the hearings, the Brotherhood of Locomotive Engineers, on its motion to intervene, was granted leave to participate in the hearing.

At the suggestion of the board, the parties engaged in extensive efforts to settle the dispute and, on January 19, 1948, they reached an agreement disposing of all issues. No formal recommendations, therefore, were made by the board.

CASE A-2711, EMERGENCY BOARD NO. 54.—*17 Cooperating Railway Labor Organizations (nonoperating) and Alabama, Tennessee and Northern Railroad Co., et al.*

An Executive order signed by the President on December 31, 1947, resulted in the appointment of a board composed of Col. Grady Lewis, attorney, of Washington, D. C.; Dr. Hugh B. Fouke of Painesville, Ohio; and Hon. Andrew Jackson, labor relations consultant, New York, N. Y.

The board selected Col. Grady Lewis as chairman. Public hearings were held in Washington, D. C., beginning January 6, 1948, and concluding January 22, 1948. The board's report to the President was made on January 28, 1948.

The issue involved in this case was the application of the general wage increase of 15½ cents per hour, the so-called national pattern resulting from an arbitration award effective September 1, 1947, to employees of 18 short-line railroads represented by various of the 17 cooperating railway labor organizations (nonoperating).

The report of the board, with few exceptions, adhered to the terms of the arbitration award and recommended that the increase be made retroactive to September 1, 1947. As to the exceptions, the board pointed out that the existence of a so-called pattern could not operate as a substitute for genuine collective bargaining on the property between any carrier and its employees as contemplated by the Railway Labor Act.

CASE A-2693, EMERGENCY BOARD NO. 55.—*International Union of Amalgamated Association of Street Electric Railway and Motor Coach Employees of America and Chicago, North Shore and Milwaukee Railway Co.*

An Executive order of the President dated January 13, 1948, resulted in the appointment of a board consisting of Hon. Harry H. Schwartz, former member of the National Mediation Board, of Casper, Wyo.; Mr. Russell Wolfe, attorney, of Philadelphia, Pa.; and Professor Robert E. Stone, of the College of Business Administration, Syracuse University, Syracuse, N. Y.

The board selected Mr. Schwartz as chairman. Public hearings were held in Chicago, Ill., beginning January 19, 1948, and concluding February 7, 1948, an adjournment from January 20th to February 2d having been granted at request of the organization. The board's report to the President was dated February 14, 1948.

This case involved demands for changes in rules and working conditions and a 20-cent increase in wage rates. In its report, the board recommended the allowance of an increase of 15½ cents, retroactive to September 1, 1947. It also recommended adoption of the requested rules changes with respect to sick leave, vacations, and holidays and premium pay, with some modifications. The denial of one demand affecting mechanical department keymen was recommended by the board.

CASE A-2665, EMERGENCY BOARD NO. 56.—*Brotherhood of Railroad Trainmen and Akron & Barberton Belt Railroad*

An Emergency Board composed of Mr. Robert W. Woolley, attorney, of Washington, D. C.; Mr. Huston Thompson, attorney, Washington, D. C.; and Professor Walter Gellhorn, Columbia University Law School, New York, N. Y.; was appointed by the President, pursuant to Executive order dated January 13, 1948.

The board selected Mr. Woolley as chairman. Public hearings were held in Akron, Ohio, beginning January 20, 1948, and concluding January 23, 1948. The board's report to the President was dated January 29, 1948.

During the proceedings before the emergency board, and under its auspices, the parties were able to reach agreement concerning five of the six working rules in dispute. The board recommended against the adoption of this remaining rule which had reference to air-hose work.

CASE A-2705, EMERGENCY BOARD NO. 57.—*Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen & Enginemen, and Switchmen's Union of North America and Akron, Canton & Youngstown Railroad Co. and other carriers*

An Executive order of the President dated January 27, 1948, resulted in the appointment of an emergency board composed of Dr. William M. Leiserson, labor relations consultant and former member of the National Mediation Board, of Washington, D. C.; Hon. George E. Bushnell, chief justice, Supreme Court of Michigan, of Detroit, Mich.; and Prof. W. Willard Wirtz, professor of law, Northwestern University, Winetka, Illinois. Doctor Leiserson was designated by the President to be chairman.

Public hearings were held from February 2 to March 10, 1948, in Chicago, Ill., and subsequently conferences were held with representatives of the parties in an effort to settle the issues, without success.

By agreement of the parties and approved by the President, an extension of time to March 27, 1948, was granted, for submitting report and recommendations to the President. The record in this case consisted of 33 volumes, 6,825 pages, and more than 130 exhibits.

This Nation-wide dispute, affecting practically all railroads of the country, involved demands for 30 percent wage increase with a minimum raise of \$3 a day for approximately 150,000 employees represented by the 3 organizations. The dispute also involved approximately 37 proposed changes in rules or working conditions, some proposed by the carriers and some by the organizations.

With respect to the increase in basic rates of pay, the board recommended an increase of 15½ cents per hour or \$1.24 per day, retroactive to November 1, 1947. The board stated that, in making this recommendation, it relied heavily on the fact that all other railroad employees

had already accepted 15½ cents; about 1,000,000 nonoperating employees having been granted this amount by an Arbitration Board in September 1947, and 250,000 conductors and trainmen having settled for the same amount in December 1947, by mutual agreement. The board held that the case of the engineers, firemen, and switchmen was only the unsettled remainder of a single wage case involving all operating employees, which was started in 1947, and was not part of the 1948 "third round" of wage increases which some other industries had already granted.

The dispute about working rules dated back to 1945, which was a factor in the 3-day national railroad strike of two brotherhoods in 1946. The strike settlement at that time provided a moratorium of a year on the rules question. This moratorium expired in June 1947, at which time the carriers and the organizations proposed numerous changes. All the 37 working rules were covered in detail in the emergency board's report, and recommendations were made on each of the issues.

The most important rules were those dealing with working conditions for yard service employees, and for these the board recommended adjustments designed to remove inequities. There was also an adjustment for road men on locomotives weighing less than 140,000 pounds. In suburban commuter service, an average single rate of pay was fixed to take care of variations in the size of trains. Other recommendations dealt with delays at terminals, deadheading, overtime work, minimum guarantees, et cetera. The board refused to recommend extra pay for night shifts, or Sunday and holiday work.

The board, in a concluding statement, protested the fact that so many individual working rules issues had been left unresolved by the parties in their collective bargaining, and urged that the cooperative element in the relationship of the parties be revitalized by working out satisfactory settlements of those issues which are not questions of principle but are conflicting arguments about a lot of little details, and which cannot, in the board's judgment, be disposed of properly in emergency board procedure.

EMERGENCY BOARD NO. 58 (no case number).—*Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, and Brotherhood of Railroad Trainmen and Terminal Railroad Association of St. Louis*

An Executive order of the President dated March 18, 1948, resulted in the appointment of an emergency board consisting of Mr. Frank M. Swacker, attorney, of New York City; Hon. James H. Wolfe, justice, Supreme Court of Utah, Salt Lake City, Utah; and Mr. George Cheney, labor consultant, of San Diego, Calif.

The board selected Mr. Frank M. Swacker as chairman. Public hearings were held in St. Louis, Mo., beginning March 31, 1948. The board's report to the President was dated April 7, 1948.

The dispute concerned interpretations of awards issued by the National Railroad Adjustment Board with respect to back pay for wrongfully discharged switchmen, with which interpretations the organizations were dissatisfied. The board pointed out that it could not properly review the action of the Adjustment Board and indicated that the organizations had a remedy to review such action in the United States district court. The emergency board stated a strike in an effort to change the results in the cases would be utterly unjustifiable, and recommended negotiation of a new rule to govern future cases.

CASE A-2685, EMERGENCY BOARD NO. 59.—*International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, A. F. of L. and Railway Express Agency, Inc.*

An Executive order of the President dated March 25, 1948, resulted in the appointment of a board composed of Dr. John A. Lapp, industrial relations consultant, Chicago, Ill.; Mr. John T. McCann, attorney, New York, N. Y.; and Mr. John D. Galey, attorney, Sweet Home, Oreg.

The board selected Doctor Lapp as chairman. Public hearings were held in Chicago, Ill., beginning March 30, 1948, and concluding April 21, 1948. The board's report to the President was dated April 29, 1948.

This dispute involved vehicle employees of the Express Agency in Chicago, Ill.; Cincinnati and Cleveland, Ohio; Newark, N. J.; Philadelphia, Pa.; St. Louis, Mo.; and San Francisco, Calif., approximately 3,200 in number. During the course of the proceedings, 47 of the disputed issues were adjusted by agreement of the parties, leaving the question of reduction of the workweek to 40 hours and the extension of vacation benefits, to the action of the emergency board.

The board recommended that the organization's proposal for a 5-day, 40-hour week be withdrawn as not timely and contrary to the pattern and accepted practice in working hours for the majority of agency employees. The board also recommended an extension of vacation privileges, retroactive to January 1, 1947.

CASE A-2779, EMERGENCY BOARD NO. 60.—*Brotherhood of Railroad Trainmen and Aliquippa and Southern Railroad Co.*

An Executive order of the President dated April 10, 1948, created an emergency board to which he appointed Hon. Sidney St. F. Thaxter, associate justice, Supreme Judicial Court of Maine; Mr. Leverett Edwards, attorney, Oklahoma City, Okla.; and Mr. Aaron Horvitz of New York City, N. Y.

Judge Thaxter was selected by the board as chairman. Public hearings were held in Pittsburgh, Pa., commencing April 19, 1948, and concluding April 30, 1948. The board's report to the President was dated May 17, 1948.

The dispute in this case arose over the refusal of the carrier to negotiate with representatives of the employees respecting changes in contract covering rates of pay and working conditions, the refusal being based upon a moratorium for a period of 2 years from August 11, 1947, provided for in a contract between the carrier and another organization previously representing these employees.

The board recommended that the carrier forego what it insisted is its legal right not to negotiate with its employees, and that both sides sit down together and attempt to iron out their differences between themselves, in the spirit of the Railway Labor Act.

A majority of the board also recommended that, after such attempt, should there be fundamental differences still between them, they submit the unresolved issues to arbitration.

CASE A-2791, EMERGENCY BOARD NO. 61.—*Brotherhood of Locomotive Firemen and Enginemen and Pennsylvania Railroad Co.*

An Executive order of the President dated April 10, 1948, resulted in the appointment of a board composed of Mr. Andrew Jackson, labor relations consultant, New York, N. Y.; Hon. James H. Wolfe, justice, Supreme Court of Utah, Salt Lake City, Utah; and Prof. E. Wight Bakke, New Haven, Conn.

Mr. Andrew Jackson was selected by the board as chairman. Public hearings were held in Philadelphia, Pa., and, after the end of the second week, in New York, N. Y., from April 20, 1948, to May 25, 1948. The record in this case consists of 2,416 pages of testimony and 61 exhibits. The board's report to the President was dated June 9, 1948, an extension of time to that date having been authorized by the President.

During the course of the hearings, one of the seven issues in this dispute was withdrawn by the organization, to be processed through the First Division of the National Railroad Adjustment Board, and three of the issues were settled by agreement of the parties through mediation efforts of the board.

With respect to the three issues remaining in the dispute, the board recommended that the carrier employ a fireman or helper on Diesel electric locomotives in yard service; that the claims for extra pay in handling trains over inspection pit be denied; and that no action be required by the carrier in connection with reinstatement of certain demoted minor supervisors, but suggested that the carrier reconsider its position in this disciplinary action in the light of certain matters set forth in the report.

CASE A-2707, EMERGENCY BOARD No. 62.—*Air Line Pilots Association, International, and International Association of Machinists and National Airlines, Inc.*

An Executive order of the President dated May 15, 1948, resulted in the appointment of a board composed of Col. Grady Lewis, attorney, of Washington, D. C.; Prof. Walter V. Schaefer of Northwestern University, Chicago, Ill.; and Judge Curtis W. Roll of Indiana.

Colonel Lewis was selected by the board as chairman. Public hearings were held in Washington, D. C., from May 25, 1948, through June 4, 1948, on the issues in dispute between the carrier and the Air Line Pilots Association, International. On June 3, 1948, an amendatory Executive order was issued which directed the inclusion of a dispute between the carrier and the International Association of Machinists. Hearings recessed on June 4, 1948; resumed June 21, 1948, concluding July 1, 1948. An extension of time until July 30, 1948, within which the board's report may be filed was allowed by the President. Therefore, summary of the board's report will be carried in annual report for fiscal year ending June 30, 1949.

3. EMERGENCY BOARDS—NATIONAL RAILWAY LABOR PANEL

The National Railway Labor Panel was created in 1942 under authority of Executive Order 9172, to supplement procedures of section 10 of the Railway Labor Act, during the period of the wartime emergency. Thus, panel emergency boards were provided in cases where no strike votes were taken but where the disputes were not settled under the provisions of sections 5, 6, 7, 8, and 9 of the Act.

In recognition of the fact that procedures of the act are now adequate for the handling and adjustment of such disputes, the President revoked Executive Order 9172 by issuance of Executive Order 9883 on August 11, 1947.¹

The National Railway Labor Panel operated from May 22, 1942, to August 11, 1947, and during this period provided 58 emergency boards. Except in a few cases the recommendations of these boards were accepted by the parties in settlement of the dispute.

¹ Text of Executive Order 9883 in appendix D. For text of Executive Order 9172 see annual report for fiscal year 1947.

VI. WAGE AND RULE AGREEMENTS

The Railway Labor Act places upon both the carriers and their employees the duty of exerting every reasonable effort to make and maintain agreements governing rates of pay, rules, and working conditions. The number of such agreements in existence indicates the wide extent to which this policy of the act has become effective on both rail and air carriers.

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

Under section 5, third (e), all carriers subject to the Railway Labor Act are required to file with the National Mediation Board copies of all their agreements with employee representatives governing rates of pay, rules, and working conditions. As of June 30, 1948, there was on file with this Board a total of 5,002 such agreements, or an increase of 65 new agreements received during the year. Of this increase, 23 new agreements cover air-line employees and the remainder are applicable to railroad employees. Table 12 shows for the 14-year period 1935-48 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 type of labor organizations, by class of carriers, fiscal years 1935-48

Types of labor organizations and fiscal years	All carriers	Class I	Class II	Class III	Switching and terminal	Electric	Express and pull-man	Miscellaneous carriers	Air-line carriers
All organizations:									
1948.....	5,002	3,068	634	113	743	159	13	81	191
1947.....	4,937	3,044	629	112	735	158	13	78	168
1946.....	4,833	3,002	627	112	724	153	8	68	139
1945.....	4,665	2,913	623	112	705	150	8	56	98
1944.....	4,563	2,858	618	112	697	143	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	541	77	8	37	16
1937.....	3,836	2,698	471	98	501	47	6	11	4
1936.....	3,485	2,448	451	98	464	19	5	0	0
1935.....	3,021	2,335	319	18	334	0	5	0	0
National organizations:									
1948.....	4,378	2,748	544	96	646	132	10	67	135
1947.....	4,324	2,728	539	96	638	131	10	65	117
1946.....	4,227	2,688	537	96	627	126	5	56	92
1945.....	4,070	2,600	533	96	610	123	6	47	55
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 type of labor organizations; by class of carriers, fiscal years 1935-48—Continued*

Types of labor organizations and fiscal years	All carriers	Class I	Class II	Class III	Switching and terminal	Electric	Express and pullman	Miscellaneous carriers	Air-line carriers
System associations:									
1948.....	534	266	88	15	79	23	3	14	46
1947.....	528	266	88	15	79	23	3	13	41
1946.....	524	265	88	15	79	23	3	12	39
1945.....	515	265	88	15	77	23	2	9	36
1944.....	503	261	88	15	76	23	0	9	31
1943.....	490	253	87	15	74	23	0	8	30
1942.....	479	253	84	15	73	20	0	7	27
1941.....	462	247	81	15	72	20	0	7	20
1940.....	456	247	79	15	72	17	0	7	19
1939.....	466	262	79	14	74	16	0	6	15
1938.....	571	380	79	14	76	10	0	6	6
1937.....	597	418	81	14	74	10	0	0	0
1936.....	651	487	81	14	65	4	0	0	0
1935.....	718	602	64	12	40	0	0	0	0
Local unions:									
1948.....	90	54	2	2	18	4	0	0	10
1947.....	85	50	2	1	18	4	0	0	10
1946.....	82	49	2	1	18	4	0	0	8
1945.....	80	48	2	1	18	4	0	0	7
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 supplemental agreements and amendments to existing agreements. During the fiscal year ended June 30, 1948, a total of 1,335 such revisions and supplements was filed with the Board. Of this total 1,316 were revised or amended agreements.

Two of the supplemental agreements received during the year provided for the transfer of existing agreements from one organization to another, after changes in employee representation. Adding the 1,335 revised and supplemental agreements to the 65 new basic agreements produces a total of 1,400 agreements of all types received in the Board's office during the fiscal year 1948.

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 United States. The data in this table summarize the detailed information for the individual carriers shown in table 14, and indicate the breadth of the scope of representation by the various national labor organizations.

TABLE 13.—Number of agreements between 136¹ carriers and their employees by crafts or classes of employees, according to types of labor organizations holding the agreements, June 30, 1948

Craft or class of employees	Number of carriers on which agreements are held by—			No organization	Number of carriers employing no personnel in craft or class
	National labor organizations	System associations	Local unions		
Engineers.....	135			1	
Firemen and hostlers.....	134		2	1	
Conductors.....	135			1	
Brakemen, flagmen, and baggagemen.....	133		4	1	
Yard foremen, helpers, and switchtenders.....	130		4	1	4
Yardmasters.....	90	8		21	17
Machinists.....	129	3		3	1
Boilermakers.....	128	4		1	3
Blacksmiths.....	126	4		2	4
Sheet-metal workers.....	125	3		3	5
Electrical workers.....	121	4		6	5
Carmen.....	131	4		1	
Powerhouse employees and railway shop laborers.....	127	1		7	1
Clerical, office, station and storehouse.....	131			5	
Maintenance-of-way employees.....	133			3	
Telegraphers.....	128	1		5	2
Signalmen.....	105			9	22
Dispatchers.....	113	6		10	7
Dining-car stewards.....	50	2		4	80
Dining-car cooks and waiters.....	57	1	4	8	66
Marine service:					
Licensed deck.....	26	1		1	108
Licensed engine.....	26	1		2	107
Other marine employees.....	23	2	3	3	106

¹ See table 14-A.

3. AGREEMENTS ON PRINCIPAL CARRIERS

Tables 14-A and B present a summary of the collective bargaining agreements in effect as of June 30, 1948, on carriers subject to the Railway Labor Act. It will be noted that table 14-A is devoted to agreements on class I railroads while table 14-B summarizes agreements in effect on the Pullman Co. and the Railway Express Agency, Inc. Similar information respecting labor agreements on the major scheduled air lines subject to the Railway Labor Act is presented in table 14-C.

Opposite the name of each carrier shown in the tables are given the initials of the name 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 tables carry all current agreements for the carriers named which are on file with the Board with effective dates not later than June 30, 1948.

FOOTNOTES TO TABLES 14A AND 14B

- | | |
|---|--|
| ¹ Train, coach, parlor, sleeping, and club car porters.
² Unlicensed deck personnel.
³ Unlicensed engine personnel.
⁴ Marine cooks and stewards.
⁵ System agreement.
⁶ Hotel and restaurant employees.
⁷ Supervisors of mechanics.
⁸ Molders.
⁹ Ore dock workers.
¹⁰ Printers.
¹¹ Wire chiefs.
¹² Wharf freight handlers.
¹³ Taproom attendants.
¹⁴ Coal dumper employees.
¹⁵ Longshoremen.
¹⁶ Redcaps, ushers, and station attendants.
¹⁷ Roadmasters.
¹⁸ Nurses.
¹⁹ Float watchmen, bridgemen, and bridge operators.
²⁰ Not an operating class I carrier but included to show extent of system agreements.
²¹ Stationmasters.
²² Technical engineers, architects, draftsmen, and allied workers.
²³ Hoisting engineers.
²⁴ Bricklayers.
²⁵ Grain elevator employees.
²⁶ Foundry employees.
²⁷ Bus and/or truck drivers.
²⁸ Formerly class I but now class II carrier.
²⁹ Foremen only.
³⁰ Powerhouse employees only.
³¹ Shop laborers.
³² Hump motorcar operators.
³³ Crossing tenders.
³⁴ Motorcar operators. | ³⁵ Police department employees.
³⁶ Firemen only.
³⁷ Hostlers.
³⁸ Telephone and telegraph linemen.
³⁹ Substation operators.
⁴⁰ Lighter captains.
⁴¹ Stockyard employees.
⁴² Cooks only.
⁴³ Waiters only.
⁴⁴ Coal pier operators.
⁴⁵ Water service employees.
⁴⁶ Purser and assistants.
⁴⁷ Bartenders.
⁴⁸ Laundry workers and seamstresses.
⁴⁹ Gatemen.
⁵⁰ Drawbridge operators.
⁵¹ Coal pier foremen.
⁵² Car riders.
⁵³ Foremen in electric traction department.
⁵⁴ Purser-radio operator.
⁵⁵ Marine shop employees.
⁵⁶ Maids and chair-car attendants.
⁵⁷ Hoisting and portable engineers in stores department.
⁵⁸ Parlor and sleeping-car conductors.
⁵⁹ Coal cranimen.
⁶⁰ Subordinate officials in maintenance-of-way and structures department.
⁶¹ Passenger representatives.
⁶² Platform vendor service employees.
⁶³ Power dispatchers.
⁶⁴ Boat dispatchers.
⁶⁵ Motorcar repairmen.
⁶⁶ Porter brakemen.
⁶⁷ Marine chefs, cooks, and waiters.
⁶⁸ Baggage men not included.
⁶⁹ Portmaster. |
|---|--|

TABLE 14-A.—Collective labor agreements and employee representation on 136 selected rail carriers as of June 30, 1948

Railroad	Marine employees																							All other employees, miscellaneous groups
	Engineers	Fireman and hostlers	Conductors	Brakemen, flagmen, and baggage men	Yard foremen, helpers, and switchtenders	Yard-masters	Machinists	Boiler-makers	Blacksmiths	Sheet-metal workers	Electrical workers	Carmen and coach cleaners	Powerhouse employees and railway shop laborers	Clerical, office, station, and storehouse employees	Maintenance-of-way employees	Telegraphers	Signalmen	Dispatchers	Dining-car stewards	Dining-car cooks and waiters	Masters, mates, and pilots	Marine engineers	Others	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
1 Akron, Canton & Youngstown Ry. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	(X)	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
2 Ann Arbor R. R. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
3 Atchafalaya, Topinka & Santa Fe Ry. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
4 Gulf, Colorado & Santa Fe Ry. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
5 Panhandle & Santa Fe Ry. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
6 Atlanta & West Point R. R. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
7 Western Ry. of Alabama	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
8 Atlantic Coast Line R. R. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
9 Baltimore & Ohio R. R. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
10 Bangor & Aroostook R. R. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
11 Bessemer & Lake Erie R. R. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
12 Boston & Maine R. R. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
13 Burlington-Rock Island R. R. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
14 Cambria & Indiana R. R. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
15 Canadian National Lines in New England	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
16 Canadian Pacific Lines in Maine and Vermont	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
17 Central of Georgia R. R. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
18 Central R. R. of New Jersey	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
19 Central Vermont Ry. Co., Inc.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
20 Charleston & Western Carolina Ry. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
21 Chesapeake & Ohio Ry. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
22 Casco & Halloway Ry. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
23 Pure Marquette Division	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
24 Chicago & Eastern Illinois Ry. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
25 Chicago & Illinois Midland Ry. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
26 Chicago & North Western Ry. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
27 Chicago, Burlington & Quincy R. R. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
28 Chicago Great Western R. R. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
29 Chicago, Indianapolis & Louisville Ry.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
30 Chicago, Milwaukee, St. Paul & Pacific R. R. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
31 Chicago, Rock Island & Pacific Ry. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
32 Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
33 Clinchfield R. R. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
34 Colorado & Southern Ry. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
35 Colorado & Wyoming Ry. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
36 Columbus & Greenville Ry. Co.	BLE	BLF&E	BRT	BRT	BRT	BRT	IAM	IBBISB	IBBDF	SMWIA	IBEW	BRCA	IBFO	BRC	BMW	ORT	BRSA	ATDA	(C)	(C)	MMP	MEBA	ORT	ARS; 10 RPU; 1 IBEW
37 Delaware & Hudson R. R. Corp.</																								

SYMBOLS FOR TABLES 14A AND 14B

(*)	Carrier reports no employees in this craft or class.
(x)	Some employees in this craft or class but not covered by agreement.
(#)	Included in system agreement.
AASER	Amalgamated Association Street, Electric Railway & Motor Coach Employees of America, A. F. of L.
ABRP	American Brotherhood of Railway Police.
ARSA	American Railway Supervisors Association.
ATDA	American Train Dispatchers Association.
BLE	Brotherhood of Locomotive Engineers.
BLF&E	Brotherhood of Locomotive Firemen and Enginemen.
BMW	Brotherhood of Maintenance-of-Way Employees.
BRO	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.
BRCA	Brotherhood of Railway Carmen of America.
BRSCA	Brotherhood of Railroad Shop Crafts of America.
BRSA	Brotherhood of Railroad Signalmen of America.
BRT	Brotherhood of Railroad Trainmen.
BSCP	Brotherhood of Sleeping Car Porters.
FAA	Foremen's Association of America.
HRE	Hotel and Restaurant Employees and Bartenders International Union.
IAM	International Association of Machinists.
IARE	International Association of Railway Employees.
IBBDF	International Brotherhood of Blacksmiths, Drop Forgers and Helpers.
IBBISB	International Brotherhood of Boilermakers, Iron Ship Builders, and Helpers of America.
IBEW	International Brotherhood of Electrical Workers.
IBFO	International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers, A. F. of L.
IBTCW&H	International Brotherhood of Teamsters, Chauffeurs, Warehousemen, and Helpers, A. F. of L.
IFTEA&DU	International Federation of Technical Engineers, Architects, and Draftsmen's Unions, A. F. of L.
ILA	International Longshoremen's Association.
IL&WH	International Longshoremen and Warehousemen's Unions, C. I. O.
ISOE	International Union of Steam and Operating Engineers.
IUP	Inlandboatmen's Union of the Pacific.
LU	Local Union.
MEBA	National Marine Engineers Beneficial Association.
MMP	National Organization Masters, Mates, and Pilots of America.
NMU	National Maritime Union.
ORC	Order of Railway Conductors of America.
ORT	The Order of Railroad Telegraphers.
RED	Railway Employees' Department, A. F. of L.
RPU	National Council Railway Patrolmen's Unions, A. F. of L.
RYA	Railroad Yardmasters of America.
RYNA	Railroad Yardmasters of North America.
SA	System Association, committee or individual.
SIUNA	Seafarers' International Union of North America.
SMWIA	Sheet Metal Workers International Association.
SUNA	Switchmen's Union of North America.
TWU	Transport Workers Union, C. I. O.
UAW	United Automobile, Aircraft, and Agricultural Implement Workers of America, C. I. O.
UMWA	District 50, United Mine Workers of America.
URRWA	United Railroad Workers of America, affiliated with Industrial Union of Marine & Shipbuilding Workers of America, C. I. O.
USA	United Steelworkers of America.
UTSEA	United Transport Service Employees of America, C. I. O.
UWOC	Utility Workers Organizing Committee, C. I. O.

TABLE 14-B.—Collective labor agreements and employee representation on Pullman and Express companies as of June 30, 1948

Carrier	Sleeping-car conductors	Sleeping-car porters, attendants, and maids	Machinists	Blacksmiths	Sheet-metal workers	Electrical workers	Carmen	Powerhouse employees and railway shop laborers	Chauffeurs, helpers, and garagemen	Agents	Clerical, office, station, and storehouse employees
Railway Express Agency, Inc. The Pullman Co.	(*)----- ORC-----	(*)----- BSCP; UTSEA ⁴⁸ -----	IAM----- SA-----	IBBDF----- SA-----	(*)----- SA-----	(*)----- IBEW-----	(*)----- SA-----	(*)----- SA-----	BRC;IBTCW&H. (*)-----	ORT----- (*)-----	BRC. SA; BSCP.

TABLE 14-C.—Collective labor agreements and employee representation on principal air line carriers as of June 30, 1948

Carrier	Pilots	Flight engineers	Radio and teletype operators	Flight navigators	Mechanics	Flight dispatchers	Clerical, office, stores, fleet, and passenger service	Stewards and stewardesses	Guards—watchmen	Miscellaneous
American Airlines, Inc.	ALPA	UAW	ALCEA		TWUA		TWUA ⁵	ALS&SA ¹³	IAM	TWUA, ¹⁰ ¹¹
American Overseas Airlines, Inc.	ALPA	ALFEA	FCOA	AAN	TWUA ¹	ALDA		FP&SA ¹⁴	IAM	
Braniff Airways, Inc.	ALPA		ALCEA		UAW	ALDA	BRC	ALS&SA	UAW	SAM, ¹⁶
Capital Airlines, Inc. (formerly Pennsylvania-Central Airlines Corp.).	ALPA		ALCEA		IAM	ALDA	BRC	ALS&SA ¹³		UTSEA; ⁸ ¹⁵ IAM, ²⁰
Chicago & Southern Air Lines, Inc.	ALPA		ACCOA		UAW ¹	ALDA		ALS&SA ¹³		
Colonial Airlines, Inc.	ALPA				IAM		IAM	ALS&SA ¹³		
Continental Air Lines, Inc.	ALPA				UAW ¹²	ALDA		ALS&SA ¹³	IAM	SAM, ¹⁶
Delta Air Lines, Inc.	ALPA				UAW					
Eastern Air Lines, Inc.	ALPA	ALFEA			IAM ⁷			ALS&SA		
Inland Air Lines, Inc.	ALPA		ALCEA		UAW	ALDA	UAW ⁷ ¹⁴	ALSA ¹³		UAW, ¹⁹
Mid-Continent Airlines, Inc.	ALPA		ALCEA		UAW ³	ALDA	BRC	ALS&SA ¹³		UAW; ¹⁸ SA, ⁵
National Airlines, Inc.	ALPA		ROU		IAM	ALDA	IAM	ALS&SA ¹³		
Northeast Airlines, Inc.	ALPA		ROU		IAM	ALDA	BRC	ALS&SA ¹³		
Northwest Airlines, Inc.	ALPA		ALCEA	ALNA	IAM ¹	ALDA	BRC ¹⁷	ALS&SA ¹³	UAW	IBTCW&H; ¹⁰ IAM; ¹¹ ¹⁵ SAM, ¹⁶
Pan American Airways, Inc.	ALPA	FEOA	TWUA	TWUA	TWUA	ALDA	BRC ⁴	TWUA	TWUA	TWUA; ⁹ ¹¹ ¹⁵ AMA; ¹⁶ UTSEA, ¹²
Transcontinental & Western Air, Inc.	ALPA	ALFEA	ALCEA	ALNA	IAM ¹⁴ ⁷	ALDA	IAM ⁵	ALS&SA	IAM	
United Air Lines, Inc.	ALPA	SA	FROA	TWUA	IAM	ALDA	IAM ⁷ ¹⁰	ALSA ¹³		SAM; ¹⁵ IAM, ¹¹
Western Air Lines, Inc.	ALPA		ALCEA		UAW	ALDA	BRC	ALSA ¹³		UAW, ¹⁹
Hawaiian Air Lines, Ltd.	SA		SA		SA		SA	SA ¹²		

FOOTNOTES FOR TABLE 14C

SYMBOLS

AAN	Association of Air Navigators.	FEOA	Flight Engineer Officers Association.
ACCOA	Air Carrier Communication Operators Association.	FP&SA	Flight Purgers & Stewardesses Association.
ALCEA	Air Line Communication Employees Association, A. C. A.-C. I. O.	FROA	Flight Radio Officers Association.
ALDA	Air Line Dispatchers' Association, A. F. of L.	IAM	International Association of Machinists.
ALFEA	Air Line Flight Engineers Association, Inc., A. F. of L.	IBTCW&H	International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers, A. F. of L.
ALPA	Air Line Pilots Association, A. F. of L.	ROU	Radio Officers Union of the Commercial Telegraphers Union, A. F. of L.
ALSA	Air Line Stewardesses Association.	TWUA	Transport Workers Union of America, C. I. O.
ALS&SA	Air Line Stewards & Stewardesses Association.	UAW	United Automobile, Aircraft, Agricultural Implement Workers of America, C. I. O.
AMA	Airline Meteorologists Association.	UTSEA	United Transport Service Employees of America, C. I. O.
BRC	Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express & Station Employees.	SA	System Association, committee or individual.
FCOA	Flight Communication Officers' Association.		

FOOTNOTES

- ¹ Also represents stockroom personnel.
- ² Separate agreement covers modification plant employees.
- ³ An amendment to agreement covers modification plant employees.
- ⁴ Includes teletype operators.
- ⁵ Stockroom personnel only.
- ⁶ Station managers only.
- ⁷ Represents stockroom personnel and cargo handlers.
- ⁸ Red caps, ushers, and porters.
- ⁹ Stationary firemen.
- ¹⁰ Truck drivers.
- ¹¹ Restaurant and flight kitchen personnel
- ¹² Marine terminal porters.
- ¹³ Stewardesses only.
- ¹⁴ Also represents commissary clerks
- ¹⁵ Unskilled workers.
- ¹⁶ Meteorologists.
- ¹⁷ Transportation agents only.
- ¹⁸ Technical engineers, architects & draftsmen, below rank of officials.
- ¹⁹ Mechanical department foremen.
- ²⁰ District maintenance managers, maintenance foremen and assistant foremen.

VII. INTERPRETATION AND APPLICATION OF AGREEMENTS

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

TABLE 15.—Cases docketed and disposed of by the National Railroad Adjustment Board, fiscal years 1935-48, inclusive

ALL DIVISIONS

Cases	14-year period 1935-48	1948	1947	1946	1945
Open and on hand at beginning period.....		2,590	3,371	4,921	5,320
New cases docketed.....	29,300	1,573	1,142	1,011	2,675
Total number of cases on hand and docketed.....	29,300	4,163	4,513	5,932	7,995
Cases disposed of.....	26,582	1,339	1,923	2,561	3,074
Decided without referee.....	8,844	174	425	189	851
Decided with referee.....	8,024	909	692	248	704
Withdrawn.....	9,714	255	806	2,124	1,519
Open cases on hand close of period.....	2,824	2,824	2,590	3,371	4,921
Heard.....	1,204	1,431	933	1,200	1,258
Not heard.....	1,245	1,393	1,657	2,171	3,663

FIRST DIVISION

Open and on hand at beginning period.....		2,321	3,143	4,720	5,138
New cases docketed.....	23,241	954	620	573	2,233
Total number of cases on hand and docketed.....	23,241	3,275	3,763	5,293	7,371
Cases disposed of.....	20,898	826	1,442	2,150	2,651
Decided without referee.....	7,597	96	355	141	810
Decided with referee.....	4,073	528	347		411
Withdrawn.....	8,628	202	740	2,009	1,430
Open cases on hand close of period.....	1 2,449	1 2,449	1 2,321	3,143	4,720
Heard.....	1,204	1,204	786	1,073	1,152
Not heard.....	1,245	1,245	1,535	2,070	3,568

¹ Includes 102 cases received, not docketed.

TABLE 15.—Cases docketed and disposed of by the National Railroad Adjustment Board, fiscal years 1935-48, inclusive—Continued

SECOND DIVISION

Cases	14-year period 1935-48	1948	1947	1946	1945
Open and on hand at beginning period.....		16	18	28	17
New cases docketed.....	1,289	69	54	44	83
Total number of cases on hand and docketed.....	1,289	85	72	72	100
Cases disposed of.....	1,255	51	56	54	72
Decided without referee.....	500	12	7	8	17
Decided with referee.....	515	36	43	29	44
Withdrawn.....	240	3	6	17	11
Open cases on hand close of period.....	34	34	16	18	28
Heard.....	19	19	9	16	18
Not heard.....	15	15	7	2	10

THIRD DIVISION

Open and on hand at beginning period.....		245	204	166	164
New cases docketed.....	4,278	467	387	337	335
Total number of cases on hand and docketed.....	4,278	712	591	503	499
Cases disposed of.....	3,940	374	346	299	333
Decided without referee.....	592	37	38	29	20
Decided with referee.....	2,578	297	255	190	238
Withdrawn.....	770	40	53	80	75
Open cases on hand close of period.....	338	338	245	204	166
Heard.....	205	205	136	110	87
Not heard.....	133	133	109	94	79

FOURTH DIVISION

Open and on hand beginning of period.....		8	6	7	1
New cases docketed.....	492	83	81	57	24
Total number of cases on hand and docketed.....	492	91	87	64	25
Cases disposed of.....	489	88	79	58	18
Decided without referee.....	155	29	25	11	4
Decided with referee.....	258	48	47	29	11
Withdrawn.....	76	11	7	18	3
Open cases on hand close of period.....	3	3	8	6	7
Heard.....	3	3	2	1	1
Not heard.....	0	0	6	5	6

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 1948 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, above, is a tabulation of the cases handled by divisions for the years 1935-48. Included in the table for the first time is a recapitulation of the cases handled by the four divisions

of the Adjustment Board since its creation during the fiscal year 1935. It will be noted that of the 29,300 cases docketed by the Board since it began operation, 23,241 or 79 percent have been docketed by the First Division.

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 indicated by his designation in the act as a "neutral person." In the appointment of referees the National Mediation Board is bound by the same provisions of the law that apply in 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.

The following tabulation gives the names and residences of all persons appointed for service as referees on the Adjustment Board during the past year.

FIRST DIVISION

-Referee		Date of appointment	Number of cases for which appointed
Name	Residence		
Sharfman, I. L. ¹	New York, N. Y.	Aug. 7, 1947	71
Lewis, Col. Grady	Washington, D. C.	Aug. 28, 1947	71
Spencer, William H.	Chicago, Ill.	Sept. 15, 1947	70
McDonough, Roger I. ²	Salt Lake City, Utah	Mar. 26, 1948	45
Thaxter, Sidney St. F.	Portland, Maine	Oct. 20, 1947	49
Edwards, Leverett	Oklahoma City, Okla.	Oct. 30, 1947	48
Rudolph, Herbert B.	Pierre, S. Dak.	Nov. 10, 1947	35
Babcock, Lucius ²	El Reno, Okla.	Jan. 14, 1948	38
Johnson, Howard A.	Butte, Mont.	Feb. 6, 1948	36
Cahn, Sidney L. ²	New York, N. Y.	Mar. 1, 1948	37
Potter, Clifford W.	Dallas, Tex.	Feb. 9, 1948 ³	31
O'Malley, Mart J.	Indianapolis, Ind.	Mar. 19, 1948	40
Lattimore, Hal S. ²	Fort Worth, Tex.	Mar. 26, 1948	31
Blattner, George W. ²	Vienna, Va.	May 17, 1948	39
Sellers, Grover ^{2 4}	Sulphur Springs, Tex.	May 20, 1948	37
Boyd, Robert O. ²	Portland, Oreg.	June 7, 1948	27
		.....do.....	46
		June 29, 1948	46

SECOND DIVISION

Cook, George A.	Sarasota, Fla.	Nov. 3, 1947 ⁴	16
		Nov. 7, 1947 ⁵	4
		Nov. 12, 1947 ⁵	10
Wenke, Adolph E.	Lincoln, Nebr.	May 26, 1948 ⁵	18
		June 1, 1948 ⁵	2
		June 4, 1948 ⁵	6

See footnotes at end of table

THIRD DIVISION

Referee		Date of appointment	Number of cases for which appointed
Name	Residence		
Miller, Joseph L. ²	Washington, D. C.	Aug. 13, 1947	34
Wenke, Adolph E.	Lincoln, Nebr.	Sept. 4, 1947	38
		Nov. 21, 1947	31
Swaim, H. Nathan	Indianapolis, Ind.	Oct. 16, 1947 ³	23
Blake, Bruce ⁴	Seattle, Wash.	Dec. 15, 1947 ⁵	30
		Dec. 5, 1947 ⁵	30
Douglas, James M.	Jefferson City, Mo.	Jan. 13, 1948 ⁵	33
		Mar. 19, 1948 ⁵	31
Yeager, John W.	Lincoln, Nebr.	Feb. 16, 1948 ⁵	35
Carter, Edward F.	do.	Apr. 5, 1948 ⁵	32
		May 25, 1948 ⁵	36
Fox, Fred L.	Charleston, W. Va.	May 21, 1948 ⁵	34
Parker, Jay S.	Topeka, Kans.	June 25, 1948 ⁵	37

FOURTH DIVISION

Edwards, Leverett	Oklahoma City, Okla.	July 11, 1947	3
Jackson, Andrew ²	New York, N. Y.	Sept. 8, 1947	9
		Dec. 11, 1947	7
Chappell, E. B.	Lincoln, Nebr.	Dec. 10, 1948 ⁴	8
		Mar. 18, 1948 ⁴	1
O'Neill, Felix L. ³	Denver, Colo.	Apr. 16, 1948	7
Sharfman, I. L.	Ann Arbor, Mich.	May 27, 1948	15

¹ Dr. I. L. Sharfman notified the Mediation Board on Aug. 12, 1948, that he was unable to serve as referee. Col. Grady Lewis was appointed in lieu thereof for the 71 cases.

² Appointed for the first time during fiscal year 1948.

³ Residue of cases assigned Judge Roger I. McDonough on Oct. 20, 1947.

⁴ Judge Grover Sellers notified the Mediation Board on June 22, 1948, that he was unable to serve as referee. Robert O. Boyd was appointed in lieu thereof for the 46 cases.

⁵ Selected by National Railroad Adjustment Board Division.

⁶ Judge Bruce Blake advised members of the Third Division, National Railway Adjustment Board, that he was unable to serve as referee, thereupon the division selected H. Nathan Swaim in lieu thereof to serve as referee for the 30 cases.

2. INTERPRETATION OF MEDIATION AGREEMENTS

Section 5, second, of the Railway Labor Act provides that controversies arising over the meaning or application of agreements reached through mediation may be resolved by interpretation of such agreements by the National Mediation Board. Either or both of the parties to a mediation agreement may apply to the Board for an interpretation, which must be made within 30 days following a public hearing, at which both parties may present their respective cases.

In making such interpretations, the Board considers only the specific terms of mediation agreements, and not the application of the agreement to specific situations. This restriction on interpretations by the Board is necessary to prevent confusion and overlapping of its responsibilities in this respect with those of the National Railroad Adjustment Board, or any other adjustment board provided for by the law. Section 3 of the act, and section 204 of title II makes it the specific duty of adjustment boards to decide disputes arising out of employee grievances, or out of the interpretation or application of agreement rules.

During the fiscal year 1948, the National Mediation Board interpreted one mediation agreement. This case involved the Missouri Pacific Railroad Co. and the American Train Dispatchers' Association. The mediation agreement in controversy was made on November 16, 1945, in the Board's Case A-2181. This agreement governed the operation of centralized traffic control machines by control operators, working under the direction of the train dispatchers. Controversy arose between the parties over two provisions of the mediation agree-

ment, one stating that train dispatchers will keep records prescribed by the carrier which will enable them to know the location of all trains in centralized traffic control territory, record of their consists, and where they have work to do; the other provides that the movement of trains and engines will be directed by the train dispatcher, who will when required to, in the performance of these duties, issue instructions for such movements to the control operator. Following a public hearing as required by the act, the Board's interpretation was made on June 24, 1948. In the interpretation, the Board ruled that the first provision mentioned above means that the carrier shall prescribe records to be kept by train dispatchers which will enable them to know the location of all trains in centralized traffic control territory, record of their consists, and know where they have work to do. The second provision in controversy was interpreted to mean that when employees other than train dispatchers man and operate the control boards of centralized traffic control machines, such employees will handle train and engine movements in the territory in such manner as specifically or generally directed by the train dispatcher.

On August 16, 1947, a joint request was made upon the Board by the Boston & Maine Railroad and System Federation No. 18, Railway Employees' Department, A. F. of L., for the interpretation of certain overtime rules for shopcraft employees, which were made as a result of mediation in Case A-2474. After some investigation of this request with the parties, both of them withdrew their application for an interpretation of the mediation agreement and no formal interpretation was rendered by the Board in this case.

VIII. ORGANIZATION AND FINANCES OF THE NATIONAL MEDIATION BOARD

1. ORGANIZATION

The National Mediation Board replaced the United States Board of Mediation and was established in June 1934 under authority of the Railway Labor Act, as amended.¹

The 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, the term of one member expiring on January 31 of each year. The act makes no provision for holding over beyond that date and requires that the Board shall annually designate one of its members to serve as chairman. Not more than two members may be of the same political party. The Board's headquarters and office staff are located in the Federal Works Agency Building, Washington, D. C., at Eighteenth and F Streets NW. In addition to its office staff, the Board has a staff of mediators, who 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. While some mediation conferences are held in Washington by far the larger portion of mediation services is performed in the field. Services of the Board consist of mediating disputes between the carriers and the representatives of their employees over changes in rates of pay, rules, and working conditions. These services also include the investigation of representation disputes among employees and the determination of such disputes by election or otherwise. These services as required by the Act are performed by members of the Board, and its staff of mediators. In addition, the Board conducts hearings when necessary in connection with representation disputes to determine employees eligible to participate in elections and other issues which arise in its investigation of such disputes. The Board also conducts hearings in connection with the interpretation of mediation agreements, and appoints neutral referees and arbitrators as required.

The staff of mediators, all of whom have been selected through Civil Service, is as follows:

Ross R. Barr.
Thomas E. Bickers.
Clarence G. Eddy.
Lawrence Farmer.
Ross J. Foran.
Patrick D. Harvey.
James M. Holaren.
Cornelius E. Hurley.
Matthew E. Kearney.
James P. Kiernan.
Warren S. Lane.
Albert L. Lohm.

Geo. S. MacSwan.
Wm. F. Mitchell, Jr.
John F. Murray.
James E. Newlin.
J. Joseph Noonan.
Alexander D. Penfold.
Wallace G. Rupp.
Tedford E. Schoonover.
H. Albert Smith.
Frank K. Switzer.
Eugene C. Thompson.
John W. Walsh.

¹ 45 U. S. C. A 151 et seq., 44 Stat. 577

2. FINANCIAL STATEMENT

Accounting of all moneys appropriated by Congress for the fiscal year 1948, 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.....	\$328, 700
Printing and binding.....	9, 000
Total operating expenses.....	337, 700
Salaries and expenses, arbitration and emergency boards.....	167, 800
Cost of handling penalty mail.....	700
Grand total.....	506, 200
Obligations:	
Salaries, National Mediation Board.....	242, 434
Expenses incident to travel.....	56, 792
Printing and binding.....	9, 000
Other operating expenses.....	14, 900
Total operating expenses.....	323, 126
Expenses of arbitration, and emergency boards.....	125, 477
Cost of penalty mail.....	700
Grand total.....	449, 303
Unobligated balances:	
Salaries and expenses, National Mediation Board.....	14, 598
Expenses of arbitration and emergency boards.....	42, 323
Cost of penalty mail.....	134
Total unobligated.....	56, 921

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.

3. TABLES OF CASES HANDLED

A summary of the individual mediation and representation cases settled during 1948 is reported in appendices B and C.

APPENDIX A

NATIONAL RAILROAD ADJUSTMENT BOARD

(Created June 21, 1934)

D. W. HELT, *Chairman*
H. J. REESER, *Vice Chairman*

ALLISON, R. H.
ANDERSON, J. A.
BISHOP, WM.¹
BLAKE, R. W.
BOWEN, A. C.
CARR, H. J.
COOK, C. C.
DUGAN, C. P.
DUGAN, GEO. H.
ERNST, HUGO
FOWLER, E. W.²
GREEN, T. L.
HALE, N. J.
HASSETT, M. W.
HEMENWAY, HARRY
HOGLUND, H. J.
HOLMES, W. O.

JOHNSON, B. C.
JONES, A. H.
LAUGHLIN, G. W.³
LOSEY, T. E.
MATTHEWS, C. S.⁴
NOELL, W. A.⁵
PECK, C. E.
PRINCE, S. R., JR.
PURCELL, T. F.
RAY, R. F.
SCHOCH, M. G.
SWAN, O. E.
SYLVESTER, J. H.
TILLERY, R. J.⁶
WALTHER, A. G.
WALTON, R. A.
WRIGHT, GEORGE

STATEMENT

On June 21, 1934, by enactment of Public No. 442, Seventy-third Congress, the National Railroad Adjustment Board was created to consider and make awards in the following classes of disputes:

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.

Accounting of all moneys appropriated by Congress for the fiscal year 1948, pursuant to the authority conferred by "An act to amend the Railway Labor Act approved May 20, 1926" (Approved June 21, 1934)

Obligations:

Salaries of employees.....	\$169, 857
Salaries and expenses of referees.....	74, 038
Travel expenses.....	554
Transportation of things.....	134
Communication services.....	3, 151
Rent.....	103, 788
Electric service.....	2, 140
Printing and binding.....	40, 169
Other contractual services.....	1, 633
Supplies and materials.....	3, 170
Equipment.....	7, 508
Total.....	<u>406, 142</u>

¹ Temporarily represented by W. E. Smith.

² Deceased. Replaced by H. E. Greer.

³ Replaced by C. W. Kealey.

⁴ Replaced by W. G. Cantley.

⁵ Replaced by C. S. Cannon.

⁶ Replaced by W. C. Keiser.

Accounting of all moneys appropriated by Congress for the fiscal year 1948, pursuant to the authority conferred by "An act to amend the Railway Labor Act approval May 20, 1926" (Approved June 21, 1934)

Unobligated balances:

Salaries and expenses.....	\$1, 027
Printing and binding.....	4, 831
Total.....	5, 858

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

ADMINISTRATIVE

Name	Title	Salary paid	Duties
Howard, Leland.....	Administrative officer.....	\$6, 457. 44	Subject to direction of Board, administers its governmental affairs.
Dillon, Mary E.....	Clerk-stenographer.....	2, 968. 86	Secretarial, stenographic, and clerical.
Burns, Carol M.....	do.....	2, 072. 73	Stenographic and clerical.
House, Beatrice E.....	Telephone operator.....	2, 347. 78	Operates switchboard and serves as information clerk.
Siegel, Wayne H.....	Junior clerk.....	999. 50	Clerical.

FIRST DIVISION

McFarland, Thomas S.....	Executive secretary.....	\$6, 457. 44	Administration of affairs of Division and subject to its direction.
Frohning, William C.....	Assistant executive secretary.....	4, 451. 01	Assists executive secretary.
Killeen, Bert F.....	Principal clerk-stenographer.....	3, 309. 33	Digests and briefs cases and awards, takes hearings, etc.
Burdette, Mildred E.....	Clerk-stenographer.....	1, 406. 85	Secretarial, stenographic and clerical.
Postof, Evelyn F.....	do.....	3, 436. 36	Do.
Israel, Bertha.....	do.....	3, 436. 36	Do.
Smith, Margaret J.....	do.....	3, 436. 36	Do.
Blee, Ruth W.....	do.....	3, 172. 92	Do.
Ellwanger, Dorothy M.....	do.....	3, 002. 67	Do.
Karlcek, Mae J.....	do.....	2, 978. 52	Do.
Byehowski, Dorothy R.....	do.....	2, 808. 27	Do.
Karl, Beverly R.....	do.....	2, 763. 44	Do.
Schnase, Julia T.....	do.....	2, 744. 16	Do.
Schroeter, Marie A.....	do.....	2, 787. 54	Do.
Barnes, Walter C.....	do.....	1, 485. 11	Do.
Hazel, Charlene M.....	do.....	2, 569. 09	Do.
Wilson, Scott J.....	Senior clerk.....	50. 86	Clerical.
Ryan, Mary L.....	Clerk-typist.....	1, 721. 16	Do.
Jackson, Shirley V.....	Clerk-stenographer.....	1, 230. 91	Stenographic and clerical.
Kormalis, William G.....	File clerk.....	435. 21	Maintaining files, etc.
Moczydlowski, Helen P.....	do.....	997. 62	Do.

REFEREES

Babcock, Lucius, 53½ days, at \$50 per day.....	2, 675. 00	Sat with division as member to make awards upon failure of division to agree or secure majority vote.
Cahn, Sidney, 46½ days, at \$50 per day.....	2, 325. 00	Do.
Edwards, Leverett, 40½ days, at \$50 per day.....	2, 025. 00	Do.
Gallagher, Thomas F., 58 days, at \$50 per day.....	2, 900. 00	Do.
Johnson, Howard A., 44½ days, at \$50 per day.....	2, 212. 50	Do.
Lattimore, Hal S., 18¼ days, at \$50 per day.....	912. 50	Do.
Lewis, Grady, 65 days, at \$50 per day.....	3, 250. 00	Do.
McDonough, Roger I., 41½ days, at \$50 per day.....	2, 075. 00	Do.
O'Malley, Mart J., 14¼ days, at \$50 per day.....	712. 50	Do.
Potter, Clifford W., 37¼ days, at \$50 per day.....	1, 862. 50	Do.
Rudolph, Herbert B., 38¼ days, at \$50 per day.....	1, 912. 50	Do.
Scott, John Thad, Jr., 7½ days, at \$50 per day.....	375. 00	Do.
Spencer, William H., 136 days, at \$50 per day.....	6, 800. 00	Do.
Thaxter, Sidney St. F., 65 days, at \$50 per day.....	3, 250. 00	Do.

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

SECOND DIVISION

Name	Title	Salary paid	Duties
Mindling, John L.	Executive secretary ...	\$6, 457. 44	Administration of affairs of division and subject to its direction.
Feldmann, Ellie D.	Clerk-stenographer ...	3, 345. 45	Secretarial, stenographic, and clerical.
Glenn, Allise N.	do	3, 426. 70	Secretarial, stenographic, and clerical.
Lindberg, Robert L.	do	3, 436. 36	Do.
Morrison, Margaret E.	do	3, 426. 70	Do.
Shaughnessy, M. V.	do	3, 392. 89	Do.
Stomner, Mary A.	do	3, 392. 89	Do.
Williams, Dorothy M.	do	3, 436. 36	Do.
Bodenbender, Henry J.	do	3, 203. 29	Do.
Vought, Marcella R.	do	3, 172. 92	Do.
Sturman, Alta M.	do	2, 773. 08	Do.
Watson, Muriel G.	do	2, 660. 62	Do.
REFEREES			
Cook, George A., 50¼ days @ \$50 per day.	-----	2, 537. 50	Sat with division as member to make awards upon failure of division to agree or secure majority vote.
Wenke, Adolph E., 19¼ days @ \$50 per day.	-----	962. 50	Do.

THIRD DIVISION

Johnson, Howard A.	Executive secretary ...	\$6, 457. 44	Administration of affairs of division and subject to its direction.
Groble, Agatha E.	Clerk-stenographer ...	3, 436. 36	Secretarial, stenographic, and clerical.
Lightner, Hazel I.	do	3, 436. 36	Do.
Morse, Frances.	do	3, 436. 36	Do.
Tummon, A. Ivan.	do	3, 436. 36	Do.
Anderson, Loreto C.	do	3, 172. 92	Do.
Balskey, C. V.	do	3, 076. 52	Do.
Sanford, Jewel C.	do	3, 076. 52	Do.
Anderson, Louise S.	do	2, 961. 89	Do.
Miller, Kellogg B.	do	2, 923. 95	Do.
Smith, Lois E.	do	2, 822. 73	Do.
Jones, Robert J.	do	862. 97	Do.
Killeen, Eugene A.	do	691. 70	Do.
Larsen, Dagmar T.	do	81. 37	Do.
Nassos, Ernest.	Junior clerk	700. 35	Clerical.
Keating, Patrick J.	do	1, 322. 64	Do.
REFEREES			
Carter, Edward F., 19¼ days @ \$50 per day.	-----	987. 50	Sat with division as member to make awards upon failure of division to agree or secure majority vote.
Douglas, James M., 105½ days @ \$50 per day.	-----	5, 275. 00	Do.
Fox, Fred L., 14¼ days @ \$50 per day.	-----	712. 50	Do.
Lewis, Grady, 8¼ days @ \$50 per day.	-----	437. 50	Do.
Messmore, Fred W., 2½ days @ \$50 per day.	-----	125. 00	Do.
Miller, Joseph L., 43½ days @ \$50 per day.	-----	2, 175. 00	Do.
Rudolph, Herbert B., 18½ days @ \$50 per day.	-----	925. 00	Do.
Swaim, H. Nathan, 87¼ days @ \$50 per day.	-----	4, 362. 50	Do.
Tipton, Ernest M., 1 day @ \$50 per day.	-----	50. 00	Do.
Wenke, Adolph E., 105½ days @ \$50 per day.	-----	5, 275. 00	Do.
Yeager, John W., 75¼ days @ \$50 per day.	-----	3, 762. 50	Do.

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

FOURTH DIVISION

Name	Title	Salary paid	Duties
Parkhurst, Raymond B.....	Executive secretary.....	\$6,457.44	Administration of affairs of division and subject to its direction. Secretarial, stenographic, and clerical. Do. Do.
Humfreville, Muriel Long.....	Clerk-stenographer.....	3,392.89	
Zimmerman, R. Hazel.....	do.....	3,436.36	
Adams, Henrietta V.....	do.....	3,021.99	
REFEREES			
Chappell, E. B., 31½ days @ \$50 per day.	-----	1,575.00	Sat with division as member to make awards upon failure of division to agree or secure majority vote.
Edwards, Leverett, 7¼ days @ \$50 per day.	-----	362.50	Do.
Jackson, Andrew, 11½ days @ \$50 per day.	-----	575.00	Do.
O'Neill, Felix L., 12 days @ \$50 per day.	-----	600.00	Do.
Sharfman, Isaiah L., 15¼ days @ \$50 per day.	-----	762.50	Do.

FIRST DIVISION—NATIONAL RAILROAD ADJUSTMENT BOARD

39 South La Salle Street, Chicago 3, Ill.

C. W. KEALEY, <i>Chairman</i> ¹	NATHAN J. HALE ²
H. J. HOGLUND, <i>Vice Chairman</i>	B. C. JOHNSON ³
WILLIAM BISHOP	W. C. KEISER ⁴
GEORGE W. DUGAN	SYDNEY R. PRINCE, Jr.
T. L. GREEN	O. E. SWAN ⁵
T. S. MCFARLAND, <i>Executive Secretary</i>	

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 5 labor organizations of railroad employees, national in scope, in accordance with the provisions of the Railway Labor Act.

JURISDICTION

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

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

¹ Mr. C. W. Kealey succeeded Mr. Laughlin April 1, 1948.
² Mr. Nathan J. Hale succeeded Mr. Carter November 26, 1947.
³ Mr. B. C. Johnson succeeded Mr. Rogers May 7, 1947.
⁴ Mr. W. C. Keiser succeeded Mr. Tillery April 15, 1948.
⁵ Mr. O. E. Swan succeeded Mr. Dwinell September 5, 1947.

Cases docketed and disposed of during fiscal year 1947-48

Number of cases pending on docket July 1, 1947-----	2, 321
Number of cases received and docketed-----	954
	<u>3, 275</u>
Number of cases decided by issuing awards:	
Without Referee-----	96
With Referee-----	528
Withdrawn (no awards issued)-----	202
	<u>826</u>
Number pending June 30, 1948-----	<u>2, 449</u>
Number cases heard-----	646
Number cases deadlocked-----	648
Number of cases heard and not decided—heard, 1,204; hearing waived, 844-----	2, 048
Number of cases awaiting hearing-----	401
Total cases docketed June 30, 1948-----	23, 241

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

	<i>Docketed</i>		<i>Docketed</i>
Atchison, Topeka & Santa Fe Ry.:		Denver & Rio Grande Western	
Coast-----	14	R. R.-----	75
Proper-----	2	Duluth, Missabe & Iron Range Ry.	7
Atlantic Coast Line R. R.-----	26	Duluth, Winnipeg & Pacific Ry.	11
Alton (G., M. & O.)-----	1	Erie R. R.-----	31
Alton & Southern R. R.-----	1	Florida East Coast Ry.-----	3
Atlanta & West Point R. R.-----	5	Ft. Worth & Denver City Ry.-----	2
Atlanta Joint Terminal-----	1	Georgia & Florida R. R.-----	6
Baltimore & Ohio R. R.-----	76	Georgia R. R.-----	3
Bangor & Aroostook R. R.-----	6	Grand Trunk Western Ry.-----	2
Bessemer & Lake Erie R. R.-----	7	Great Northern Ry.-----	6
Bingham & Garfield Ry.-----	1	Gulf, Colorado & Santa Fe Ry.-----	2
Birmingham & Southern R. R.-----	1	Gulf, Mobile & Ohio R. R.-----	20
Boston & Albany R. R.-----	5	Illinois Central R. R.-----	33
Boston & Maine R. R.-----	5	Illinois Northern Ry.-----	1
Burlington-Rock Island R. R.-----	1	Indiana Harbor Belt R. R.-----	13
California State Belt-----	1	Indianapolis Union Ry.-----	1
Central of Georgia Ry.-----	7	International-Great Northern-----	2
Central R. R. of New Jersey-----	25	Kansas City Southern Ry.-----	2
Charleston & Western Carolina Ry.	2	Kansas, Oklahoma & Gulf Ry.-----	2
Chesapeake & Ohio Ry.-----	65	Kentucky & Indiana Terminal	
Chicago & Eastern Illinois R. R.-----	3	R. R.-----	11
Chicago, Aurora & Elgin R. R.-----	1	Kewaunee, Green Bay & Western.	2
Chicago, Burlington & Quincy		Lake Superior Terminal & Transfer	
R. R.-----	18	Ry.-----	2
Chicago Great Western Ry.-----	2	Lake Terminal R. R.-----	3
Chicago, Indianapolis & Louisville		Lehigh Valley R. R.-----	2
Ry.-----	2	Long Island R. R.-----	10
Chicago Junction Ry.-----	1	Louisville & Nashville R. R.-----	2
Chicago, Milwaukee & St. Paul &		Maine Central R. R.-----	2
Pacific R. R.:-----		Manufacturers Ry.-----	1
East-----	5	Macon, Dublin & Savannah R. R.-----	1
West-----	30	Michigan Central R. R.-----	7
Cincinnati, New Orleans & Texas		Minneapolis & St. Louis R. R.-----	8
Pacific R. R.-----	1	Minneapolis, St. Paul & Sault Ste	
Chicago River & Indiana R. R.-----	3	Marie Ry.-----	1
Chicago, Rock Island & Pacific Ry.	2	Missouri-Kansas-Texas R. R.-----	16
Chicago, St. Paul, Minneapolis &		Missouri Pacific R. R.-----	3
Omaha Ry.-----	2	Monongahela Connecting R. R.-----	1
Chicago Short Line Ry.-----	1	Nashville, Chattanooga & St. Louis	
Cuyahoga Valley Ry.-----	1	Ry.-----	2
Delaware & Hudson R. R.-----	19	Newburgh & South Shore Ry.-----	1
Delaware, Lackawanna & Western		New Orleans, Texas & Mexico Ry.-----	1
R. R.-----	1		

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

	Docketed		Docketed
New York, Chicago & St. Louis R. R.	24	Southern Pacific—Continued	
New York Central R. R.:		T & L	14
Ohio Central	3	Southern Ry	5
East	21	Spokane, Portland & Seattle Ry	1
West	1	Terminal R. R. Association of St. Louis	1
Norfolk & Western Ry	6	Texas & Pacific Ry	12
Northern Pacific Ry	17	Texas Pacific-Missouri Pacific Terminal R. R. of New Orleans	2
Ogden Union Ry & Depot Co	32	Union Pacific R. R.:	
Pacific Coast R. R.	2	Eastern	4
Pacific Electric Ry	2	South Central	67
Pennsylvania R. R.	10	South Western	2
Reading Co	1	Union Ry.—Memphis	1
St. Joseph Terminal R. R.	1	Utah Ry	1
St. Louis, Brownsville & Mexico Ry	1	Virginian Ry	12
St. Louis-San Francisco Ry	19	Western Maryland Ry	1
Seaboard Air Line	7	Western Pacific R. R.	41
Southern Pacific:			
Pacific	1	Total	954

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

Engineer-firemen-conductors-trainmen	7	Firemen-Switchmen's Union of North America	2
Engineers-firemen	45	Conductors	236
Engineers	100	Conductors-trainmen	6
Engineers-trainmen	1	Trainmen	343
Firemen	191	Switchmen's Union of North America	18
Firemen-conductors	2	C. I. O. (U. M. W.)	2
Firemen-trainmen	1	Total	954

SECOND DIVISION—NATIONAL RAILROAD ADJUSTMENT BOARD

A. C. BOWEN, *Chairman*.
C. S. CANNON, *Vice Chairman*.
J. A. ANDERSON.
R. W. BLAKE.
H. J. CARR.

M. W. HASSETT.
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, boiler-makers, 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, 1948

	Number of cases		Number of cases
Docketed	69	Decided—Continued.	
Heard	79	Decided without referee	15
Decided	51	Withdrawn	3
Decided with referee	36	Deadlocked	57

In addition to the regular docketed cases, the Second 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, 39 in number, developed during the fiscal year ending June 30, 1948, 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.

The following list shows the parties involved in the potential cases originating during the fiscal year ending June 30, 1948.

CARRIERS PARTY TO CASES DOCKETED

	<i>Number of cases</i>		<i>Number of cases</i>
Atchison, Topeka & Santa Fe Ry.		Kennecott Copper Corp.	2
Co.	4	Kentucky & Indiana Terminal Ry.	
Atlanta Joint Terminals.	3	Co.	3
Atlantic Coast Line R. R.	3	Lehigh Valley R. R. Co.	1
Baltimore & Ohio R. R. Co.	2	Louisville & Nashville R. R. Co.	4
Chesapeake & Ohio R. R. Co.	1	Missouri-Kansas-Texas R. R. Co.	2
Chicago & North Western R. R.		Missouri Pacific R. R. Co.	5
Co.	2	Nashville, Chattanooga & St. Louis	
Chicago, Burlington & Quincy R. R.		Ry. Co.	1
Co.	1	New York Central R. R. Co.	1
The Chicago, Rock Island & Pacific		Reading R. R. Co.	1
Ry. Co.	6	St. Louis Southwestern Ry. Co.	1
Chicago South Shore & South Bend		Seaboard Air Line.	1
R. R. Co.	1	Southern Pacific:	
Denver & Rio Grande Western		Pacific Lines.	1
R. R. Co.	3	Texas and Louisiana.	5
Elgin, Joliet & Eastern Ry. Co.	1	Texas & Pacific Ry. Co.	3
Erie R. R. Co.	4	Texas Pacific-Missouri Pacific Ter-	
Fort Worth & Denver City Ry.		minial of New Orleans.	1
Co.	1	Union Pacific R. R. Co.	1
Gulf Coast Lines.	1	Union Terminal Ry. Co.	1
Kansas City Southern Ry. Co.	1		
Kansas City Terminal Ry.	1	Total.	69

ORGANIZATIONS PARTY TO CASES DOCKETED

	<i>Number of cases</i>		<i>Number of cases</i>
International Association of Ma-		International Brotherhood of Elec-	
chinists.	12	trical Workers.	2
International Brotherhood of Boil-		Brotherhood Railway Carmen of	
ermakers, Iron Ship Builders,	6	America.	29
and Helpers of America.		International Brotherhood of Fire-	
International Brotherhood of		men and Oilers, Roundhouse,	
Blacksmiths, Drop Forgers, and		and Shop Laborers.	9
Helpers.	1	Federated Trades.	9
Sheet Metal Workers' Interna-		Individually submitted cases, etc.	0
tional Association.	1	Total.	69

THIRD DIVISION—NATIONAL RAILROAD ADJUSTMENT BOARD

H. HEMENWAY, *Chairman*
A. H. JONES, *Vice Chairman*
R. H. ALLISON
W. G. CANTLEY
C. C. COOK
C. P. DUGAN

HUGO ERNST
D. W. HELT
C. S. MATTHEWS¹
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 1948

	<i>Number of cases</i>		<i>Number of cases</i>
Open and on hand July 1, 1947.....	245	Deadlocked.....	381
Docketed.....	467	Decided by referee.....	297
Heard.....	397	Open and on hand June 30, 1948..	338
Decided..... ¹	375	Interpretations.....	9
Withdrawn.....	40		

¹ Award Nos. 3583 and 3776 on docket CL-3564.

CARRIERS PARTY TO CASES DOCKETED

	<i>Number of cases</i>		<i>Number of cases</i>
Ann Arbor.....	1	Georgia.....	2
Atlanta & West Point.....	3	Grand Trunk Western.....	1
Atlantic Coast Line.....	7	Great Northern.....	14
Atchison, Topeka & Santa Fe.....	8	Gulf Coast-IGN.....	14
Baltimore & Ohio.....	8	Gulf, Mobile & Ohio.....	4
Boston & Albany.....	1	Hudson & Manhattan.....	2
Boston & Maine.....	1	Illinois Central.....	6
Central of Georgia.....	2	Indiana Harbor Belt.....	1
Chesapeake & Ohio.....	2	Indianapolis Union.....	1
Chicago, Burlington & Quincy.....	14	Jay Street Connecting.....	1
Chicago & Eastern Illinois.....	4	Kansas City Southern.....	1
Chicago Great Western.....	2	Kansas City Terminal.....	2
Chicago, Indianapolis & Louisville.....	5	Kentucky & Indiana Terminal.....	2
Chicago & North Western.....	4	Lake Terminal.....	1
Chicago, Milwaukee, St. Paul & Pacific.....	7	Lehigh & New England.....	1
Chicago, Rock Island & Pacific.....	15	Lehigh Valley.....	4
Chicago, St. Paul, Minneapolis & Omaha.....	3	Long Island.....	1
Chicago Union Station.....	1	Louisiana & Arkansas.....	1
Cincinnati Union Terminal.....	3	Louisville & Nashville.....	2
Clinchfield.....	3	Milwaukee-Kansas City, Joint Agency.....	1
Colorado & Southern.....	1	Minnesota Transfer.....	2
Delaware & Hudson.....	3	Missouri-Kansas-Texas.....	4
Delaware, Lackawanna & Western.....	14	Missouri Pacific Lines.....	2
Denver & Rio Grande Western.....	5	Missouri Pacific Railroad.....	23
Des Moines Union.....	1	Nashville, Chattanooga & St. Louis.....	3
Detroit, Toledo & Ironton.....	3	New Orleans Public Belt.....	1
Duluth, Missabe & Iron Range.....	8	New York Central.....	26
Elgin, Joliet & Eastern.....	1	New York, New Haven & Hartford.....	2
Erie.....	12	Northern Pacific.....	7
Florida East Coast.....	17	Ogden Union Railway & Depot.....	6
Fort Worth & Denver City.....	3		

¹ C. S. Matthews replaced by W. G. Cantley December 1, 1947.

Report of cases handled by the Third Division, fiscal year 1948—Continued

CARRIERS PARTY TO CASES DOCKETED—continued

	<i>Number of cases</i>		<i>Number of cases</i>
Ogden Union Stock Yards.....	2	Southern Pacific—Continued	
Pacific Electric.....	1	Texas & Louisiana.....	4
Pacific Fruit Express.....	1	Terminal Railroad Association of	
Pennsylvania.....	44	St. Louis.....	10
Potomac Yard-Richmond, Fred-		Texas Mexican.....	1
ericksburg & Potomac.....	1	Texas & Pacific.....	2
Pullman.....	48	Union Pacific.....	6
Reading.....	4	Union Terminal, Dallas.....	1
St. Louis-San Francisco.....	4	Virginian.....	3
St. Louis Southwestern.....	5	Wabash.....	2
Seaboard Air Line.....	4	Western Pacific.....	18
Southern.....	3		
Southern Pacific:			
Pac. Lines.....	3	Total.....	467

ORGANIZATIONS PARTY TO CASES DOCKETED

American Train Dispatchers Asso-		Brotherhood of Sleeping Car Por-	
ciation.....	12	ters.....	28
Brotherhood of Maintenance of		Joint Council Dining Car Em-	
Way Employees.....	35	ployees.....	16
Brotherhood of Railroad Signal-		Order of Railroad Telegraphers...	99
men of America.....	17	Order of Railway Conductors.....	2
Brotherhood of Railroad Train-		Order of Railway Conductors (Pull-	
men.....	13	man System).....	22
Brotherhood of Railway and		United Transport Service Em-	
Steamship Clerks, Freight Han-		ployees of America.....	13
dlers, Express, and Station Em-			
ployees.....	210	Total.....	467

FOURTH DIVISION—NATIONAL RAILROAD ADJUSTMENT BOARD

R. A. WALTON, <i>Chairman</i>	W. O. HOLMES
H. J. REESER, <i>Vice Chairman</i>	T. F. PURCELL
E. W. FOWLER ¹	M. G. SCHOCH
H. E. GREER	

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).

¹ Deceased; replaced by H. E. Greer, April 1, 1948.

Report of cases handled by the Fourth Division, for the fiscal year ending June 30, 1948

	<i>Number of cases</i>		<i>Number of cases</i>
Open and on hand beginning fiscal year.....	8	Open cases on hand close of fiscal year.....	3
New cases docketed during fiscal year.....	83	Heard.....	3
Total number cases on hand and docketed during fiscal year.....	91	Not heard.....	0
Cases disposed of during fiscal year.....	88	Cases heard during fiscal year.....	72
Decided without referee.....	29	Cases deadlocked during fiscal year.....	48
Decided with referee.....	48	Interpretations issued during fiscal year.....	1
Withdrawn.....	11	Issued without referee.....	0
		Issued with referee.....	1

CARRIERS PARTY TO CASES DOCKETED

	<i>Number of cases</i>		<i>Number of cases</i>
Atchison, Topeka & Santa Fe Ry. Co.....	4	Missouri Pacific R. R. Co.....	1
Baltimore & Ohio Chicago Terminal R. R. Co.....	1	Monongahela Ry. Co.....	1
Baltimore & Ohio R. R. Co.....	4	Nashville Terminals.....	2
Central of Georgia Ry. Co.....	5	Nashville Chattanooga & St. Louis Ry. Co.....	1
Central R. R. Co. of New Jersey.....	1	New York Central R. R. Co.....	2
Chesapeake & Ohio Ry. Co.....	5	New York, Chicago & St. Louis R. R. Co.....	3
Chicago, Burlington & Quincy R. R. Co.....	2	Northern Pacific Ry. Co.....	2
Chicago, Milwaukee, St. Paul & Pacific R. R. Co.....	2	Ogden Union Ry. & Depot Co.....	1
Delaware, Lackawanna & Western R. R. Co.....	2	Pennsylvania R. R. Co.....	8
Florida East Coast Ry Co.....	1	Pittsburgh & West Virginia Ry. Co.....	1
Great Northern Ry Co.....	1	Reading Co.....	1
Gulf, Colorado & Santa Fe Ry. Co.....	1	Santa Fe Coast Lines Hospital Association.....	2
Indiana Harbor Belt R. R. Co.....	1	Seaboard Air Line R. R. Co.....	1
Kentucky & Indiana Terminal R. R. Co.....	1	Southern Pacific Co. (Pacific Lines).....	3
Lake Terminal R. R. Co.....	1	Southern Pacific Hospital Department.....	1
Lehigh Valley R. R. Co.....	2	Terminal Railroad Association of St. Louis.....	2
Long Island R. R. Co.....	3	Union Pacific Ry. Co.....	8
Louisville & Nashville R. R. Co.....	5		
Milwaukee-Kansas City Southern Joint Agency.....	1	Total.....	83

ORGANIZATION—EMPLOYEES PARTY TO CASES DOCKETED

	<i>Number of cases</i>		<i>Number of cases</i>
American Brotherhood of Railway Police.....	1	National Organization Masters, Mates & Pilots of America.....	1
American Railway Supervisors Association, Inc.....	2	Order of Railway Conductors.....	4
Association of Santa Fe Coast Lines Physicians.....	2	Railroad Yardmasters of America.....	35
Brotherhood of Railroad Trainmen.....	10	Railroad Yardmasters of North America, Inc.....	3
Brotherhood of Sleeping Car Porters.....	5	United Transport Service Employees.....	1
Joint Council Dining Car Employees.....	1	Southern Pacific Hospital Department Nurses Association, A. F. of L.....	1
Marine Department Employees.....	1		
Miscellaneous Classes of Employees.....	1	Total.....	83
National Council, Railway Patrolmen's Unions, A. F. of L.....	15		

APPENDIX B

MEDIATION AND ARBITRATION CASES UNDER THE RAILWAY LABOR ACT

FISCAL YEAR JULY 1, 1947, TO JUNE 30, 1948

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-2237	Apr. 12, 1945	Employees.....	American Train Dispatchers Association and Louisville & Nashville R. R. Co.	4,759	Chief and night chief train dispatchers.	Apr. 24, 1946	Louisville, Ky.	MA	Sept. 25, 1947
A-2307	Mar. 26, 1946	.....do.....	American Train Dispatchers Association and Southern Ry. System.	7,705	Train dispatchers.....	July 15, 1946	Washington, D. C.	MA	Sept. 12, 1947
A-2368	July 8, 1946	.....do.....	System Federation No. 162 ² and Texas & New Orleans R. R. Co.	4,322	Firemen and oilers.....	Sept. 9, 1947	Houston, Tex.	MA	July 9, 1947
A-2384	July 25, 1946	Carrier.....	Southern Pacific Co. (Pacific Lines) and Brotherhood of Railroad Trainmen.	8,246	Road trainmen and yardmen.	Aug. 15, 1946	San Francisco, Calif.	MA	Dec. 1, 1947
A-2399	Aug. 23, 1946	.....do.....	Northwestern Pacific R. R. Co. and Order of Railway Conductors.	330	Train conductors.....	Apr. 5, 1948	San Rafael, Calif.	MA	May 7, 1948
A-2404	Aug. 27, 1946	.....do.....	San Diego & Arizona Eastern Ry. Co. and Order of Railway Conductors.	140	Railway conductors...	May 12, 1948	Los Angeles, Calif.	MA	May 13, 1948
A-2415	Sept. 13, 1946	.....do.....	Chicago & Illinois Midland Ry. Co. and Brotherhood of Railroad Trainmen.	131	Trainmen and yardmen.	Nov. 25, 1946	Springfield, Ill.	W-M	Aug. 26, 1947
A-2452	Oct. 7, 1946	Employees.....	The Order of Railroad Telegraphers and Columbus & Greenville Ry. Co.	168	Station, tower, and telegraph employees.	Mar. 14, 1947	Columbus, Miss..	RTA-O	Sept. 5, 1947
A-2454	Nov. 6, 1946	.....do.....	American Train Dispatchers Association and the Nashville, Chattanooga & St. Louis Ry. Co.	1,053	Dispatchers.....	Dec. 11, 1946	Nashville, Tenn...	MA	Sept. 13, 1947
A-2472	Nov. 26, 1946	.....do.....	National Organization of Masters, Mates, and Pilots of America and the Atchison, Topeka & Santa Fe Ry. System, Southern Pacific Co., and the Western Pacific R. R. Co.	(3)	Licensed personnel, Marine Divisions.	June 2, 1947	San Francisco, Calif.	MA	July 14, 1947
A-2497	Jan. 17, 1947	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees, and Elgin, Joliet & Eastern Ry. Co.	391	Clerical, office, station, and storehouse employees.	Apr. 16, 1947	Chicago, Ill.	W-M	Feb. 4, 1948
A-2504	Sept. 5, 1946	.....do.....	Air Line Pilots Association, Intl. and Braniff Airways, Inc.	-----	Pilots and copilots....	May 12, 1947	Dallas, Tex.	W-M	July 24, 1947

See footnotes at end of table

MEDIATION AND ARBITRATION CASES UNDER THE RAILWAY LABOR ACT—Continued

FISCAL YEAR JULY 1, 1947 TO JUNE 30, 1948—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-2507	Feb. 5, 1947	Employees.....	Brotherhood of Railroad Trainmen and Forth Worth Belt Ry. Co.	3	Yardmen.....	May 7, 1947	Dallas, Tex.....	RTA-E	Sept. 17, 1947
A-2508	Jan. 20, 1947	do.....	The Order of Railroad Telegraphers and Chicago, Rock Island & Pacific Ry. Co.	7,650	Telegraphers.....	May 2, 1947	Chicago, Ill.....	MA	July 17, 1947
A-2516	Feb. 10, 1947	do.....	Railroad Yardmasters of America and the Alton R. R. Co.	959	Yardmasters.....	July 7, 1947	do.....	RTA-C	Aug. 25, 1947
A-2518	Mar. 4, 1947	Carrier.....	Georgia R. R. and Brotherhood of Locomotive Firemen and Enginemen.	329	Locomotive engineers.	Mar. 11, 1947	Atlanta, Ga.....	RTA-C	July 7, 1947
A-2521	Feb. 17, 1947	Employees.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and the New York, Chicago, St. Louis R. R. Co.	1,687	Clerical employees and messengers.	June 19, 1947	Cleveland, Ohio...	W-M	Apr. 2, 1948
A-2532	Feb. 5, 1946	do.....	Joint Council Dining Car Employees, Hotel and Restaurant Employees and Bartenders International Union, A. F. of L., and Southern Pacific Co., Pacific Lines.	8,227	Dining car employees, etc.	July 30, 1947	San Francisco, Calif.	MA	Aug. 12, 1947
A-2533	Mar. 5, 1946	do.....	American Train Dispatchers Association and Missouri Pacific R. R. Co.	7,139	Train dispatchers.....	May 15, 1947	St. Louis, Mo.....	RTA-C	July 19, 1947
A-2534	Mar. 4, 1947	do.....	The Order of Railroad Telegraphers and The Delaware, Lackawanna & Western R. R. Co.	975	Agents, ticket agents, assistant ticket agents, operator clerks, levermen, agent-operator, etc.	June 6, 1947	New York, N. Y..	MA	Sept. 19, 1947
A-2538	Feb. 27, 1947	Carriers.....	Illinois Central R. R. (Yazoo & Mississippi Valley R. R. Co.) and Missouri Pacific Lines-Gulf Coast Lines and Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen; Order of Railway Conductors; Brotherhood of Railroad Trainmen; International Association of Railway Employees; and Colored Trainmen of America.	387	Engineers, firemen, conductors, brakemen, and yardmen.	June 2, 1947	Houston, Tex.....	MA	July 12, 1947

A-2542	Mar. 24, 1947	Employees.....	Brotherhood of Railroad Trainmen and The River Terminal Ry. Co.	22	Yardmen (foremen and helpers).	June 5, 1947	Cleveland, Ohio...	RTA-B	Aug. 4, 1947
A-2544	Mar. 31, 1947	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Pere Marquette Ry. Co. and Port Street Union Depot Co.	-----	Clerical, office, station, and storehouse employees.	July 14, 1947	Detroit, Mich.....	MA	July 31, 1947
A-2545	Mar. 26, 1947	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and The Texas & Pacific Ry. Co.	1, 873	Clerical employees....	July 17, 1947	Dallas, Tex.....	RTA-C	Aug. 31, 1947
A-2546	Mar. 3, 1947	Carrier.....	International-Great Northern R. R. Co. and Brotherhood of Locomotive Firemen and Enginemen.	1, 155	Locomotive firemen and hostlers.	July 7, 1947	Houston, Tex.....	MA	July 8, 1947
A-2548	Mar. 31, 1947	Employees.....	Brotherhood of Locomotive Firemen and Enginemen and The Northern Pacific Terminal Co. of Oregon.	64	Firemen, hostlers, and hostler helpers.	July 1, 1947	Portland, Oreg....	MA	July 12, 1947
A-2552	Apr. 15, 1947	Carrier.....	Pacific & Arctic Ry. & Navigation Co. and International Longshoremen's Association, A. F. of L.	110	Railroad warehouse or dock workers.	Aug. 25, 1947	Skagway, Alaska..	AA	Aug. 27, 1947
A-2553	Dec. 9, 1946	Employees.....	Air Line Pilots Association, International and Mid-Continent Airlines, Inc.	-----	Pilots.....	July 7, 1947	Kansas City, Mo., and Washington, D. C.	MA	July 15, 1947
A-2555	Apr. 21, 1947	-----do-----	The Order of Railroad Telegraphers and Midland Valley R. R. Co.; Kansas, Oklahoma & Gulf Ry. Co. and Oklahoma City-Ada-Atoka Ry. Co.	793	Agents, telegraphers, etc.	Aug. 13, 1947	Muskogee, Okla..	MA	Aug. 23, 1947
A-2557	Apr. 25, 1947	Carrier.....	Braniff Airways, Inc. and Air Line Pilots Association, International.	-----	Pilots.....	May 12, 1947	Dallas, Tex.....	WM	Aug. 1, 1947
A-2558	Apr. 21, 1947	Employees.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Railway Express Agency, Inc.	-----	Office and vehicle employees.	Feb. 25, 1948	San Antonio, Tex.	RTA-C	Apr. 24, 1948
A-2559	May 5, 1947	-----do-----	The Order of Railroad Telegraphers and The Alton R. R. Co.	2, 922	Telegraphers, agent-telegraphers, etc.	Aug. 11, 1947	Mobile, Ala.....	RTA-C	Sept. 25, 1947
A-2560	-----do-----	-----do-----	The Order of Railroad Telegraphers and The Gulf, Mobile & Ohio R. R. Co.	1, 963	-----do-----	-----do-----	-----do-----	RTA-C	-----do-----
A-2561	Apr. 21, 1947	-----do-----	Brotherhood of Locomotive Engineers and Sacramento Northern Ry.	271	Locomotive firemen...	June 18, 1947	San Francisco, Calif.	WM	July 29, 1947
A-2563	Mar. 13, 1947	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Southern Pacific Co. (Pacific Lines).	8, 247	Clerical, office, station, and storehouse employees.	Aug. 14, 1947	-----do-----	MA	Oct. 24, 1947
A-2565	Apr. 11, 1947	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Joliet Union Depot Co.	-----	Clerical employees....	June 24, 1947	Chicago, Ill.....	MA	Aug. 8, 1947

See footnotes at end of table.

MEDIATION AND ARBITRATION CASES UNDER THE RAILWAY LABOR ACT—Continued

FISCAL YEAR JULY 1, 1947, TO JUNE 30, 1948—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-2568	May 8, 1947	Employees.....	Airline Dispatchers Association and Pennsylvania-Central Airlines Corp.	6, 500	Flight dispatchers.....	Aug. 5, 1947	Washington, D. C.	MA	Aug. 7, 1947
A-2570	Feb. 5, 1947	.....do.....	Brotherhood of Railroad Trainmen and the Texas & Pacific Ry. Co.	1, 873	Dining-car stewards...	July 24, 1947	Dallas, Tex.	RTA-E	Mar. 1, 1948
A-2571	May 12, 1947	.....do.....	Brotherhood of Maintenance of Way Employees and Bangor & Aroostook R. R. Co.	596	Maintenance-of-way employees.	Sept. 29, 1947	Bangor, Maine....	RTA-B	Nov. 3, 1947
A-2572	.....do.....	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Northwest Airlines, Inc.	-----	Traffic agents and reservation clerks.	July 7, 1947	St. Paul, Minn....	AA	Sept. 3, 1947
A-2573	May 26, 1947	Carrier.....	St. Louis Southwestern Ry. Lines and Brotherhood of Locomotive Engineers.	1, 576	Locomotive engineers.	Sept. 19, 1947	St. Louis, Mo.	RTA-E	Nov. 17, 1947
A-2574	Apr. 23, 1947	Employees.....	Brotherhood of Locomotive Firemen and Enginemen and South Buffalo Ry. Co.	80	Engineers and firemen.	Sept. 15, 1947	Buffalo, N. Y.	W-M	Sept. 24, 1947
A-2575	May 21, 1947	.....do.....	Brotherhood of Locomotive Engineers and Brotherhood of Locomotive Firemen and Enginemen and the Atchison, Topeka & Santa Fe Ry. Coast Lines.	2, 515	Locomotive engineers, firemen, and oilers.	Dec. 4, 1947	Los Angeles, Calif.	RTA-B	Feb. 28, 1948
A-2576	May 26, 1947	.....do.....	Brotherhood of Maintenance of Way Employees and Galveston Wharves.	45	Bridge and building employees.	Aug. 4, 1947	Galveston, Tex. ...	RTA-C	Sept. 25, 1947
A-2577	June 6, 1947	Carrier.....	Pennsylvania-Central Airlines Corp. and International Association of Machinists.	6, 500	Mechanics (all classes), plant servicemen, ground servicemen, and cleaners.	July 21, 1947	Washington, D. C.	MA	Aug. 4, 1947
A-2579	May 12, 1947	.....do.....	Pan American-Grace Airways, Inc., and Air Line Pilots Association, International.	-----	Pilots.....	-----	-----	WBM	Aug. 26, 1947
A-2580	June 18, 1947	Employees.....	Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors and Brotherhood of Railroad Trainmen and Norfolk Southern Ry. Co.	727	Engineers, firemen, hostlers, conductors, brakemen, and yardmen.	Oct. 1, 1947	Norfolk, Va.	MA	Oct. 13, 1947

A-2581	May 29, 1947	Carrier.....	Reading Co. and National Organization Masters, Mates and Pilots of America, A. F. of L.; National Marine Engineers' Beneficial Association and National Maritime Union of America, C. I. O.	1, 327	Licensed deck and engineroom and unlicensed deck and engineroom employees and stewards' department.	Aug. 4, 1947	Philadelphia, Pa.	W-M	Dec. 17, 1947
A-2582	.....do.....	Employees.....	International Association of Machinists and Northeast Airlines, Inc.	-----	Airline mechanics.....	July 9, 1947	Boston, Mass.	MA	Aug. 12, 1947
A-2583	May 20, 1947	.....do.....	Brotherhood of Railroad Signalmen of America and the Delaware & Hudson R. R. Corp.	838	Signalmen.....	Aug. 27, 1947	Albany, N. Y.	MA	Sept. 12, 1947
A-2584	May 16, 1947	.....do.....	International Brotherhood of Teamsters, Chauffeurs, Warehousemen, and Helpers of America, A. F. of L., and Railway Express Agency, Inc.	-----	Vehicle employees exclusive of New York metropolitan area.	July 16, 1947	Chicago, Ill.	RTA-C	Sept. 24, 1947
A-2585	June 5, 1947	Carrier.....	Chicago, Indianapolis & Louisville Ry. Co. and Brotherhood of Railroad Trainmen.	541	Yardmen.....	July 31, 1947	La Fayette, Ind.	RTA-E	Oct. 2, 1947
A-2586	June 9, 1947	Employees.....	Air Line Stewards and Stewardesses Association, International and Northwest Airlines, Inc.	-----	Stewards and stewardesses.	Sept. 12, 1947	St. Paul, Minn.	MA	Sept. 19, 1947
A-2587	June 23, 1947	.....do.....	Brotherhood of Locomotive Firemen and Enginemen and Chicago, Milwaukee, St. Paul & Pacific R. R. Co.	10, 373	Firemen.....	June 26, 1947	Chicago, Ill.	W-M	Dec. 19, 1947
A-2588	June 24, 1947	Carrier.....	National Airlines, Inc., and Air Line Pilots Association, International.	-----	Captains and copilots..	July 14, 1947	Washington, D. C.	RTA-E	Sept. 4, 1947
A-2589	June 9, 1947	Employees.....	United Automobile, Aircraft, Agricultural Implement Workers of America, C. I. O., and Delta Air Lines, Inc.	-----	Airline mechanics (all classes).	Aug. 18, 1947	Atlanta, Ga.	RTA-C	Oct. 19, 1947
A-2590	Feb. 24, 1947	.....do.....	Brotherhood of Locomotive Engineers and Hudson & Manhattan R. R. Co.	9	Motormen.....	Sept. 2, 1947	New York, N. Y.	MA	Sept. 29, 1947
A-2591	June 12, 1947	.....do.....	Brotherhood of Railroad Signalmen of America & Florida East Coast Ry. Co.	682	Signal, telephone, and telegraph maintainers.	Sept. 8, 1947	St. Augustine, Fla.	W-M	Mar. 23, 1948
A-2592	Apr. 25, 1947	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Charleston & Western Carolina Ry. Co.	343	Clerical, office, station, and storehouse employees.	Aug. 11, 1947	Wilmington, N. C.	RTA-C	Oct. 4, 1947
A-2593	June 12, 1947	.....do.....	Joint Council Dining Car Employees, Local 478, Hotel and Restaurant Employees and Bartenders International Union, A. F. of L., and The Nashville, Chattanooga & St. Louis Ry.	1, 052	Dining car employees.	Sept. 3, 1947	Nashville, Tenn.	RTA-C	Oct. 22, 1947
A-2594	.....do.....	.....do.....	Joint Council Dining Car Employees, Local 478, Hotel and Restaurant Employees and Bartenders International Union, A. F. of L., and Louisville & Nashville R. R. Co.	4, 759	.....do.....	Sept. 10, 1947	.....do.....	RTA-C	Oct. 30, 1947

See footnotes at end of table.

MEDIATION AND ARBITRATION CASES UNDER THE RAILWAY LABOR ACT—Continued

FISCAL YEAR JULY 1, 1947, TO JUNE 30, 1948—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-2595	June 30, 1947	Joint.....	17 cooperating railway labor organizations and Eastern, Western, and Southeastern Carriers' Conference Committees and 25 additional carriers.	-----	Miscellaneous employees.	July 8, 1947	Chicago, Ill.	AA	Oct. 17, 1947
A-2596	June 2, 1947	Employees.....	Transport Workers Union of America, C. I. O., and Pan American Airways, Inc.	75,000	Guards.....	Sept. 3, 1947	New York, N. Y..	AA	Sept. 23, 1947
A-2597	June 25, 1947	....do.....	Joint Council Dining Car Employees, Local 478, Hotel and Restaurant Employees and Bartenders International Union, A. F. of L., and Louisville & Nashville R. R. Co.	4,759	Cooks and waiters....	Sept. 10, 1947	Louisville, Ky....	MA	Sept. 19, 1947
A-2599	June 27, 1947	....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Pacific Electric Ry. Co.	904	Clerical, office, station, and storehouse employees.	July 21, 1947	Los Angeles, Calif.	MA	July 30, 1947
A-2601	June 26, 1947	Carrier.....	American Overseas Airlines, Inc. and Air Line Pilots Association, International.	-----	Air-line pilots.....	July 23, 1947	New York, N. Y..	MA	Oct. 20, 1947
A-2602	July 1, 1947	(4).....	Southern Pacific Co. (Pacific Lines) and Brotherhood of Locomotive Engineers.	8,226	Locomotive engineers.	July 7, 1947	San Francisco, Calif.	MA	Nov. 19, 1947
A-2603	June 23, 1947	Carrier.....	New York Central System and Indiana Harbor Belt R. R. Co. and Brotherhood of Railroad Trainmen.	10,535	Yardmen.....	Sept. 3, 1947	Chicago, Ill.	MA	Sept. 16, 1947
A-2604	June 30, 1947	Employees.....	The Airline Communication Employees Association, A. C. A.-C. I. O. and Pennsylvania-Central Airlines Corp.	-----	Radio and teletype operators.	Sept. 24, 1947	Washington, D. C.	MA	Oct. 2, 1947
A-2606	July 10, 1947	Carrier.....	Pan American Airways, Inc. and Transport Workers Union of America, C. I. O.	-----	Pursers, stewards, and stewardesses.	Sept. 3, 1947	New York, N. Y..	AA	Sept. 19, 1947
A-2607	July 11, 1947	....do.....	Bingham & Garfield Ry. Co. and International Union of Mine, Mill and Smelter Workers, Local 392, District 2.	33	Maintenance of way department employees.	-----	-----	WBM	Aug. 22, 1947
A-2608	July 3, 1947	Employees.....	Airline Dispatchers Association and Pan American Airways, Inc.	-----	Airline dispatchers....	Sept. 15, 1947	New York, N. Y..	AA	Sept. 19, 1947

A-2609	July 14, 1947	do	United Steelworkers of America, C. I. O. and Conemaugh & Black Lick R. R. Co.	46	Train and engine service employees, car repairmen, and car inspectors.			WBM	July 22, 1947
A-2610	June 3, 1947	do	Brotherhood of Railroad Signalmen of America and the Delaware, Lackawanna & Western R. R. Co.	973	Signalmen.	Oct. 1, 1947	New York, N. Y.	MA	Oct. 17, 1947
A-2611	June 30, 1947	do	Brotherhood of Locomotive Firemen and Enginemen and Brotherhood of Railroad Trainmen and Manufacturers Ry. Co.	37	Engineers, firemen, and yardmen.	Aug. 4, 1947	St. Louis, Mo.	MA	Aug. 11, 1947
A-2612	July 3, 1947	do	American Train Dispatchers Association and Maine Central R. R. Co.	988	Train dispatchers including chief and assistant chief dispatchers.	Jan. 13, 1948	Portland, Maine	MA	Jan. 16, 1948
A-2613	June 16, 1947	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Chicago Great Western Ry. Co.	1,500	Clerical, office, station, and storehouse employees.	Sept. 29, 1947	Chicago, Ill.	MA	Nov. 10, 1947
A-2614	July 21, 1947	do	Transport Workers Union of America, C. I. O. and American Airlines, Inc.		Mechanics.	Oct. 13, 1947	New York, N. Y.	MA	Nov. 26, 1947
A-2615	June 30, 1947	do	Brotherhood of Railroad Trainmen and the Central R. R. Co. of New Jersey.	632	Yardmen and trainmen.	do	do	RTA-C	Jan. 28, 1948
A-2616	July 14, 1947	do	Brotherhood of Maintenance of Way Employees and Lehigh Valley R. R. Co.	1,254	Maintenance of way and track department employees	do	do	MA	Oct. 29, 1947
A-2617	July 9, 1947	do	The Order of Railroad Telegraphers and The Delaware, Lackawanna & Western R. R. Co.	973	Assistant agents, assistant ticket agent and third ticket agent.			WBM	Sept 22, 1947
A-2618	do	Carrier	Indiana Harbor Belt R. R. Co. and Brotherhood of Railroad Trainmen.	124	Yardmen	Oct. 29, 1947	Gibson, Ind.	W-M	Nov. 3, 1947
A-2619	July 16, 1947	do	Kansas-Oklahoma & Gulf Ry. Co. and Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen; Order of Railway Conductors and Brotherhood of Railroad Trainmen.	327	Train and engine service employees.	Oct. 30, 1947	Muskogee, Okla.	RTA-E	Dec. 18, 1947
A-2620	do	Employees	System Federation No. 10 ² and The Denver & Rio Grande Western R. R. Co.	2,366	Firemen and oilers	Sept. 11, 1947	Denver, Colo.	MA	Sept. 16, 1947
A-2621	July 21, 1947	do	American Train Dispatchers Association and Norfolk Southern Ry. Co.	727	Train dispatchers	Aug. 25, 1947	Raleigh, N. C.	MA	Sept. 5, 1947
A-2622	July 18, 1947	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Denver Union Stock Yard Co.		Clerical, office, and other employees in stockyards operation.	Aug. 29, 1947	Denver, Colo.	MA	Sept. 8, 1947
A-2623	do	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Ogden Union Stockyards Co.		do	do	do	MA	Do.

See footnotes at end of table.

MEDIATION AND ARBITRATION CASES UNDER THE RAILWAY LABOR ACT—Continued

FISCAL YEAR JULY 1, 1947, TO JUNE 30, 1948—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-2624	July 24, 1947	Carrier.....	Staten Island Rapid Transit Ry. Co. and Order of Railway Conductors and Brotherhood of Railroad Trainmen.	23	Conductors, trainmen, and yardmen.	July 31, 1947	Baltimore, Md....	MA	Aug. 2, 1947
A-2625	June 9, 1947	Employees.....	The Order of Railroad Telegraphers and New York Central System, Buffalo & East.	-----	Agents, telegraphers, towermen, etc.	Dec. 1, 1947	New York, N. Y..	AA	Mar. 19, 1948
A-2626	June 16, 1947	.....do.....	The Order of Railroad Telegraphers and Chicago, Burlington & Quincy R. R. Co.	8,867	Wire chiefs.....	Nov. 24, 1947	Chicago, Ill.	AA	Dec. 11, 1947
A-2627	June 25, 1947	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Atlantic Coast Line R. R. Co.	5,571	Clerical employees....	Oct. 16, 1947	Wilmington, N. C.	RTA-C	Dec. 3, 1947
A-2628	July 3, 1947	.....do.....	United Steelworkers of America, C. I. O. and Union R. R. Co. of East Pittsburgh.	46	Electrical and mechanical department employees.	-----	-----	WBM	Aug. 26, 1947
A-2629	July 21, 1947	.....do.....	Brotherhood of Railroad Trainmen and Pittsburgh, Chartiers & Youghiogheny Ry. Co.	18	Yardmen.....	Sept. 10, 1947	Pittsburgh, Pa....	MA	Jan. 17, 1948
A-2630	June 23, 1947	.....do.....	Brotherhood of Railroad Trainmen and Grand Trunk Western R. R. Co.	972	Yardmen and trainmen.	Oct. 29, 1947	Detroit, Mich....	RTA-E	Dec. 18, 1947
A-2631	July 22, 1947	.....do.....	Air Line Dispatchers Association, A. F. of L. and Northwest Airlines, Inc.	-----	Dispatchers.....	Oct. 8, 1947	St. Paul, Minn....	AA	Oct. 9, 1947
A-2632	July 21, 1947	Carrier.....	United Air Lines, Inc. and Air Line Pilots Association, International.	-----	Pilots and copilots....	Sept. 25, 1947	Chicago, Ill.	RTA-E	Jan. 4, 1948
A-2633	July 30, 1947	Employees.....	Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, and Brotherhood of Railroad Trainmen and Houston Belt & Terminal Ry. Co.	-----	Yard service employees.	Nov. 17, 1947	Houston, Tex.	MA	Nov. 26, 1947
A-2634	.....do.....	.....do.....	American Train Dispatchers Association and Chicago & North Western Ry. Co.	8,065	Chief train dispatchers.	Sept. 29, 1947	Chicago, Ill.	MA	Oct. 3, 1947

A-2635	May 12, 1947	do.	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and The Atchison, Topeka & Santa Fe Ry. Co (Coast Lines).	2,515	Clerical, office, station, and storehouse employees.			WBM	Dec. 3, 1947
A-2637	July 10, 1947	do.	Brotherhood of Locomotive Engineers and Chicago, Burlington & Quincy R. R. Co.	8,867	Locomotive engineers.	Dec. 1, 1947	Chicago, Ill.	RTA-E	Feb. 5, 1948
A-2638	do.	do.	Brotherhood of Locomotive Engineers and Great Northern Ry. Co.	8,333	do.	Oct. 30, 1947	St. Paul, Minn.	RTA-E	Dec. 24, 1947
A-2639	do.	do.	Brotherhood of Locomotive Engineers and Northern Pacific Ry. Co.	6,624	do.	do.	do.	RTA-E	Do.
A-2641	Aug. 1, 1947	do.	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Mid-Continent Airlines, Inc.		Clerical, office, station, stores, fleet and passenger service employees.	Sept. 25, 1947	Kansas City, Mo.	AA	Nov. 21, 1947
A-2642	do.	do.	Brotherhood of Railroad Trainmen and Potomac Yard (Richmond, Fredericksburg & Potomac R. R. Co.)	118	Yardmen.	Oct. 8, 1947	Washington, D. C.	MA	Oct. 14, 1947
A-2643	Aug. 7, 1947	do.	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Railroad Perishable Inspection Agency.		Condition and breakage inspectors; coopers.	Oct. 13, 1947	New York, N. Y.	MA	Nov. 13, 1947
A-2644	Aug. 11, 1947	Joint.	Northern Pacific Ry. Co. and The Order of Railroad Telegraphers.	6,624	Telegraphers.	Feb. 2, 1948	St. Paul, Minn.	MA	Feb. 11, 1948
A-2645	Aug. 4, 1947	Employees	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Southern Pacific Co. (Pacific Lines).	8,227	Clerical, office, station and storehouse employees.	Aug. 18, 1947	San Francisco, Calif.	MA	Oct. 10, 1947
A-2646	Aug. 11, 1947	do.	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and New York Central R. R. Co. (Lines West).	2,666	Clerical employees.	Oct. 23, 1947	Cleveland, Ohio.	MA	Nov. 7, 1947
A-2647	Aug. 7, 1947	do.	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Macon, Dublin & Savannah R. R. Co.	92	Clerical, office, station, and storehouse employees.	Nov. 3, 1947	Macon, Ga.	MA	Nov. 6, 1947
A-2648	do.	do.	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and El Paso Union Passenger Depot Co.	4	Clerical employees.	Dec. 8, 1947	Dallas, Tex.	MA	Dec. 11, 1947
A-2649	Aug. 1, 1947	do.	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Chicago Union Station Co.		Clerks, mail and baggage handlers, janitors, telephone operators, matrons, etc.	Nov. 12, 1947	Chicago, Ill.	MA	Dec. 2, 1947

See footnotes at end of table.

MEDIATION AND ARBITRATION CASES UNDER THE RAILWAY LABOR ACT—Continued

FISCAL YEAR JULY 1, 1947, TO June 30, 1948—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-2650	Aug. 13, 1947	Employees.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and New York Central R. R., Lines West of Buffalo; Chicago Junction R. R. and Indiana Harbor Belt R. R. Co.	-----	Clerks (for promotion to yardmaster or assistant yardmaster).	Dec. 10, 1947	Cleveland, Ohio..	MA	Dec. 19, 1947
A-2651	Aug. 18, 1947	.....do.....	The Order of Railroad Telegraphers and The Chesapeake & Ohio Ry. Co.	5,056	Telegraphers, tower-men, levermen, etc.	Sept. 8, 1947	Richmond, Va....	RTA-C	Nov. 7, 1947
A-2653	.....do.....	.....do.....	Amalgamated Association of Street, Electric Railway & Motor Coach Employees of America, Division 1332 and Bangor & Aroostook R. R. Co.	596	Bus operators.....	Sept. 30, 1947	Bangor, Maine....	MA	Oct. 6, 1947
A-2654	Aug. 15, 1947	.....do.....	Brotherhood of Sleeping Car Porters and Forth Worth & Denver City Ry. Co. and The Wichita Valley Ry. Co.	1,136	Coach porters.....	-----	-----	WBM	Jan. 5, 1948
A-2655	Aug. 21, 1947	.....do.....	International Association of Machinists and Tennessee R. R. Co.	45	Shop craft employees.	Oct. 30, 1947	Oneida, Tenn....	MA	Oct. 30, 1947
A-2656	Sept. 2, 1947	Carrier.....	Union R. R. Co. and United Steelworkers of America, C. I. O., District 15.	38	Shop craft, maintenance of way, clerical, and stores employees.	Sept. 3, 1947	Pittsburgh, Pa....	W-M	Sept. 26, 1947
A-2657	Aug. 11, 1947	Employees.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and Pan American Airways, Inc.	75,000	Clerical and related employees.	Oct. 15, 1947	New York, N. Y..	MA	Dec. 1, 1947
A-2658	Aug. 12, 1947	.....do.....	International Association of Machinists and Transcontinental & Western Air, Inc.	-----	Guards.....	-----do-----	Kansas City, Mo..	AA	Nov. 19, 1947
A-2659	Sept. 3, 1947	.....do.....	International Association of Machinists and Northwest Airlines, Inc.	-----	Mechanics, flight mechanics, and flight kitchen personnel.	Sept. 22, 1947	St. Paul, Minn....	AA	Oct. 10, 1947
A-2660	Aug. 26, 1947 Sept. 4, 1947	Employees..... Carrier.	Air Line Pilots Association, International and Pan American Airways, Inc.	-----	Airline pilots.....	Nov. 18, 1947	New York, N. Y..	MA	Dec. 9, 1947

A-2661	Sept. 11, 1947	(4)-----	Brotherhood of Locomotive Engineers and Atlanta & West Point R. R. Co. and The Western Ry. of Alabama.	227	Locomotive engineers.	Sept. 22, 1947	Atlanta, Ga.-----	RTA-B	Nov. 5, 1947
A-2662	Aug. 21, 1947	Carrier-----	Missouri Pacific Lines and The Order of Railroad Telegraphers.	7,139	Telegraph (students) employees.	Jan. 19, 1948	Palestine, Tex.-----	MA	Jan. 20, 1948
A-2663	Aug. 25, 1947	Employees-----	The Order of Railroad Telegraphers and The Nashville, Chattanooga & St. Louis Ry.	1,052	Station, tower, and telegraph employees.	Nov. 10, 1947	Nashville, Tenn.---	RTA-C	Jan. 18, 1948
A-2664	Sept. 8, 1947	....do-----	Brotherhood of Maintenance of Way Employees and Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Wichita Falls & Southern R. R. Co.	162	Maintenance of way and clerical employees.	....do-----	Wichita Falls, Tex.	RTA-C	Feb. 22, 1948
A-2665	Aug. 20, 1947	....do-----	Brotherhood of Railroad Trainmen and Akron & Barberton Belt R. R. Co.	24	Yardmen-----	Nov. 12, 1947	Akron, Ohio.-----	RTA-B	Jan. 4, 1948
A-2666	Sept. 4, 1947	....do-----	Joint Council Dining Car Employees, Local 351, Hotel and Restaurant Employees and Bartenders International Union and Chicago & North Western Ry. Co.	8,065	Buffet car attendants.	Oct. 17, 1947	Chicago, Ill.-----	MA	Dec. 17, 1947
A-2668	June 26, 1947	....do-----	Brotherhood of Locomotive Firemen and Enginemen and Louisville & Nashville R. R. Co.	4,759	Firemen, hostlers, and hostler helpers.	Oct. 22, 1947	Louisville, Ky.---	W-M	Oct. 24, 1947
A-2669	Apr. 10, 1947	....do-----	Brotherhood of Maintenance of Way Employees and Central of Georgia Ry. Co.	1,816	Bridge and building department employees.	Oct. 28, 1947	Savannah, Ga.-----	MA	Mar. 19, 1948
A-2670	May 2, 1947	....do-----	Air Line Pilots Association, International, and Western Air Lines, Inc.	-----	Airline pilots-----	Dec. 18, 1947	Los Angeles, Calif.	MA	Dec. 18, 1947
A-2671	Sept. 4, 1947	....do-----	Airline Communication Employees Association, A. C. A.-C. I. O., and Northwest Airlines, Inc.	-----	Teletype operators, ground and flight radio operators.	Jan. 20, 1948	St. Paul, Minn. --	MA	Apr. 16, 1948
A-2672	Sept. 22, 1947	....do-----	Railroad Yardmasters of America and Norfolk Southern Ry. Co.	727	Yardmasters-----	Nov. 10, 1947	Norfolk, Va.-----	MA	Nov. 20, 1947
A-2673	Sept. 26, 1947	Both-----	Air Line Pilots Association, International, and Pioneer Air Lines, Inc.	-----	Airline pilots-----	Nov. 6, 1947	Houston, Tex.-----	MA	Nov. 12, 1947
A-2677	Sept. 24, 1947	Employees-----	Brotherhood of Locomotive Engineers and Texas & New Orleans R. R. Co. (Houston & Texas Central).	4,320	Locomotive engineers.	Dec. 1, 1947	....do-----	MA	Jan. 12, 1948
A 2678	....do-----	....do-----	Brotherhood of Locomotive Engineers and Texas & New Orleans R. R. Co.	4,320	....do-----	....do-----	....do-----	MA	Do.
A 2679	....do-----	....do-----	....do-----	4,320	....do-----	....do-----	....do-----	MA	Do.
A 2680	Sept. 29, 1947	....do-----	Brotherhood of Maintenance of Way Employees and Lancaster & Chester Ry. Co.	29	Maintenance of way employees.	....do-----	....do-----	WBM	Dec. 1, 1947

See footnotes at end of table.

MEDIATION AND ARBITRATION CASES UNDER THE RAILWAY LABOR ACT—Continued

FISCAL YEAR JULY 1, 1947, TO JUNE 30, 1948—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-2681	Oct. 2, 1947	Employees.....	Brotherhood of Railroad Signalmen of America and Southern Ry. Co.; The Cincinnati, New Orleans & Texas Pacific Ry. Co.; The Alabama Great Southern R. R. Co.; New Orleans & Northeastern R. R. Co.; New Orleans Terminal Co.; Georgia, Southern & Florida Ry. Co.; St. Johns River Terminal Co.; Harriman & Northeastern R. R. Co.; and Cincinnati, Burnside & Cumberland River R. R. Co.	7, 705	Signalmen, signal maintainers, and their helpers.	Nov. 18, 1947	Washington, D. C.	MA	Dec. 16, 1947
A-2682	Oct. 27, 1947	.....do.....	Brotherhood of Railroad Trainmen; Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees; and Brotherhood of Locomotive Firemen and Enginemen and The Lake Terminal R. R. Co.	41	Yard conductors, yard brakemen, engineers, firemen, hostlers, clerical employees, etc.	Nov. 25, 1947	Pittsburgh, Pa....	MA	Nov. 25, 1947
A-2683	Sept. 11, 1947	.....do.....	Indiana Harbor Belt R. R. Co. and Brotherhood of Railroad Trainmen.	89	Yardmen, etc.....	Nov. 6, 1947	Chicago, Ill.	MA	Nov. 15, 1947
A-2684	Oct. 14, 1947	(4).....	Railway Express Agency, Inc., and International Brotherhood of Teamsters, Chauffeurs, Warehousemen, and Helpers of America, A. F. of L., Locals 808 and 459.	-----	Teamsters.....	Oct. 15, 1947	Washington, D. C.	RTA-C	Nov. 17, 1947
A-2685	.....do.....	Joint.....	Railway Express Agency, Inc., and International Brotherhood of Teamsters, Chauffeurs, Warehousemen, and Helpers of America, A. F. of L.	-----	Clerical employees....	Oct. 16, 1947	New York, N. Y..	RTA-C	Apr. 17, 1948
A-2686	Sept. 5, 1947	Employees.....	Air Line Communication Employees Association, A. C. A.-C. I. O., and Braniff International Airways.	-----	Radio and Teletype operators.	Feb. 16, 1948	Dallas, Tex.	AA	Feb. 25, 1948
A-2687	Aug. 7, 1947	.....do.....	Brotherhood of Railroad Trainmen and Illinois Central R. R. Co.	6, 582	Trainmen, brakemen, etc.	Dec. 9, 1947	Chicago, Ill.	MA	Jan. 23, 1948
A-2688	Oct. 3, 1947	.....do.....	Brotherhood of Railroad Trainmen and Missouri Pacific R. R. Co. and The Texas & Pacific Ry. Co.	(4)	Yardmen.....	Dec. 15, 1947	Dallas, Tex.	RTA-E	Feb. 26, 1948

A-2689	Oct. 15, 1947	Carrier.....	Pan American Airways, Inc. and Transport Workers Union of America, C.I.O.		Flight radio officers...	Dec. 11, 1947	New York, N. Y.	MA	Feb. 6, 1948
A-2690	June 30, 1947	Employees.....	Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express and Station Employees and New Orleans & Lower Coast R. R. Co.	60	Clerks.....			D	Dec. 15, 1947
A-2691	July 28, 1947	do.....	The Association of Santa Fe Coast Lines Physicians and Santa Fe Coast Lines Hospital Association.		Physicians and surgeons.	Jan. 26, 1948	Los Angeles, Calif.	MA	Feb. 18, 1948
A-2692	Oct. 21, 1947	do.....	Air Line Stewards & Stewardesses Association, International and Chicago & Southern Air Lines, Inc.		Airline stewardesses...	Dec. 1, 1947	Memphis, Tenn.	MA	Dec. 3, 1947
A-2693	Oct. 9, 1947	do.....	Amalgamated Association of Street, Electric Railway & Motor Coach Employes of America, Div. 900 and Chicago, North Shore & Milwaukee Ry. Co.	38	Shop employees and operators.	Nov. 20, 1947	Chicago, Ill.	RTA-C	Jan. 28, 1948
A-2695	do.....	do.....	Brotherhood of Railroad Trainmen and Cincinnati, New Orleans & Texas Pacific Ry. Co.	2,284	Yardmen.....	Jan. 12, 1948	Washington, D. C.	MA	Jan. 29, 1948
A-2696	Oct. 8, 1947	Carrier.....	Mississippi Central R. R. Co. and Brotherhood of Maintenance of Way Employees and Railway Employees Department, A.F.L.	150	Maintenance of way and mechanical department employees.		do.....	RTA-B	Jan. 11, 1948
A-2697	Oct. 29, 1947	Employees.....	System Federation No. 12 ¹ and Chicago & North Western Ry. Co.	8,064	Firemen and oilers....	Jan. 26, 1948	Chicago, Ill.	RTA-B	Mar. 12, 1948
A-2699	Oct. 23, 1947	do.....	System Federation No. 17 ¹ and The New York, New Haven & Hartford R. R. Co.	1,888	Shop craft employees (including shop laborers).	Jan. 19, 1948	New Haven, Conn.	MA	Feb. 6, 1948
A-2700	Oct. 29, 1947	do.....	International Association of Machinists and Air Cargo Transport Corporation.		Mechanics.....			WBM	Do.
A-2702	Oct. 24, 1947	do.....	System Federation No. 155 ¹ and Kennecott Copper Corporation-Utah Copper Division.		Shop craft employees...			WBM	Feb. 3, 1948
A-2703	Oct. 14, 1947	do.....	International Woodworkers of America, C. I. O. and Port Angeles Western R. R. Co.	62	Mechanical and maintenance of way employees.	Feb. 6, 1948	Port Angeles, Wash.	MA	Feb. 9, 1948
A-2704	Nov. 13, 1947	do.....	Transport Workers Union of America, C. I. O. and American Airlines, Inc.		Airline mechanics and related employees.	Nov. 18, 1947	New York, N. Y.	MA	Feb. 1, 1947
A-2705	Nov. 20, 1947	do.....	Carriers represented by Eastern, Western and Southeastern Carriers' Conference Committees and Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen and Switchmen's Union of North America.		Engine, train, and yard service employees.	Nov. 24, 1947	Chicago, Ill.	RTA-E	Feb. 15, 1948

See footnotes at end of table.

MEDIATION AND ARBITRATION CASES UNDER THE RAILWAY LABOR ACT—Continued

FISCAL YEAR JULY 1, 1947, TO JUNE 30, 1948—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-2706	Nov. 12, 1947	Employees.....	Brotherhood of Railroad Trainmen and The Cincinnati, New Orleans & Texas Pacific Ry. Co.	2, 284	Road trainmen.....	Jan. 12, 1948	Washington, D. C.	MA	Jan. 29, 1948
A-2707	Nov. 3, 1947	-----do-----	International Association of Machinists and National Airlines, Inc.	-----	Clerical employees....	Dec. 1, 1947	Miami, Fla.....	RTA-C	Feb. 20, 1948
A-2708	Nov. 10, 1947	-----do-----	System Federation No. 17 ² and The New York, New Haven & Hartford R. R. Co.	1, 888	Stationary engineers and stationary firemen.	Jan. 19, 1948	New Haven, Conn.	MA	Jan. 30, 1948
A-2709	Nov. 24, 1947	-----do-----	Brotherhood of Railroad Trainmen and Indiana Harbor Belt R. R. Co.	124	Yardmen.....	Jan. 26, 1948	Chicago, Ill.....	MA	Jan. 28, 1948
A-2710	Oct. 24, 1947	-----do-----	Joint Council Dining Car Employees, Local 354, Hotel and Restaurant Employees and Bartenders International Union, A. F. of L., and The Kansas City Southern Ry. Co.	878	Dining car employees.	Jan. 12, 1948	Kansas City, Mo..	MA	Jan. 16, 1948
A-2711	Nov. 24, 1947	-----do-----	17 cooperating nonoperating labor organizations and 35 short line carriers.	11, 061	Miscellaneous nonoperating groups.	Dec. 1, 1947	Washington, D. C.	RTA-B	Jan. 11, 1948
A-2712	Dec. 1, 1947	Carrier.....	Elgin, Joliet & Eastern Ry. Co. and Brotherhood of Railroad Trainmen.	391	Road conductors and brakemen.	Dec. 10, 1947	Chicago, Ill.....	MA	Dec. 19, 1947
A-2713	Nov. 19, 1947	Employees.....	Brotherhood of Railway Carmen of America ² and Galveston Wharves.	-----	Shopcraft employees..	Jan. 15, 1948	Galveston, Tex...	W-M	Mar. 10, 1948
A-2714	Nov. 21, 1947	-----do-----	Brotherhood of Railroad Signalmen of America and Missouri-Kansas-Texas R. R. Co. and Missouri-Kansas-Texas R. R. Co. of Texas.	3, 139	Signalmen.....	Feb. 24, 1948	Dallas, Tex.....	RTA-B	Apr. 12, 1948
A-2715	-----do-----	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Northeast Airlines, Inc.	-----	Clerical, office, stores, fleet, and passenger service employees.	Feb. 9, 1948	Boston, Mass....	MA	Mar. 22, 1948
A-2716	Dec. 3, 1947	-----do-----	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Midland Valley R. R. Co.	334	Clerical employees....	Jan. 15, 1948	Muskogee, Okla..	MA	Jan. 16, 1948
A-2717	Dec. 8, 1947	-----do-----	Brotherhood of Railroad Trainmen and Grand Trunk Western R. R. Co.	972	Yardmen.....	Mar. 22, 1948	Detroit, Mich....	W-M	Mar. 26, 1948

A-2718	Nov. 24, 1947	.....do.....	United Chemical Workers, CIO., Local 358 and Delray Connecting R. R. Co.	27	Machinists, carmen, shop and engine-house laborers, and maintenance-of-way employees.	Dec. 18, 1947	.....do.....	MA	Jan. 23, 1948
A-2719	Dec. 9, 1947	.....do.....	Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen and Brotherhood of Railroad Trainmen and Union Pacific R. R. Co.	9, 775	Yardmen, foremen, and helpers, engineers and firemen.	Feb. 16, 1948	Portland, Oreg....	AA	Feb. 25, 1948
A-2720	.....do.....	Carrier.....	Texas & New Orleans R. R. Co. (Southern Pacific Lines) and Brotherhood of Locomotive Firemen and Enginemen.	4, 322	Hostlers and outside hostler helpers.	Jan. 22, 1948	Houston, Tex.....	MA	Jan. 28, 1948
A-2721	Dec. 17, 1947	Employees.....	The Radio Officers' Union, A. F. of L. and National Airlines, Inc.	-----	Radio officers and teletype operators.	Dec. 18, 1947	Miami, Fla.....	RTA-C	Mar. 22, 1948
A-2722	.....do.....	.....do.....	Brotherhood of Locomotive Engineers and The Wheeling & Lake Erie Ry. Co.	505	Locomotive engineers.	.....do.....	Cleveland, Ohio..	MA	Dec. 19, 1947
A-2723	Dec. 22, 1947	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Boston and Maine R. R.	1, 764	Clerical, office, station, and express employees.	Mar. 23, 1948	Boston, Mass.....	MA	Apr. 30, 1948
A-2724	Dec. 15, 1947	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Kansas City Terminal Ry. Co.	170	Paint washers and janitors.	Jan. 19, 1948	Kansas City, Mo..	WAM	Jan. 29, 1948
A-2725	Dec. 19, 1947	.....do.....	Amalgamated Association of Street, Electric Railway, and Motor Coach Employees of America, Division 215 and Chicago, Aurora & Elgin Ry. Co.	65	All employees except operating craft.	Feb. 19, 1948	Chicago, Ill.....	MA	Feb. 20, 1948
A-2727	Dec. 12, 1947	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees; Switchmen's Union of North America and Federated Shopcraft Committee of the Lake Superior Terminal & Transfer Co. and Lake Superior Terminal & Transfer Ry. Co.	-----	Clerks, shopcrafts, and switchmen.	Feb. 6, 1948	Marquette, Mich.	MA	Feb. 7, 1948
A-2728	Dec. 18, 1947	.....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and The Colorado & Wyoming Ry. Co.	118	Clerical employees....	Jan. 26, 1948	Denver, Colo.....	MA	Jan. 30, 1948
A-2729	Dec. 19, 1947	.....do.....	The Flight Pursers and Stewardesses Association, A. F. of L. and American Overseas Airlines, Inc.	1, 400	Flight service personnel.	Feb. 3, 1948	New York, N. Y..	MA	Mar. 5, 1948
A-2730	Nov. 17, 1947do.....	Air Line Pilots Association, International and Hawaiian Airlines Limited.	-----	Pilots.....	Apr. 5, 1948	Honolulu, T. H....	RTA-C	May 31, 1948

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MEDIATION AND ARBITRATION CASES UNDER THE RAILWAY LABOR ACT—Continued

FISCAL YEAR JULY 1, 1947, TO JUNE 30, 1948—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-2733	Nov. 24, 1947	Employees.....	17 cooperating nonoperating labor organizations and Barre & Chelsea R. R. and St. Johnsbury & Lake Champlain R. R.	146	Miscellaneous nonoperating employees.	Dec. 1, 1947	Washington, D. C.	W-M	May 18, 1948
A-2735	.....do.....	.....do.....	17 cooperating railway labor organizations and New Orleans & Lower Coast R. R. Co.	61½	Clerks.....	Feb. 16, 1948	St. Louis, Mo.....	MA	Feb. 18, 1948
A-2736	Jan. 12, 1948	.....do.....	Brotherhood of Locomotive Engineers and Texas & New Orleans R. R. Co.	8, 233	Locomotive engineers.	Feb. 11, 1948	Houston, Tex.....	RTA-E	Mar. 26, 1948
A-2737	Jan. 20, 1948	Carrier.....	Transcontinental & Western Air, Inc. and Airline Navigators Association-T. W. U. A.-C. I. O.	-----	Air-line navigators.....	Feb. 9, 1948	Washington, D. C.	AA	Feb. 13, 1948
A-2738	Jan. 21, 1948	(*).....	Brotherhood of Locomotive Engineers and Brotherhood of Locomotive Firemen and Enginemen and The Delaware, Lackawanna & Western R. R. Co.	973	Hostlers.....	Jan. 21, 1948	Washington, D. C. and New York, N. Y.	MA	Mar. 15, 1948
A-2740	Jan. 22, 1948	Carrier.....	American Overseas Airlines, Inc. and Flight Purser and Stewardesses Association.	-----	Commissary clerks.....	Feb. 3, 1948	New York, N. Y..	MA	Feb. 17, 1948
A-2741	Jan. 2, 1948	Employees.....	Brotherhood of Locomotive Firemen and Enginemen and Columbus & Greenville Ry. Co.	168	Firemen, helpers, hostlers, and outside hostler helpers.	Mar. 1, 1948	Columbus, Miss..	RTA-C	May 5, 1948
A-2742	Jan. 23, 1948	.....do.....	National Council, Railway Patrolmen's Unions, A. F. of L. and The New York, Chicago & St. Louis R. R. Co.	1, 687	Patrolmen.....	Mar. 12, 1948	Cleveland, Ohio..	RTA-C	May 21, 1948
A-2744	Dec. 26, 1947	.....do.....	Brotherhood of Locomotive Engineers and Missouri Pacific R. R. Co.	7, 139	Locomotive engineers.	Feb. 24, 1948	St. Louis, Mo.....	RTA-B	Apr. 2, 1948
A-2746	Jan. 23, 1948	.....do.....	Brotherhood of Locomotive Firemen and Enginemen and Port Terminal R. R. Association.	-----	Locomotive firemen, hostlers, and hostler helpers.	Feb. 3, 1948	Houston, Tex.....	MA	Feb. 5, 1948
A-2747	Jan. 22, 1948	.....do.....	System Federation No. 99, and Illinois Central R. R.	6, 581	Shopcraft employees and firemen and oilers.	Mar. 18, 1948	Chicago, Ill.....	W-M	Mar. 31, 1948
A-2749	Jan. 28, 1948	.....do.....	International Brotherhood of Electrical Workers, Local B-9 and Chicago, North Shore & Milwaukee Ry. Co.	138	Electricians, substation operators, signalmen and linemen.	Feb. 25, 1948	Chicago, Ill., Washington, D. C.	MA	June 9, 1948

A-2750	Jan. 6, 1948	do	International Association of Machinists and Cedar Rapids & Iowa City Ry.	28	Shop craft employees	Feb. 16, 1948	Cedar Rapids, Iowa.	MA	Feb. 17, 1948
A-2751	Jan. 19, 1948	do	Brotherhood of Maintenance of Way Employes and The Northern Pacific Terminal Co. of Oregon.	79	Section men	Feb. 24, 1948	Portland, Oreg.	AA	Feb. 25, 1948
A-2752	do	do	Brotherhood of Locomotive Engineers and The Atchison, Topeka & Santa Fe Ry. Co.	13,084	Locomotive engineers	Mar. 22, 1948	Chicago, Ill.	RTA-B	Apr. 28, 1948
A-2753	Jan. 27, 1948	do	Transport Workers Union of America, C. I. O. and American Overseas Airlines, Inc.		Cafeteria and motor-pool employees.	Apr. 12, 1948	New York, N. Y.	MA	May 28, 1948
A-2755	Feb. 2, 1948	do	American Train Dispatchers Association and Gulf Coast Lines (Missouri Pacific Lines).	1,734	Chief dispatchers	Mar. 8, 1948	Palestine, Tex.	MA	Mar. 11, 1948
A-2757	Feb. 12, 1948	do	Brotherhood of Railroad Trainmen and Cedar Rapids & Iowa City Ry.	28	Engineers, conductors and brakemen.			WBM	Feb. 17, 1948
A-2758	Feb. 6, 1948	do	The Order of Railroad Telegraphers and Peoria & Pekin Union Ry. Co.	22	Tower and telegraph employees.	Feb. 18, 1948	Peoria, Ill.	MA	Feb. 21, 1948
A-2759	Jan. 22, 1948	do	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes and Union Pacific R. R. Co.	9,775	Elevator operators and directors specifically.	Mar. 1, 1948	Omaha, Nebr.	MA	Mar. 9, 1948
A-2761	Feb. 9, 1948	do	Brotherhood of Locomotive Engineers and The Texas & Pacific Ry. Co.	1,854	Locomotive engineers	Mar. 15, 1948	Dallas, Tex.	RTA-B	Apr. 19, 1948
A-2762	Jan. 9, 1948	do	Air Line Communications Employees, A. C. A.-C. I. O. and Inland Air Lines, Inc., and Western Air Lines, Inc.		Communication employees.			WBM	Mar. 23, 1948
A-2763	Feb. 20, 1948	Carrier	Chicago & Illinois Midland Ry. Co. and Brotherhood of Railroad Trainmen.	131	Conductors, brakemen and yardmen.	Feb. 24, 1948	Springfield, Ill.	MA	Mar. 18, 1948
A-2766	Feb. 9, 1948	Employees	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employes and Sacramento Northern Ry.	271	Clerical, office, station, and storehouse employees.	Mar. 1, 1948	San Francisco, Calif.	MA	Mar. 3, 1948
A-2767	Feb. 17, 1948	do	International Association of Machinists and Airlines National Terminal Service Co., Inc.		Airline employees	Mar. 17, 1948	Cincinnati, Ohio.	MA	Mar. 29, 1948
A-2768	Feb. 24, 1948	do	Airline Meteorologists Association and Pan American Airways, Inc.		Airline meteorologists	Mar. 22, 1948	New York, N. Y.	AA	Mar. 31, 1948
A-2769	Feb. 18, 1948	do	International Association of Machinists and Colonial Airlines, Inc.		Maintenance, stores, and commissary employees.	Apr. 16, 1948	do	MA	May 14, 1948
A-2770	Jan. 20, 1948	do	International Association of Machinists and The New York, New Haven & Hartford R. R. Co.	1,877	Machinists	Mar. 29, 1948	New Haven, Conn.	W-M	Apr. 2, 1948
A-2771	Feb. 19, 1948	do	Brotherhood of Locomotive Firemen and Enginemen and Brotherhood of Railroad Trainmen and The Lake Terminal R. R. Co.	40	Yardmen, locomotive engineers, locomotive firemen, and hostlers.	Mar. 15, 1948	Pittsburgh, Pa.	MA	Mar. 18, 1948

See footnotes at end of table.

MEDIATION AND ARBITRATION CASES UNDER THE RAILWAY LABOR ACT—Continued

FISCAL YEAR JULY 1, 1947, TO JUNE 30, 1948—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-2772	Jan. 15, 1948	Employees.....	The Order of Railroad Telegraphers and Chicago Great Western Ry. Co.	1,500	Telegraphers et al.....	Mar. 24, 1948	Chicago, Ill.....	MA	May 1, 1948
A-2773	Feb. 27, 1948	.....do.....	The American Railway Supervisors Association, Inc. and Western Pacific R. R. Co.	1,195	Mechanical department supervisors.	Mar. 8, 1948	San Francisco, Calif.	W-M	Mar. 16, 1948
A-2774	Feb. 19, 1948	.....do.....	United Automobile, Aircraft, Agricultural Implement Workers of America, C. I. O. and Western Air Lines, Inc.	-----	Mechanics.....	Mar. 17, 1948	Los Angeles, Calif.	MA	Mar. 26, 1948
A-2776	Mar. 1, 1948	.....do.....	Brotherhood of Railroad Signalmen of America and Central of Georgia Ry. Co.	1,816	Signal inspectors.....	Mar. 24, 1948	Savannah, Ga.....	MA	Apr. 6, 1948
A-2777	.....do.....	.....do.....	Society of Airline Meteorologists and Northwest Airlines, Inc.	-----	Meteorologists.....	Mar. 22, 1948	St. Paul, Minn.....	AA	Mar. 24, 1948
A-2779	Mar. 15, 1948	.....do.....	Brotherhood of Railroad Trainmen and Aliquippa & Southern R. R. Co.	47	Yardmen, including switchtenders, ground and tower.	Mar. 17, 1948	Pittsburgh, Pa.....	RTA-B	May 7, 1948
A-2780	.....do.....	.....do.....	Brotherhood of Railroad Trainmen and Chicago North Shore & Milwaukee Ry. Co.	138	Train and yard service employees.	Mar. 24, 1948	Washington, D. C., and Chicago, Ill.	MA	June 9, 1948
A-2782	Mar. 11, 1948	.....do.....	The Order of Railroad Telegraphers and Missouri Pacific Lines in Texas and Louisiana.	-----	Telegraphers and agents.	Apr. 21, 1948	Palestine, Tex.....	MA	May 5, 1948
A-2783	Mar. 22, 1948	Joint.....	Pan American Airways, Inc. and Flight Engineers Officers Association.	-----	Flight engineers.....	-----	-----	WBM	Apr. 29, 1948
A-2784	Mar. 10, 1948	Employees.....	Brotherhood of Locomotive Engineers and The South Georgia Ry. Co.	77	Locomotive engineers.	May 24, 1948	Perry, Fla.....	MA	May 28, 1948
A-2785	Mar. 4, 1948	.....do.....	The American Railway Supervisors Association, Inc. and Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	1,617	Yardmasters.....	Mar. 25, 1948	Chicago, Ill.....	RTA-C	May 4, 1948
A-2787	Mar. 26, 1948	.....do.....	Switchmen's Union of North America and Illinois Northern Ry.	28	Switchmen.....	Apr. 20, 1948	.....do.....	MA	Apr. 26, 1948
A-2788	Mar. 5, 1948	.....do.....	Brotherhood of Locomotive Engineers and Illinois Central R. R.	6,582	Locomotive engineers.	Apr. 22, 1948	.....do.....	RTA-B	June 21, 1948
A-2789	Mar. 17, 1948	.....do.....	Brotherhood of Locomotive Engineers and The Western Pacific R. R. Co.	1,195	.....do.....	Apr. 27, 1948	San Francisco, Calif.	RTA-B	June 3, 1948

A-2790	Mar. 24, 1948	-----do-----	National Council, Railway Patrolmen's Unions, A. F. of L. and Norfolk & Western Ry. Co.	2, 103	Assistant special agents and special officers.	Apr. 30, 1948	Roanoke, Va.-----	MA	May 6, 1948
A-2791	Mar. 26, 1948	(4)-----	Pennsylvania R. R. and Brotherhood of Locomotive Firemen and Engineers.	9, 736	Locomotive firemen---	Apr. 1, 1948	Philadelphia, Pa..	D	May 11, 1948
A 2792	Mar. 1, 1948	Carrier-----	Reading Co. and National Maritime Union of America.	1, 327	Deckhands on tugs in port of Philadelphia.	Apr. 5, 1948	-----do-----	MA	Apr. 29, 1948
A-2793	Apr. 1, 1948	-----do-----	Elgin, Joliet & Eastern Ry. Co. and Order of Railway Conductors and Brotherhood of Railroad Trainmen.	390	Road conductors and brakemen.	-----do-----	Chicago, Ill.-----	MA	June 1, 1948
A-2796	Mar. 19, 1948	Employees-----	Brotherhood of Locomotive Engineers and Southern Pacific Co. (Pacific Lines).	8, 227	Locomotive engineers.	Apr. 28, 1948	San Francisco, Calif.	RTA-B	June 3, 1948
A-2797	Mar. 18, 1948	-----do-----	Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express and Station Employees and Maine Central R. R. Co. and Portland Terminal Co.	1, 016	Clerical, office, station and storehouse employees.	Apr. 21, 1948	Portland, Maine..	MA	May 29, 1948
A-2798	Apr. 5, 1948	Carrier-----	St. Louis, Brownsville & Mexico Ry. Co. and San Antonio, Uvalde & Gulf R. R. and Order of Railway Conductors, Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen & Enginemen and Brotherhood of Railroad Trainmen.	-----	Engineers, firemen, conductors and trainmen.	Apr. 12, 1948	Palestine, Tex.-----	RTA-B	May 24, 1948
A-2801	Apr. 7, 1948	Employees-----	National Maritime Union of America and Grand Trunk Western R. R. Co.	972	Unlicensed personnel on car ferries.	Apr. 16, 1948	Detroit, Mich.----	RTA-E	June 17, 1948
A-2802	-----do-----	-----do-----	National Maritime Union of America and Chesapeake & Ohio Ry. Co.—Pere Marquette District.	-----	-----do-----	-----do-----	-----do-----	RTA-E	Do.
A-2803	-----do-----	-----do-----	National Maritime Union of America and Wabash R. R. Co.	2, 393	-----do-----	-----do-----	-----do-----	RTA-E	Do.
A-2804	-----do-----	-----do-----	National Maritime Union of America and The Ann Arbor R. R. Co.	294	-----do-----	-----do-----	-----do-----	RTA-E	Do.
A-2814	Mar. 29, 1948	Carrier-----	The Colorado & Southern Ry. Co. and Brotherhood of Railroad Trainmen.	748	Trainmen, conductors and brakemen.	June 9, 1948	Denver, Colo.-----	W-M	June 10, 1948
A-2817	Apr. 2, 1948	Employees-----	United Chemical Workers, C. I. O. and Delray Connecting R. R. Co.	27	Shop craft and maintenance of way employees.	Apr. 28, 1948	Detroit, Mich.----	MA	May 6, 1948
A-2819	Apr. 5, 1948	-----do-----	Joint Council Dining Car Employees, Local 354, Hotel and Restaurant Employees and Bartenders International Union, A. F. of L. and Missouri Pacific Lines.	8, 900	Dining car employees.	May 5, 1948	St. Louis, Mo.-----	MA	May 24, 1948

See footnotes at end of table

MEDIATION AND ARBITRATION CASES UNDER THE RAILWAY LABOR ACT—Continued

FISCAL YEAR JULY 1, 1947, TO JUNE 30, 1948—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-2821	Apr. 8, 1948	Employees.....	Brotherhood of Locomotive Engineers and Chicago & North Western Ry. Co.	8, 065	Locomotive engineers..	Apr. 28, 1948	Chicago, Ill.	RTA-B	June 3, 1948
A-2822	....do.....	....do.....	Brotherhood of Locomotive Engineers and The Chicago, Rock Island & Pacific Ry. Co.	7, 690	....do.....	Apr. 29, 1948	....do.....	RTA-B	Do.
A-2823	Mar. 19, 1948	....do.....	Pennsylvania-Central Airlines Corp. and Air Line Stewards & Stewardesses Association, International.	-----	Airline stewardesses....	May 6, 1948	Washington, D. C.	W-M	May 11, 1948
A-2825	Apr. 15, 1948	....do.....	International Brotherhood of Sleeping Car Porters, A. F. of L. and International-Great Northern R. R. Co. and San Antonio, Uvalde & Gulf R. R. Co.	-----	Train porters.....	May 7, 1948	Palestine, Tex.	MA	Do.
A-2826	Apr. 24, 1948	....do.....	The Association of Santa Fe Coast Lines Physicians and Santa Fe Coast Lines Hospital Association.	-----	Physicians.....	May 3, 1948	Los Angeles, Calif.	RTA-C	June 18, 1948
A-2827	Apr. 29, 1948	(*).....	Columbus & Greenville Ry. Co. and Order of Railway Conductors and Brotherhood of Railroad Trainmen.	167	Train and yard men....	....do.....	Columbus, Miss...	MA	May 5, 1948
A-2828	Apr. 15, 1948	Employees.....	Air Line Dispatchers Association, A. F. of L. and Braniff Airways, Inc.	-----	Airline dispatchers....	May 7, 1948	Dallas, Tex.	MA	May 11, 1948
A-2829	....do.....	....do.....	Society of Airline Meteorologists and Braniff Airways, Inc.	-----	Meteorologists.....	May 10, 1948	....do.....	W-M	May 12, 1948
A-2832	Apr. 13, 1948	....do.....	Brotherhood of Railroad Trainmen and Jamestown, Westfield & Northwestern R. R. Co.	30	Engineers, conductors, trainmen, and bus operators.	....do.....	New York, N. Y.	RTA-C	June 23, 1948
A-2835	Apr. 5, 1948	....do.....	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees and Pacific Coast R. R. Co.	32	Clerical, office, station, and storehouse employees.	May 26, 1948	Seattle, Wash.	MA	June 1, 1948
A-2837	Oct. 22, 1947	....do.....	Brotherhood of Railroad Trainmen and Illinois Central R. R.	6, 582	Trainmen.....	May 24, 1948	Chicago, Ill.	MA	May 25, 1948
A-2840	Apr. 23, 1948	....do.....	Brotherhood of Locomotive Engineers and New Orleans, Texas & Mexico Ry. Co.	1, 735	Locomotive engineers..	May 14, 1948	Palestine, Tex.	RTA-B	June 23, 1948
A-2841	....do.....	....do.....	Brotherhood of Locomotive Engineers and International-Great Northern R. R. Co.	4, 110	....do.....	....do.....	....do.....	RTA-B	Do.

A-2842	do.	do.	Brotherhood of Locomotive Engineers and San Antonio, Uvalde & Gulf R. R. Co.		do.	do.	do.	RTA-	Do.
A-2843	do.	do.	Brotherhood of Locomotive Engineers and St. Louis, Brownsville & Mexico Ry.		do.	do.	do.	RTA-B	Do.
A-2844	do.	do.	Brotherhood of Locomotive Engineers and Houston & North Shore R. R.		do.	do.	do.	RTA-B	Do.
A-2848	May 4, 1948	do.	International Union, United Automobile, Aircraft & Agricultural Implement Workers of America (UAW-CIO) and Chicago & Southern Air Lines, Inc.		Airline mechanics and stock room employees.	June 16, 1948	Memphis, Tenn.	MA	June 22, 1948
A-2853	May 6, 1948	do.	Brotherhood of Railroad Trainmen and Atlantic Coast Line R. R. Co.	5,572	Passenger representatives.	May 28, 1948	Wilmington, N. C.	W-M	June 2, 1948
A-2866	May 20, 1948	do.	Brotherhood of Locomotive Firemen and Enginemen and Chicago, North Shore & Milwaukee Ry. Co.	138	Trainmen, motormen, signalmen, substation attendants, linemen, and electricians.	Mar. 24, 1948	Washington, D. C., and Chicago, Ill.	MA	June 9, 1948

¹ MA=Mediation agreement. AA=Arbitration agreement. W-M=Withdrawn after mediation. WBM=Withdrawn before mediation. D=Dismissal. Refusal to Arbitrate by—RTA-C=Carrier. RTA-E=Employees. RTA-B=Both.

² Functioning through the Railway Employees' Department, AFL.

³ Santa Fe, 3,611 miles; Southern Pacific, 8,236 miles; and Western Pacific, 1,195 miles.

⁴ Board services proffered.

⁵ Missouri Pacific, 7,139 miles and The Texas Pacific, 1,875 miles.

APPENDIX C **REPRESENTATION CASES UNDER THE RAILWAY LABOR ACT**

FISCAL YEAR JULY 1, 1947, TO JUNE 30, 1948

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-1779	Railway Employees' Department, A. F. of L.	Denver & Rio Grande Western R. R. Co.	Mechanical department foremen.	128	None.....	D	Apr. 12, 1948	2,469
R-1787	Radio Officers Union, C. T. U., A. F. of L.	Eastern Air Lines, Inc.	Radio operators and teletype operators.	273	.....do.....	CWC	July 11, 1947	-----
R-1808	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees.	Atlantic Coast Line R. R. Co.	Clerical, office, station, and storehouse employees.	5,594	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees.	{ MV PB MB }	{ Oct. 30, 1947	5,573
R-1810	Railroad Yardmasters of America.	Texas & Pacific Ry. Co.	Yardmasters.....	54	Brotherhood of Railroad Trainmen.	MV-MB	Oct. 1, 1947	1,873
R-1811	Joint Council, Dining Car Employees, Hotel and Restaurant Employees International Alliance.	Norfolk & Western Ry. Co.	Cooks, cooks' helpers in telegraph and signal department.	12	None.....	D	May 7, 1948	2,103
R-1814	United Railroad Workers of America, C. I. O., Local 1423.	Texas Electric Ry. Co.	{ Clerical, office, station and storehouse employees. Station agents.....	{ 62 16 }	{do..... International Association of Machinists.	{ D MV-PB }	{ Feb. 5, 1948 July 11, 1947	{ 174 -----
R-1817	International Association of Machinists.	Southwest Airways Co.	Air-line mechanics.....	61	International Association of Machinists.	MV-PB	July 11, 1947	-----
R-1818	Radio Officers' Union C. T. U., A. F. of L.	Pan American Airways...	Radio operators and teletype operators.	183	None.....	D	Jan. 30, 1948	-----
R-1820	Brotherhood of Railroad Trainmen.	South Omaha Terminal Ry. Co.	Yardmasters.....	3	Brotherhood of Railroad Trainmen.	CA	July 24, 1947	32
R-1821	Brotherhood of Maintenance of Way Employees.	Interstate R. R. Co.	Maintenance-of-Way employees.	65	None.....	WBI	Nov. 4, 1947	55
R-1824	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees.	Taca Airways Agency, Inc.	Clerical, office, stores, fleet, and passenger service employees.	135	.....do.....	WI	July 19, 1947	-----
R-1825	American Railway Supervisors' Association, Inc.	Missouri-Kansas-Texas R. R. Co.—Missouri-Kansas-Texas R. R. Co. of Texas.	Subordinate officials in maintenance-of-way department.	14	American Railway Supervisors' Association, Inc.	CA	July 24, 1947	3,148
R-1828	Brotherhood of Railroad Trainmen.	San Diego & Arizona Eastern Ry. Co.	Road brakemen.....	24	None.....	WI	July 3, 1947	140

R-1829	United Transport Service Employees of America, C. I. O.	Richmond, Fredericksburg & Potomac R. R. Co.	Train porters.....	13	United Transport Service Employees of America, C. I. O.	W-RR	July 24, 1947	18
R-1830	Brotherhood of Railroad Trainmen.	Chicago & Illinois Midland Ry. Co.	Yardmen (yard conductors, foremen, and helpers).	32	Brotherhood of Railroad Trainmen.	MV-PB	Aug. 22, 1947	131
R-1831	American Railway Supervisors Association.	New York Central System.	Mechanical department foremen.	1,572	American Railway Supervisors Association.	MV-PB	Aug. 28, 1947	10,535
R-1833	International Association of Machinists.	British Overseas Airways Corp.	Airline mechanics.....	76	International Association of Machinists.	MV-MB	July 24, 1947	-----
R-1835	National Council Railway Patrolmen's Unions, A. F. of L.	Richmond, Fredericksburg & Potomac R. R. Co.	Patrolmen.....	10	None.....	WI	July 11, 1947	118
R-1836	Brotherhood of Railroad Trainmen.	Cuyahoga Valley Ry. Co.	Yardmasters.....	9	Brotherhood of Railroad Trainmen.	MV-PB	Aug. 14, 1947	14
R-1837	do.....	Atlantic & Yadkin Ry. Co.	Road conductors.....	7	None.....	WI	July 9, 1947	152
R-1838	International Association of Machinists.	United Air Lines.....	Air-line mechanics including utility employees.	368	International Association of Machinists.	CA	Oct. 10, 1947	-----
R-1839	Brotherhood of Railroad Trainmen.	Lehigh & New England R. R. Co.	Conductors.....	38	Order Railway Conductors of America.	MV-PB	Aug. 15, 1947	193
R-1840	Order Railway Conductors of America.	Texas & New Orleans R. R. Co.	Road conductors.....	457	Brotherhood of Railroad Trainmen.	MV-PB	Sept. 18, 1947	4,322
R-1841	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees.	Pacific Electric Ry. Co....	Agents and towermen.....	135	Order Railroad Telegraphers..	MV-PB	July 31, 1947	898
R-1842	Railroad Yardmasters of America.	Chicago & Eastern Illinois R. R. Co.	Yardmasters.....	26	American Railway Supervisors Association.	MV-MB	July 11, 1947	910
R-1843	American Train Dispatchers Association.	New York, Ontario & Western Ry. Co.	Train dispatchers.....	9	American Train Dispatchers Association.	CA	Aug. 15, 1947	547
R-1844	Brotherhood of Maintenance of Way Employees.	New Jersey, Indiana & Illinois R. R. Co.	Maintenance-of-way employees.	10	Brotherhood of Maintenance of Way Employees.	CA	Aug. 12, 1947	12
R-1845	Air Line Stewards and Stewardesses Association International.	Delta Air Lines, Inc.....	Pursers and stewardesses.....	107	None.....	D	Feb. 5, 1948	-----
R-1846	Radio Officers' Union C.T.U.-A. F. of L.	National Airlines, Inc.....	Radio operators and teletype operators.	79	Radio Officers' Union, C.T.U.-A. F. of L.	MV-MB	Aug. 22, 1947	-----
R-1847	Railroad Yardmasters of America.	Norfolk & Portsmouth Belt Line R. R. Co.	Yardmasters.....	9	Railroad Yardmasters of America.	MV-PB	Sept. 9, 1947	27
R-1848	National Council Railway Patrolmen's Unions, A. F. of L.	Norfolk & Western Ry. Co.	Assistant special agents and special officers.	48	National Council Railway Patrolmen's Unions, A. F. of L.	MV-MB	Sept. 5, 1947	2,103
R-1849	Brotherhood of Railroad Trainmen.	Blue Ridge Ry. Co.....	Road conductors.....	3	None.....	WI	July 10, 1947	44
R-1850	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Western Air Lines.....	Clerical, office, stores, fleet, and passenger service employees.	686	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	MV-PB	Sept. 9, 1947	-----
R-1851	National Organization Masters, Mates and Pilots of America.	Erie R. R. Co.....	Licensed deck personnel.....	65	None.....	D	Oct. 31, 1947	2,341

See footnotes at end of table

REPRESENTATION CASES UNDER THE RAILWAY LABOR ACT—Continued

FISCAL YEAR JULY 1, 1947, TO JUNE 30, 1948—Continued

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by —	Date closed	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
R-1852	United Transport Service Employees of America, C. I. O.	Louisville & Nashville R. R. Co.	Train porters, maids, and attendants.	135	None.....	WI	Aug. 4, 1947	4,759
R-1853	International Association of Machinists.	Pennsylvania-Central Airlines Corp.	Mechanical foremen and district maintenance managers.	41	International Association of Machinists.	MV-MB	Sept. 5, 1947	-----
R-1854	Railway Employees' Department, A. F. of L. (International Brotherhood of Electrical Workers, System Federation No. 22).	St. Louis-San Francisco Ry. Co.	Coal tippie operators.....	5	Railway Employees' Department, A. F. of L. (International Brotherhood of Electrical Workers, System Federation No. 22).	CA	Aug. 22, 1947	4,645
R-1855	Brotherhood of Locomotive Firemen and Enginemen.	Western Maryland Ry. Co.	Locomotive engineers.....	250	} Railroad Industrial Union....	MV-PB	Oct. 31, 1947	717
R-1856	Railroad Yardmasters of America.	Louisiana & Arkansas Ry. Co.	Locomotive firemen, hostlers, and hostler helpers.	300				
R-1858	Airline Communications Employees Association, A. C. A.-C. I. O.	Mid-Continent Airlines, Inc.	Yardmasters.....	11	Brotherhood of Railroad Trainmen.	MV-MB	Aug. 12, 1947	854
R-1859	Transport Workers Union of America, C. I. O.	Brannif Airways.....	Radio operators and teletype operators.	30	Airline Communications Employees Association, A. C. A.-C. I. O.	MV-MB	Aug. 22, 1947	-----
R-1860	Airline Stewards and Stewardesses Association International.	National Airlines, Inc....	Pursers and hostesses.....	103	Airline Stewards and Stewardesses Association International.	MV-MB	July 31, 1947	-----
R-1861	Brotherhood of Railroad Signalmen of America.	Cincinnati, New Orleans & Texas Pacific Ry. Co.	Stewardesses.....	80	do.....	MV-MB	Aug. 22, 1947	-----
R-1862	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Chicago Railways' hotel ticket offices.	Signal department employees (including signal foremen). Clerical, office, station, and storehouse employees.	78	Brotherhood of Railroad Signalmen of America.	CA	Nov. 13, 1947	-----
R-1863	Brotherhood of Railroad Trainmen.	Pittsburg & Shawmut R. R. Co.	Road conductors.....	49	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	MV-MB	July 24, 1947	-----
R-1864	United Railroad Workers of America, C. I. O., Local Union 1463.	Central R. R. Co. of New Jersey.	Tug dispatchers.....	16	Brotherhood of Railroad Trainmen.	MV-MB	Aug. 25, 1947	97
R-1865	Railroad Yardmasters of America.	Minnesota Transfer Ry Co.	Yardmasters.....	3	United Railroad Workers of America C. I. O., Local Union 1463.	MV-PB	Aug. 22, 1947	419
				13	Railroad Yardmasters of America.	MV-PB	Aug. 27, 1947	21

R-1866	Association of Railroad Maintenance of Way Supervisors.	Chicago Great Western Ry Co.	(Subordinate officials in maintenance-of-way and stores department. Technical engineers, architects, draftsmen, and allied workers. Road Conductors.....	22 8 2,450	Association of Railroad Maintenance of Way Supervisors. None.....	MV-MB WPI	Sept 9, 1947 Aug. 19, 1947	1,500 10,535
R-1867	Brotherhood of Railroad Trainmen.	New York Central System	Marine Engineers.....	26	None.....	WI	Aug 13, 1947	6,193
R-1868	Baltimore & Ohio Marine Engineers' Union.	Baltimore & Ohio R. R. Co.	Powerhouse Employees (including station engineers, station firemen, oilers, waretenders, and laborers). Locomotive engineers.....	17 21	United Railroad Workers of America, C. I. O. Brotherhood of Locomotive Engineers.	MV-PB MV-PB	Aug. 22, 1947 Oct. 1, 1947	12.77 51
R-1869	United Railroad Workers of America, C. I. O.	Chicago Union Station Co.	Locomotive firemen, hostlers, and hostler helpers. Dining car employees (chefs, cooks, waiters, pantrymen, and dishwashers).	86 372	None.....	WI	Aug. 27, 1947	8,333
R-1870	Brotherhood of Locomotive Engineers.	Jacksonville Terminal Co.	Clerical, office, stores, fleet, and passenger service employees.	190	International Association of Machinists.	MV-PB	Sept. 18, 1947	-----
R-1871	Joint Council Dining Car Employees, Local 316, Hotel and Restaurant Employees International Alliance and Bartenders International League of America.	Great Northern Ry. Co...	Carmen, helpers, and apprentices stores department, Havelock, Nebr. Air-line mechanics..... (radio technicians). Road conductors.....	45 14 29	Brotherhood Railway Carmen of America (R. E. D. A. F. of L.). International Association of Machinists. Brotherhood of Railroad Trainmen.	CA CA MV-PB	Sept. 12, 1947 Sept. 9, 1947 Aug. 22, 1947	8,867 ----- 131
R-1872	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Colonial Airlines, Inc.....	Chief yard dispatchers and yard dispatchers.	6	None.....	D	Oct. 20, 1947	-----
R-1873	Brotherhood Railway Carmen of America.	Chicago, Burlington & Quincy R. R. Co.	Yardmen (foremen, helpers, and switchtenders). Guards and plant protective employees.	59 58	Switchmen's Union of North America. None.....	MV-PB CWC	Sept. 5, 1947 Aug. 12, 1947	5.73 -----
R-1874	International Association of Machinists.	Northeast Airlines, Inc...	Signal department employees (including signal inspectors). Special officers.....	76 8	Brotherhood of Railroad Signalmen of America. National Council Railway Patrolmen's Unions, A. F. of L.	CA CA	Oct. 10, 1947 Sept. 9, 1947	1,816 18
R-1875	Brotherhood of Railroad Trainmen.	Chicago & Illinois Midland Ry. Co.	Foremen, supervisors, and chiefs of units, supervisory mechanics, service and maintenance personnel. Road conductors.....	47 861	None..... do.....	WI WPI	Oct. 27, 1947 Aug. 25, 1947	----- 7,139
R-1876	American Train Dispatchers Association.	Nashville Terminals.....						
R-1877	Brotherhood of Railroad Trainmen.	Buffalo Creek Railroad...						
R-1878	International Association of Machinists.	United Air Lines, Inc.....						
R-1879	Brotherhood of Railroad Signalmen of America.	Central of Georgia Ry Co.						
R-1880	National Council Railway Patrolmen's Unions, A. F. of L.	Peoria & Pekin Union Ry. Co.						
R-1881	Transport Workers Union of America, C. I. O.	American Overseas Airlines, Inc.						
R-1882	Brotherhood of Railroad Trainmen.	Missouri Pacific R. R. Co.						

See footnotes at end of table

REPRESENTATION CASES UNDER THE RAILWAY LABOR ACT—Continued

FISCAL YEAR JULY 1, 1947, TO JUNE 30, 1948—Continued

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by —	Date closed	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
R-1883	Society of Airline Meteorologists.	United Airlines, Inc.....	Meteorologists.....	40	Society of Airline Meteorologists.	MV-MB	Oct. 1, 1947	-----
R-1884	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	Braniff Airways, Inc.....	Clerical, office, stores, fleet, and passenger service employees.	936	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	MV-PB	Apr. 5, 1948	-----
R-1885	Brotherhood of Railroad Trainmen.	Minneapolis, St. Paul & Sault Ste. Marie R. R. Co.	Yardmasters.....	26	Railroad Yardmasters of America.	MV-MB	Sept. 9, 1947	4, 198
R-1886	United Railroad Workers of America, C. I. O.	Louisville & Nashville R. R. Co.	Blacksmiths, helpers, and apprentices.	306	United Railroad Workers of America, C. I. O.	{ MV-MB PB WPI }	Sept. 17, 1947	4, 759
R-1887	Brotherhood of Locomotive Engineers.	Pittsburgh & West Virginia Ry.	Locomotive engineers.....	40	None.....		Aug. 28, 1947	136
R-1888	do.....	Wheeling & Lake Erie Ry. Co., The Lorain & West Virginia Ry. Co.	Locomotive firemen, hostlers, and hostler helpers.	259	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	Oct. 31, 1947	505
R-1889	Brotherhood of Railroad Trainmen.	Kewaunee, Green Bay & Western R. R. Co.	Road conductors.....	3	Brotherhood of Railroad Trainmen.	MV-PB	Sept. 26, 1947	35
R-1890	Airline Stewards and Stewardesses Association, International.	Pennsylvania-Central Airlines Corp.	Stewardesses.....	172	Airline Stewards and Stewardesses Association, International.	MV-MB	Oct. 9, 1947	-----
R-1891	Foremen's Association of America, Great Lakes Marine Chapter No. 159.	Wabash R. R. Co.....	Marine engineers.....	18	Foremen's Association of America, Great Lakes Marine Chapter No. 159.	MV-MB	Sept. 18, 1947	2, 393
R-1892	Transport Workers Union of America, C. I. O.	Braniff Airways, Inc.....	Meteorologists.....	5	Society of Airline Meteorologists.	MV-MB	Nov. 13, 1947	-----
R-1893	Railroad Yardmasters of America.	Pittsburgh & Lake Erie R. R. Co.	Yardmasters.....	97	Railroad Yardmasters of America.	MV-MB	Sept. 16, 1947	233
R-1894	Transport Workers Union of America, C. I. O.	United Airlines, Inc.....	Navigators.....	30	Transport Workers Union of America, C. I. O.	MV-MB	Oct. 10, 1947	-----
R-1895	American Train Dispatchers Association.	Augusta & Summerville R. R. Co.	Block operators.....	3	American Train Dispatchers Association.	CA	Sept. 16, 1947	5
R-1896	Brotherhood of Railroad Trainmen.	Central Vermont Ry., Inc.	Road conductors.....	42	Order of Railway Conductors of America.	MV-PB	Sept. 26, 1947	422
R-1897	do.....	Great Northern Ry. Co...	Barber stewards (club-car attendants).	11	None.....	WI	Aug. 26, 1947	8, 333

R-1898	United Automobile, Aircraft, and Agricultural Implement Workers of America, C. I. O.	Western Airlines & Inland Airlines.	Mechanical department foremen.	20	Airline Mechanics Department, U. A. W.-C. I. O.	CA	Sept. 5, 1947	-----
R-1899	United Steelworkers of America, C. I. O.	Union R. R. Co.	Maintenance-of-way employees including foremen below rank general foremen in track, bridge, and building departments.	35	United Steelworkers of America, C. I. O.	CA	Sept. 23, 1947	-----
R-1900	United Railroad Workers of America.	Lehigh Valley R. R. Co.	Licensed and unlicensed deck personnel.	135	District 50, United Mine Workers of America.	MV-PB	Oct. 1, 1947	1,254
R-1901	United Railroad Workers of America, C. I. O., Local 1463.	-----do-----	Marine engineers, firemen, and oilers.	96	United Railroad Workers of America, C. I. O., Local 1463.	MV-PB	-----do-----	1,254
R-1902	United Chemical Workers, C. I. O.	Delray Connecting R. R. Co.	Machinists.	4	United Chemical Workers, C. I. O.	MV-PB	Oct. 20, 1947	28.46
			Electrical workers.	2				
			Carmen.	12				
			Powerhouse employees and railway shop laborers.	3				
R-1903	Brotherhood of Railroad Trainmen.	Blue Ridge Ry. Co.	Maintenance-of-way employees.	23	Order of Railway Conductors of America.	MV-PB	Sept. 18, 1947	44
R-1904	United Steelworkers of America, C. I. O.	Conemaugh & Black Lick R. R. Co.	Road conductors.	4				
R-1905	Brotherhood of Railroad Trainmen.	Lehigh & New England R. R. Co.	Locomotive engineers.	106	United Steelworkers of America, C. I. O.	MV-PB	Oct. 1, 1947	-----
R-1906	{Railway Employees' Department, A. F. of L.	{Terminal Ry. of Alabama State Docks & Terminals.	Yardmen (foremen, helpers, and switchtenders).	74	Brotherhood of Railroad Trainmen.	MV-PB	Sept. 26, 1947	193
			Machinists, helpers, and apprentices.	2	International Association of Machinists, International Brotherhood of Boilermakers, Iron Ship Builders, and Helpers of America, Brotherhood Railway Carmen of America, International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers, A. F. of L.	CA	Oct. 13, 1947	43
			Boilermakers, helpers, and apprentices.	4				
			Carmen, helpers, and apprentices.	9				
			Powerhouse employees and railway shop laborers.	12				
R-1908	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees.	Duluth, Missabe & Iron Range Ry. Co.	Coal dock employees other than clerks.	64	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	MV-PB	Oct. 10, 1947	547
R-1909	International Association of Machinists.	Challenger Airlines Co.	Air-line Mechanics.	46	International Association of Machinists.	MV-PB	Oct. 1, 1947	-----
R-1910	Airline Stewards and Stewardesses Association, International.	Mid-Continent Airlines, Inc.	Hostesses.	49	Airline Stewards and Stewardesses Association, International.	MV-MB	Nov. 14, 1947	-----
R-1911	Brotherhood of Railroad Trainmen.	Pittsburgh & Lake Erie R. R. Co.	Ticket collectors.	4	Brotherhood of Railroad Trainmen.	MV-PB	Nov. 13, 1947	233
R-1912	-----do-----	Brooklyn Eastern District Terminal.	Yardmasters.	6	-----do-----	CA	Sept. 23, 1947	-----

See footnotes at end of table

REPRESENTATION CASES UNDER THE RAILWAY LABOR ACT—Continued

FISCAL YEAR JULY 1, 1947, TO JUNE 30, 1948—Continued

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by	Date closed	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
R-1913	United Transport Service Employees of America, C. I. O.	Texas & New Orleans R. R. Co.	Train porters.....	94	Brotherhood of Sleeping Car Porters.	MV-MB	Nov. 17, 1947	4,320
R-1914	Railway Employees' Department, A. F. of L.	Texas & Pacific Ry Co....	Mechanical department foremen.	90	Railway Employees' Department, A. F. of L. System Federation No. 121.	MV-MB	Oct. 20, 1947	1,854
R-1915	Brotherhood of Railroad Trainmen.	Central Vermont Ry., Inc.	Yardmen (foremen, helpers, and switchtenders).	83	Brotherhood of Railroad Trainmen.	CA	Sept. 24, 1947	422
R-1916	Brotherhood of Locomotive Engineers.	Long Island R. R. Co.....	Locomotive firemen and hostlers.	323	Brotherhood of Locomotive Firemen and Engineers.	MV-PB	Jan. 2, 1948	374
R-1917	Railway News Service and Sales Employees, Local 24242, A. F. of L.	Atchison, Topeka & Santa Fe Ry. System (Fred Harvey Service).	Train news agents.....	122	Railway News Service and Sales Employees, Local 24242 A. F. of L.	MV-MB	Nov. 17, 1947	-----
R-1918	Railway Employees' Department, A. F. of L., System Federation 121.	Texas Pacific-Missouri Pacific Terminal R. R. of New Orleans.	Mechanical department foremen.	7	Railway Employees' Department, A. F. of L. System Federation 121.	CA	Oct. 20, 1947	43.17
R-1919	Switchmen's Union of North America.	Northern Pacific Ry. Co..	Yardmen (yard conductors, yard brakemen, and switchtenders).	1,332	Brotherhood of Railroad Trainmen.	MV-PB	Jan. 5, 1948	6,624
R-1920	United Railroad Workers of America, C. I. O.	Reading Co.....	{Boilermakers, helpers, and apprentices. Blacksmiths, helpers, and apprentices.	590	{International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.	MV-PB	Oct. 31, 1947	1,327
				147	{International Brotherhood of Blacksmiths, Drop Forgers and Helpers (R. E. D.-A. F. of L.)			
R-1921	Brotherhood of Railroad Trainmen.	Chicago, Indiana & Louisville Ry. Co.	Dining car stewards.....	4	Brotherhood of Railroad Trainmen.	CA	Nov. 13, 1947	541
R-1922	Order of Railroad Telegraphers.	Chicago Great Western Ry. Co.	Supervisory station agents....	14	Order of Railroad Telegraphers.	CA	Nov. 3, 1947	1,500
R-1923	Brotherhood of Railroad Trainmen.	Ahnapee & Western R. R. Co.	Road conductors.....	1	Brotherhood of Railroad Trainmen.	MV-PB	Oct. 9, 1947	34
R-1924	-----do-----	Green Bay & Western R. R.	-----do-----	12	Order of Railway Conductors of America.	MV-PB	Sept. 29, 1947	224
R-1925	Brotherhood of Railroad Police and Special Agents (Independent).	Northern Pacific Terminal Co. of Oregon.	Special officers.....	9	Brotherhood of Railroad Police and Special Agents (Independent).	MV-PB	Oct. 20, 1947	81

R-1926	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees International Association of Machinists.	Airlines National Service Co.	Clerical, office, stores, fleet, and passenger service employees.	370	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees.	MV-PB	Mar. 8, 1948	-----
R-1927	Brotherhood of Railroad Trainmen.	Aliquippa & Southern R. R. Co.	Yardmen (conductors, brakemen, and switchtenders).	161	Brotherhood of Railroad Trainmen.	MV-PB	Nov. 19, 1947	-----
R-1928	International Association of Machinists.	Standard Air Lines, Inc.	Air-line mechanics.	22	None.	WI	Nov. 21, 1947	-----
R-1930	Brotherhood of Railroad Trainmen.	Chicago, Indiana & Louisville Ry. Co.	Road conductors.	65	Order of Railway Conductors of America.	MV-PB	Nov. 28, 1947	541
R-1931	Brotherhood of Dining Car Employees.	Gulf, Mobile & Ohio R. R. Co., Eastern & Western Divisions.	Dining-car employees.	124	Brotherhood of Dining Car Employees.	MV-PB	Nov. 3, 1947	2,894
R-1932	Brotherhood of Maintenance of Way Employees.	Terminal Railway Alabama State Docks.	Maintenance-of-way employees.	53	None.	WI	Oct. 7, 1947	43
R-1933	Brotherhood of Locomotive Firemen and Enginemen.	Chicago & Illinois Midland Ry. Co.	Locomotive engineers.	44	Brotherhood of Locomotive Engineers.	MV-PB	Dec. 15, 1947	131
R-1934	International Brotherhood of Blacksmiths, Drop Forgers, and Helpers (R. E. D.-A. F. of L.).	Norfolk & Western Ry. Co.	Blacksmiths, helpers, and apprentices.	188	International Brotherhood of Blacksmiths, Drop Forgers, and Helpers (R. E. D.-A. F. of L.).	MV-PB	Nov. 3, 1947	2,103
R-1935	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees.	Empire Air Lines	Clerical, office, stores, fleet, and passenger service employees.	34	None.	D	Feb. 12, 1948	-----
R-1936	United Transport Service Employees of America, C. I. O.	Louisville & Nashville R. R. Co.	Station managers.	14	United Transport Service Employees of America, C. I. O.	MV-PB	Nov. 19, 1947	4,759
R-1937	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees.	Savannah Union Station Co.	Train porters, maids and attendants.	126	do.	MV-PB	Nov. 10, 1947	-----
R-1938	Radio Officers' Union, C. T. U.-A. F. of L.	Transcontinental & Western Air, Inc.	Clerical, office, station, and storehouse employees.	60	Air Line Communication Employees Association, A. C. A.-C. I. O.	MV-PB	Jan. 26, 1948	-----
R-1939	Order of Railway Conductors of America.	Pacific Coast R. R. Co.	Radio operators and teletype operators.	427	Brotherhood of Railroad Trainmen.	MV-PB	Dec. 8, 1947	32
R-1940	do.	do.	Road brakeman.	2	do.	MV-PB	do.	32
R-1941	Railroad Yardmasters of North America, Inc.	Delware & Hudson R. R. Corp.	Yardmen (foremen and Helpers).	9	do.	MV-PB	do.	32
R-1942	United Steelworkers of America, C. I. O.	Pittsburgh, Allegheny & McKees Rocks R. R. Co.	Yardmasters.	64	Order of Railway Conductors of America.	MV-MB	Dec. 3, 1947	848
R-1943	do.	do.	Maintenance-of-way employees.	6	None.	WI	Nov. 18, 1947	13
R-1944	do.	do.	Yardmen (foremen, helpers, and switchtenders).	12	do.	WI	do.	13
R-1945	American Railway Supervisors Association, Inc.	Wabash R. R. Co.	Machinists, helpers, and apprentices.	3	do.	WI	do.	13
			Subordinate officials in maintenance-of-way and structures department.	29	do.	WI	Nov. 28, 1947	2,393

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REPRESENTATION CASES UNDER THE RAILWAY LABOR ACT—Continued

FISCAL YEAR JULY 1, 1947, TO JUNE 30, 1948—Continued

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by	Date closed	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
R-1946	Order of Railway Conductors of America.	Erie R. R. Co.....	Road conductors.....	525	None.....	WI	Nov. 21, 1947	2,341
R-1947	Brotherhood of Railroad Trainmen.	Gulf Coast Lines (Missouri-Pacific Lines).	Yardmasters.....	9	do.....	WI	Nov. 6, 1947	1,734
R-1948	Transport Workers Union of America, C. I. O.	Northwest Airlines, Inc....	Navigator.....	16	Transport Workers Union of America, C. I. O.	CA	Nov. 28, 1947	-----
R-1949	United Transport Service Employees of America, C. I. O.	Baltimore & Ohio R. R. Co.	Train porters, maids, and attendants.	150	Brotherhood of Sleeping Car Porters.	MV-PB	do.....	6,193
R-1950	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees.	Atchison, Topeka & Santa Fe Ry. System (Fred Harvey Service).	Laundry workers.....	43	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	CA	Dec. 15, 1947	13,106
R-1951	Order of Railroad Telegraphers.	Union R. R. Co.....	Tower and telegraph employees.	22	United Steelworkers of America, C. I. O.	MV-MB	Feb. 2, 1948	286.13
R-1952	Transport Workers Union of America, C. I. O.	Transocean Air Lines.....	Flight and ground radio operators.	41	None.....	D	Feb. 5, 1948	-----
R-1953	Brotherhood of Maintenance of Way Employees.	Harbor Belt Line R. R.....	Flight navigators.....	35		CA	Dec. 3, 1947	116
			Maintenance-of-way employee.	47	Brotherhood of Maintenance of Way Employees.			
			Boilermakers.....	11	Charles Clark for machinists; United Railroad Workers of America for boilermakers, carmen, powerhouse employees, and railway shop laborers.	MV-PB	Dec. 15, 1947	32
			Machinists.....	16				
			Carmen.....	12				
			Blacksmiths.....	2				
R-1954	United Railroad Workers of America, C. I. O.	Cornwall R. R. Co.....	Powerhouse employees and railway shop laborers, helpers and apprentices of foregoing.	6				
R-1956	National Council Railway Patrolmen's Unions, A. F. of L.	Pennsylvania R. R.....	Patrolmen (including lieutenants and sergeants).	639	Pennsylvania R. R. Police Officers Benevolent Association.	MV-MB	Jan. 26, 1948	9,742
R-1957	Brotherhood of Railroad Signalmen of America.	New Orleans & North Eastern R. R. Co.	Signal department employees (including signal foremen).	18	Brotherhood of Railroad Signalmen of America.	CA	Dec. 17, 1947	(?)
R-1958	Order of Railway Conductors of America.	Utah Ry. Co.....	Road brakemen.....	26	Order of Railway Conductors of America.	MV-PB	Jan. 2, 1948	111

R-1959	Airline Dispatchers Association, A. F. of L.	Transcontinental & Western Air, Inc.	Flight dispatchers, assistant flight dispatcher (flight superintendents and assistant flight superintendents).	38	Airline Dispatchers Association, A. F. of L.	MV-MB	Jan. 26, 1948	-----
R-1960	Brotherhood of Railroad Trainmen.	Chicago, South Shore & South Bend R. R.	Road conductors.	53	Order of Railway Conductors of America.	MV-PB	Jan. 29, 1948	77
R-1962	American Railway Supervisors Association.	Long Island R. R. Co.	Foremen and supervisors, maintenance of equipment and electric traction.	92	Brotherhood of Supervisors, Long Island R. R. Co.	MV-PB	-----do-----	374
R-1963	Airline Stewards and Stewardesses Association, International.	Continental Air Lines, Inc.	Hostesses.	36	Airline Stewards and Stewardesses Association, International.	MV-MB	Feb. 20, 1948	-----
R-1964	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees.	Air Cargo, Inc.	Clerical, office, stores, fleet, and passenger service employees.	46	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.	MV-PB	Feb. 11, 1948	-----
R-1965	United Transport Service Employees of America, C. I. O.	Central of Georgia Ry. Co.	Dining-car employees (tavern, lounge-car attendants).	12	United Transport Service Employees of America, C. I. O.	CA	Jan. 26, 1948	1,816
R-1966	Airline Flight Engineers Association, Local 24319, A. F. of L.	Eastern Air Lines, Inc.	Flight engineers.	65	Airline Flight Engineers Association, Local 24319, A. F. of L.	CA	Jan. 17, 1948	-----
R-1967	United Railroad Workers of America, C. I. O.	Pittsburgh & Lake Erie R. R. Co.	Maintenance-of-way employees (below rank of supervisor in track department and general foreman in bridge and building department and not including clerical employees or employees in signal, telephone and telegraph maintenance departments).	1,415	Brotherhood of Maintenance of Way Employees.	MV-PB	Mar. 8, 1948	233
R-1968	Airline Dispatchers Association.	Florida Airways, Inc.	Air-line dispatchers.	2	Airline Dispatchers Association.	CA	Jan. 29, 1948	-----
R-1969	Railroad Yardmasters of America.	Illinois Terminal R. R. Co.	Yardmasters.	13	Brotherhood of Railroad Trainmen.	MV-PB	-----do-----	474
R-1970	International Association of Machinists.	Florida Airways, Inc.	Air-line mechanics.	20	International Association of Machinists.	MV-PB	Mar. 10, 1948	-----
R-1971	R. E. D.-A. F. of L. (Sheet Metal Workers' International Association).	Bessemer & Lake Erie R. R. Co.	Sheet metal workers, helpers, and apprentices.	22	R. E. D.-A. F. of L. (Sheet Metal Workers' International Association).	MV-PB	Jan. 29, 1948	214
R-1972	Brotherhood of Maintenance of Way Employees.	Terminal Ry. Alabama State Docks.	Maintenance-of-way employees.	50	Brotherhood of Maintenance of Way Employees.	CA	Jan. 26, 1948	43
R-1973	Railroad Yardmasters of America.	Birmingham Terminal Co.	Stationmasters.	1	Railroad Yardmasters of America.	MV-MB	Feb. 27, 1948	4.61
R-1974	Railway News Service and Sales Employees, Local 24242, A. F. of L.	Southern Pacific Co. (Pacific Lines).	Train news agents.	98	Railway News Service and Sales Employees, Local 24242, A. F. of L.	MV-MB	Feb. 24, 1948	8,226
R-1975	Brotherhood of Railroad Trainmen.	Texas Mexican Ry. Co.	Road conductors.	8	Brotherhood of Railroad Trainmen.	MV-PB	Feb. 16, 1948	162

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REPRESENTATION CASES UNDER THE RAILWAY LABOR ACT—Continued

FISCAL YEAR JULY 1, 1947, TO JUNE 30, 1948—Continued

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by —	Date closed	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
R-1976	International Association of Machinists.	Eastern Air Lines, Inc.	Air-line mechanics (including shop laborers and janitors in maintenance department).	45	International Association of Machinists.	CA	Feb. 11, 1948	-----
R-1977	Railroad Yardmasters of America.	Great Northern Ry. Co.	Yardmasters.....	131	Order of Railway Conductors of America.	MV-MB	Apr. 12, 1948	8,333
R-1978	Society of Airline Meteorologists.	Continental Air Lines, Inc.	Meteorologists.....	4	Society of Airline Meteorologists.	CA	Jan. 29, 1948	-----
R-1979	Brotherhood of Railroad Trainmen.	Jamestown, Westfield & Northwestern R. R. Co.	Locomotive engineers.....	1	Brotherhood of Railroad Trainmen.	CA	-----do-----	33
R-1980	International Association of Machinists.	United Air Lines, Inc.	Road conductors.....	1				
R-1981	Utility Service and Maintenance Workers Union, Local 213, U. W. U. A.-C. I. O.	Hudson & Manhattan R. R. Co.	Road trainmen.....	2	International Association of Machinists.	MV-PB	Apr. 1, 1948	-----
R-1982	Airline Dispatchers Association.	Braniff Airways, Inc.	Kitchen and cafeteria employees.	301	Utility Service and Maintenance Workers Union, Local 213, U. W. U. A.-C. I. O.	MV-PB	Feb. 2, 1948	-----
R-1983	Brotherhood of Railroad Trainmen.	Chesapeake & Ohio R. R. Co.	Patrolmen.....	17	Airline Dispatchers Association.	CA	Feb. 17, 1948	-----
R-1984	Dining Car and Railroad Food Workers Union.	Pennsylvania R. R.	Flight dispatchers.....	11	Brotherhood of Railroad Trainmen.	MV-PB	Mar. 25, 1948	5,054
R-1985	International Association of Machinists.	West Coast Airlines.	Yardmen (foremen, helpers, and switchtenders).	3,395	Dining Car and Railroad Food Workers Union.	MV-PB	Apr. 5, 1948	9,742
R-1986	United Railroad Workers of America, C. I. O.	Alameda Belt Line.	Dining-car employees.....	2,847	International Association of Machinists.	CA	Feb. 24, 1948	-----
R-1987	American Train Dispatchers Association.	Gulf, Mobile & Ohio R. R.	Air-line mechanics.....	25	United Railroad Workers of America, C. I. O.	CA	Mar. 10, 1948	23
R-1988	American Railway Supervisors Association and Missouri Pacific Mechanical Foremen's Association.	Missouri Pacific R. R. Co.	Maintenance-of-way employees.	11	American Train Dispatchers Association.	MV-MB	Apr. 1, 1948	2,894
			Train dispatchers (chief, assistant chief, trick, relief, and extra).	52	American Railway Supervisors Association, Inc.	MV-MB	Mar. 22, 1948	7,139
			Mechanical department foremen below rank of general foremen.	224				

R-1989	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees.	Canadian Pacific Ry. Co. (lines in New England).	Clerical, office, station, and storehouse employees.	322	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees.	CA	Mar. 25, 1948	17,035
R-1990	American Railway Supervisors Association, Inc.	Gulf, Mobile & Ohio R. R. Co.	Mechanical Department foremen.	110	Railway Employees' Department, A. F. of L.	MV-MB	Apr. 28, 1948	2,894
R-1991	R. E. D.-A. F. of L. (International Brotherhood Firemen, Oilers, Helpers, Roundhouse, and Railway Shop Laborers).	Ann Arbor R. R. Co.	Powerhouse employees and railway shop laborers.	26	R. E. D.-A. F. of L. (International Brotherhood Firemen, Oilers, Helpers, Roundhouse, and Railway Shop Laborers).	CA	Mar. 18, 1948	294
R-1992	Brotherhood of Locomotive Firemen and Enginemen.	Cuyahoga Valley Ry. Co.	Firemen, hostlers, and hostler helpers.	41	Brotherhood of Locomotive Firemen and Enginemen.	MV-PB	Mar. 8, 1948	14
R-1994	Brotherhood of Railroad Trainmen.	Jamestown, Westfield & Northwestern R. R. Co.	Bus drivers.	4	Brotherhood of Railroad Trainmen.	CA	Mar. 2, 1948	33
R-1995	Order of Railway Conductors of America.	Baltimore & Eastern R. R. Co.	Road brakemen.	6	None.	WBI	May 6, 1948	106
R-1996	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees.	New Orleans Terminal Co.	Redcaps.	8	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees.	MV-PB	Mar. 29, 1948	-----
R-1997	Joint Council Dining Car Employees, Hotel and Restaurant Employees International Alliance, Local 495.	Baltimore & Ohio R. R. Co.	Dining-car employees.	631	United Transport Service Employees, C. I. O.	MV-PB	May 7, 1948	6,193
R-1998	Brotherhood of Maintenance of Way Employees.	Newburgh & South Shore Ry. Co.	Maintenance-of-way employees.	88	Brotherhood of Maintenance of Way Employees.	CA	Mar. 26, 1948	5.46
R-1999	International Association of Machinists.	Empire Air Lines.	Air-line mechanics.	30	International Association of Machinists.	MV-PB	Mar. 25, 1948	-----
R-2000	R. E. D.-A. F. of L. (Sheet Metal Workers International Association.)	Bessemer & Lake Erie R. R. Co.	Molders, helpers, and apprentices.	2	R. E. D.-A. F. of L. (Sheet Metal Workers International Association.)	MV-PB	Apr. 5, 1948	214
R-2002	Great Lakes Engineers Brotherhood, Inc.	Chesapeake & Ohio R. R. Co. (including P. M. District.)	Marine engineers.	54	None.	WBI	May 13, 1948	5,062
R-2003	Airline Dispatchers Association, A. F. of L.	Continental Air Lines, Inc.	Flight superintendents (including dispatcher-clerks who hold dispatchers certificates.)	3	Airline Dispatchers Association, A. F. of L.	CA	Apr. 7, 1948	-----
R-2004	International Woodworkers of America, C. I. O.	Nacogdoches & Southeastern R. R. Co.	Maintenance-of-way employees.	9	International Woodworkers of America, C. I. O.	CA	Apr. 2, 1948	42
R-2005	R. E. D.-A. F. of L. (Sheet Metal Workers International Association).	Peoria & Pekin Union Ry. Co.	Sheet-metal workers, helpers, and apprentices.	2	R. E. D.-A. F. of L. (Sheet Metal Workers International Association) System Federation No. 6.	CA	Apr. 19, 1948	18
R-2006	International Federation of Technical Engineers, Architects and Draftsmen Unions, A. F. of L.	Atchison, Topeka & Santa Fe Ry. System.	Technical engineers, architects, draftsmen, and allied workers.	600	None.	WI	Apr. 24, 1948	13,107

See footnotes at end of table

REPRESENTATION CASES UNDER THE RAILWAY LABOR ACT—Continued

FISCAL YEAR JULY 1, 1947, TO JUNE 30, 1948—Continued

Case No.	Applicant	Carrier	Employees involved		Representative certified	Disposition		Mileage
			Class or craft	Number of eligibles		Closed by	Date closed	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
R-2007	International Association of Machinists functioning through R. E. D.-A. F. of L.	Apalachicola Northern R. R. Co.	Machinists, helpers, and apprentices.	6	International Association of Machinists functioning through R. E. D.-A. F. of L.	CA	June 7, 1948	99
			Boilermakers, helpers, and apprentices.	2				
			Carmen, helpers, and apprentices.	4				
R-2008	Railroad Yardmasters of America.	Galveston Wharves	Yardmasters	4	Railroad Yardmasters of America.	MV-PB	May 17, 1948	45
R-2009	Brotherhood of Sleeping Car Porters.	New York, New Haven & Hartford R. R. Co.	Parlor-car porters	88	Brotherhood of Sleeping Car Porters.	MV-PB	May 7, 1948	1,838
R-2010	Railroad Yardmasters of America.	Chicago, Milwaukee, St. Paul & Pacific R. R. Co.	Portmasters	3	Railroad Yardmasters of America.	MV-MB	do	10,373
R-2011	Brotherhood of Maintenance of Way Employees.	Pittsburgh, Allegheny & McKees Rocks R. R. Co.	All employees in maintenance-of-way and structures department who are under supervision of maintenance-of-way officers, below rank of supervisor in track department and general foreman in bridge and building department and not including clerical employees or employees in signal, telegraph and telephone maintenance departments.	7	Brotherhood of Maintenance of Way Employees.	CA	Apr. 28, 1948	13
R-2013	Dining Car and Railroad Food Workers Union and United Transport Service Employees of America.	Chicago, Milwaukee, St. Paul & Pacific R. R. Co.	Dining-car employees	541	Hotel and Restaurant Employees International Alliance, Local 351.	MV-PB	June 25, 1948	10,373
R-2014	Railroad Yardmasters of America.	Denver Union Terminal Ry. Co.	Yardmasters	2	Railroad Yardmasters of America.	CA	May 17, 1948	6
R-2015	Brotherhood of Railroad Trainmen.	Monongahela Connecting R. R. Co.	Train dispatchers	4	Brotherhood of Railroad Trainmen.	CA	May 7, 1948	37.76
R-2017	Duluth, Missabe, and Iron Range Clerks' Association.	Duluth, Missabe & Iron Range Ry. Co.	Clerical, office, station, and storehouse employees.	455	None	D	June 7, 1948	548

R-2018	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees.	Youngstown & Southern Ry. Co.	do	16	Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees.	CA	May 13, 1948	53
R-2019	do	Montour R. R. Co.	do	49	do	CA	May 14, 1948	51
R-2021	McKeesport Connecting Railroad Clerical Employees' Association versus Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express, and Station Employees.	McKeesport Connecting R. R. Co.	do	33	None	WI	May 7, 1948	
R-2022	American Railway Supervisors Association, Inc.	Ann Arbor R. R. Co.	Subordinate officials Maintenance of Way and Structures department.	3	American Railway Supervisors Association, Inc.	CA	May 26, 1948	294
R-2023	International Federation of Technical Engineers, Architects, and Draftsmen Unions, A. F. of L.	Boston & Maine R. R.	Technical engineers, architects, draftsmen, and allied workers.	10	International Federation of Technical Engineers, Architects and Draftsmen Unions, A. F. of L.	CA	May 25, 1948	1,762
R-2024	Transport Workers Union of America, C. I. O.	Transocean Airlines	Radio operators and teletype operators.	28	None	WBI	May 25, 1948	
R-2026	Brotherhood of Railroad Signalmen of America.	Northern Telegraph Co.	Signalmen	23	Brotherhood of Railroad Signalmen of America.	MV-PB	June 15, 1948	
R-2027	Brotherhood of Railroad Trainmen.	Washington Terminal Co.	Yardmasters	32	Railroad Yardmasters of America.	MV-MB	do	52
R-2028	Hotel and Restaurant Employees, Local 370.	New York, New Haven & Hartford R. R. Co.	Hostesses	25	Hotel and Restaurant Employees, Local 370.	CA	do	1,838
R-2029	International Association of Machinists.	Air France	Air-line mechanics	24	International Association of Machinists.	MV-PB	June 25, 1948	
R-2033	International Association of Machinists versus Brotherhood of Railroad Trainmen.	Yakima Valley Transportation Co.	Machinists, helpers, and apprentices.	5	International Association of Machinists functioning through R. E. D.-A. F. of L.	MV-PB	June 22, 1948	23
R-2034	Brotherhood of Railroad Trainmen versus United Steelworkers of America, C. I. O.	Monongahela Connecting R. R. Co.	Clerical, office, station, and storehouse employees.	97	Brotherhood of Railroad Trainmen.	MV-PB	June 30, 1948	37

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

² Part of Southern Ry.

APPENDIX D

Title 3—The President

EXECUTIVE ORDER 9883—REVOKING EXECUTIVE ORDER NO. 9172 OF MAY 22, 1942, ESTABLISHING A PANEL FOR THE CREATION OF EMERGENCY BOARDS FOR THE ADJUSTMENT OF RAILWAY LABOR DISPUTES

Whereas Executive Order No. 9172 of May 22, 1942, established for the duration of the war and six months thereafter a National Railway Labor Panel of nine members for the creation of emergency boards for the adjustment of railway labor disputes; and

Whereas it appears that the procedures available under the Railway Labor Act are now adequate for the handling and adjustment of such disputes:

Now, therefore, by virtue of the authority vested in me by the Constitution and the statutes of the United States, it is ordered that the said Executive Order No. 9172 be, and it is hereby, revoked.

HARRY S. TRUMAN.

THE WHITE HOUSE,
August 11, 1947.