

SHIPYARDS

WOMEN IN INDUSTRY SERVICE

August 3, 1918.

My dear Mr. Marshall:

I trust that you have regarded the talks which we have had ~~assa~~ reply to your letters of July 1, 9, 15 and 19, on the subject of possible employment of women in the shipyards and on the street cars serving shipyards. I understand that you think it best to do some preliminary work before you determine upon an investigation as affecting women. If when this is completed we can be of any service to you in connection with such an investigation, I hope that you will call upon us. By that time I trust that we shall be better organized and able therefore to tell you promptly what part we should take in such a piece of work.

The woman who wrote articles for the Baltimore Sun on ship building workers, following her work in a shipyard, is Mrs. Thomas B. Harrison, care of the Baltimore Sun, Baltimore, Maryland.

Sincerely yours,

Director, Women in Industry Service.

Mr. L. C. Marshall,
Emergency Fleet Corporation,
Philadelphia, Pennsylvania.

RUSSELL SAGE FOUNDATION
130 EAST 22D STREET
NEW YORK CITY

July 19, 1918

Miss Mary Van Kleeck
Division of Women in Industry
Department of Labor
Washington, D. C.

Dear Miss Van Kleeck:

Write to Mrs. Thomas B. Harrison, care of the
Baltimore Sun, Baltimore, Maryland. She is the woman who
wrote the articles on the ship building workers.

Sincerely yours,

J. M. G. Lewis

REET

UNITED STATES SHIPPING BOARD
EMERGENCY FLEET CORPORATION

PHILADELPHIA, PA.

July 19th, 1918

Miss Mary Van Kleeck,
Department of Labor,
Washington, D. C.

My dear Miss Van Kleeck:

WOMEN IN SHIPYARDS INQUIRY

I understand that you have had a talk with
Mr. A. B. Wolfe, concerning the work of women in shipyards,
and that you have certain suggestions to make with respect
to the inquiry.

I shall, of course, be very glad to get your
suggestions on the matter and shall be very glad if you will
include the financial considerations involved also.

Very truly yours,

L. C. Marshall

Director of Industrial Relations.

LCM:EB

UNITED STATES SHIPPING BOARD
EMERGENCY FLEET CORPORATION

PHILADELPHIA, PA.

July 1, 1918.

NOTED

JUL 3 1918

Miss Mary Van Kleeck,
Industrial Service Section,
Ordnance Department,
Washington, D. C.

My dear Miss Van Kleeck:

It seems desirable for the Industrial Relations Division of the Emergency Fleet Corporation to institute an inquiry concerning the possibility and advisability under certain contingencies of employing women in shipyards. While it is perhaps unlikely that any such step will need be taken, we shall be ready for it, if necessary.

Can you send us, or inform us where we can obtain, a copy of your report to the Storage Committee, Council of National Defense? We shall be grateful also for any suggestion, bibliographical or otherwise, which out of your experience in investigating war work for women you may think desirable for us.

We shall have available, of course, the Bulletins of the Bureau of Labor, and some material from the British Ministry of Munitions, but you may know of other and more elusive sources with regard to the work of women in the metal trades.

Do you know any person who would be available for a detailed study of the field?

Very truly yours,

LC Marshall

Director Industrial Relations.

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STREET

UNITED STATES SHIPPING BOARD
EMERGENCY FLEET CORPORATION

PHILADELPHIA, PA.

July 9, 1918.

Miss Mary Van Kleeck,
Department of Labor,
Washington, D. C.

My dear Miss Van Kleeck:

What is the name of the person you mentioned in our conversation the other day who had already made some study of the work of women in shipyards and had, as I remember, made a report on the subject?

Yours very sincerely,

L O Marshall

Director of Industrial
Relations.

LCM:H

UNITED STATES SHIPPING BOARD
EMERGENCY FLEET CORPORATION
WASHINGTON

July 15, 1918.

Miss Mary Van Kleeck,
Department of Labor,
Washington, D. C.

My dear Miss Van Kleeck:

I enclose a copy of a communication which I have received from the Director of Passenger Transportation and Housing of the Emergency Fleet Corporation with respect to the deficiency in labor required for operation of street cars serving shipyards.

Have you suggestions concerning a solution by the use of women in this branch of work?

Yours very sincerely,

L. O. Marshall

Director of Industrial
Relations.

LCM:H

July 9, 1918.

MEMO. TO: Dr. L. C. Marshall
FROM: Mr. A. M. Taylor
SUBJECT: DEFICIENCY IN LABOR REQUIRED FOR OPERATION OF STREET
CARS SERVING SHIPYARDS.

The increasing deficiencies in the number of motormen and conductors required by transportation companies to give shipyard, and other war industries, adequate transportation service, is becoming so acute that, unless the shipyards continue to supply an increasing number of shipyard workers to operate special cars in the morning and evening rush periods, the transportation companies will be unable to provide the service necessary, if the production of the shipyards is not to be interfered with by inability to get the men to and from their work.

In many cases the railway companies have extra cars in their barns, which cannot be operated because they have not, nor can they get, men to operate them at the prevailing rates of wages for this class of labor, in competition with the wages paid by shipyards and other war industries.

In addition to this handicap under which the transportation companies operate in their endeavors to secure men, they are under the additional disadvantage in view of the fact that men working in shipyards and other war industries obtain thereby either a deferred classification, or are classed as working in an "essential" industry.

As an example, I would cite two cases in point, consisting of the Southern Division of the Public Service Railway Company, of New Jersey, which serves the New York Shipbuilding Corporation, Camden, Pusey & Jones plant, Gloucester, and the Powder Loading plant at Washington Park, New Jersey. At the present time, this company is 44 men short of the working force needed to provide adequate transportation, and are forced to the expedient of employing women to operate some of their cars; but even with them cannot build up their forces to the extent required.

The second case is that of the Wilmington & Philadelphia Traction Company and its controlled company, the Southern Pennsylvania Traction Company, serving the shipyards in Chester, and ordnance plants in Eddystone, and the shipyards and other war industries in Wilmington. This company at times has as many as ten cars lying idle in their barn in Chester, which are badly needed for war industry service, but which they cannot operate owing to the shortage of men.

The Emergency Fleet Corporation is financing the purchase of 33 additional cars for service to the New York Shipbuilding plant, and the Pusey & Jones plant in New Jersey; also 22 additional cars for serving shipyards in Chester and, unless some means is found to aid the transportation company in building up their motorman and conductor forces, it will be impossible to utilize these additional facilities, unless men are taken from the industries themselves for the operation of the cars.

I am attaching hereto a statement showing the various shipyards at which this condition exists, with the name of the transportation company supplying the service. In some cases, as indicated, we have been forced to the expedient of taking men from the shipyards to operate cars during the morning and evening rush.

I have taken up with several transportation companies the desirability of their obtaining a grant of deferred classification for men within the draft age, who will operate cars on routes serving shipyards; or of classifying transportation companies serving shipyards and munition plants as "essential" war industries, and it is the consensus of opinion that this would be a material help, if it did furnish the complete solution of the labor problem, so far as getting men is concerned.

I believe if favorable action were taken by the War Department of such nature that the transportation companies supplying service to war industries could advertise the fact that they were classed as an "essential" industry, or that men operating cars directly serving shipyards and war industries would be classed as men working in an "essential" industry, and if possible, given deferred classification on that account, there would be an immediate supply of platform labor thus made available to the street car companies, consisting of men both within and without the present draft age limit, under the recent "Work or Fight" ruling.

I shall greatly appreciate your taking this up with the authorities, with the view of developing some action that will relieve what has become a very serious situation as regards transportation of war workers to and from their work.

(Signed) A. M. Taylor

Director of Passenger Transportation
and Housing

CBC:MS

SHIPYARDS WHERE SHORTAGE OF MOTORMEN AND
CONDUCTORS IS AFFECTING, OR IS EXPECTED
TO AFFECT, TRANSPORTATION OF SHIPYARD
WORKERS.

<u>SHIPYARD</u>	<u>LOCATION</u>	<u>STREET Rwy.CO. SUPPLYING SERVICE</u>	<u>NO. OF CAR CREWS SUPPLIED BY SHIP- YARD</u>
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Yards from which car crews are being supplied:

New York S.B. Corporation	Camden, N.J.	Public Service Rwy.Co.	13
Pusey and Jones Company	Gloucester, N.J.	" " " "	13
Standard S. B. Company	Staten Island	Richmond Lt. & R.R.Co.	4
Staten Island S.B. Co.	" "	" " " "	3
Downey S. B. Company	" "	" " " "	3
Johnson S. B. Company	" "	" " " "	2
Federal Shipbuilding Co.	Kearney, N. J.	Public Service Rwy. Co.	11
Foundation Company	" "	" " " "	4

Shipyards which may be called upon
to supply crews for street cars:

Texas Steamship Company	Bath, Maine	Lewisville, Augusta & Waterville Street Rwy.
The Kelly Spear Company	" "	" "
Bath Iron Works	" "	" "
Bethlehem S. B. Corp.,Ltd.	Fore River, Mass.	Bay State St. Rwy. Co.
Lord Const. Company	Providence, R.I.	The Rhode Is. Co.
Bethlehem Steel Company	Fields Point	" " " "
The Sun S. B. Company	Chester, Pa.	Sou. Penna. Traction Co.
Chester S. B. Company	" "	" " " "
Balto. D.D. & S. B. Co.	Baltimore, Md.	United Rwy. & Elec.Co.
Henry Smith & Son, Inc.	" "	" " " "
Bethlehem S. B. Corp.,Ltd.	Sparrows Pt. Md.	" " " "
Maryland S. B. Company	" "	" " " "
Bethlehem Steel Company	" "	" " " "
Newport News S. B. Company	Newport News, Va.	Newport News & Hampton Rwy. Gas and Electric Company.
Merrill-Stevens S.B. Co.	Jacksonville, Fla.	Jacksonville Traction Co.
Hillyer-Sperring-Dunn	" "	" " " "
J. M. Murdock	" "	" " " "
Morey & Thomas	" "	" " " "
Terry Shipbuilding Co.	Savannah, Ga.	The Savannah Electric Co.
Moore S. B. Company	Oakland, Cal.	San Francisco Oakland Terminal Rwys. & Sou. Pac. Co.
Bethlehem S. B. Corp.,Ltd.	Alameda, Cal.	San Francisco Oakland Terminal Twys. & Sou. Pac. Co.
Pacific Coast S. B. Co.	Bay Point, Cal.	Oakland Antioch & Eastern Rwy.
Northwest Steel Company	Portland, Ore.	Portland Rwy. Lt. & Power Co.
Columbia River S. B. Co.	" "	" " " "
Coast S. B. Company	" "	" " " "

RECEIVED

YARD

LOCATION

STREET Rwy. Co.
SUPPLYING SERVICE

Shipyards which may be called
upon to supply crews for street cars: (cont'd)

Grant Smith Porter S.B. Co.	Portland, Oregon	Portland Rwy. Lt. & Pwr.Co.
Peninsula S. B. Co.	" "	" " " " "
Willamette Iron & Steel Wks	" "	" " " " "
The Foundation Company	" "	" " " " "
Puget Sound Bride &Dredge Co.	Seattle, Wash.	Puget Sound Rwy. Lt. & Power Co.
Erickson Engineering Co.	" "	" " " " "
J. F. Duthie S. B. Co.	" "	" " " " "
Ames S. B. Corporation	" "	" " " " "
And other yards indirectly affected.		
Todd D.D. & Const. Co.	Tacoma, Wash.	Municipal Lines & Tacoma Rwy. & Pwr. Co.
And other shipyards indirectly affected.		

NOTE: In addition to the above named shipyards there are numerous other shipyards where transportation companies are having difficulty in securing platform labor but not to an extent which immediately menaces transportation for shipyard workers.

CBC:LLW

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