

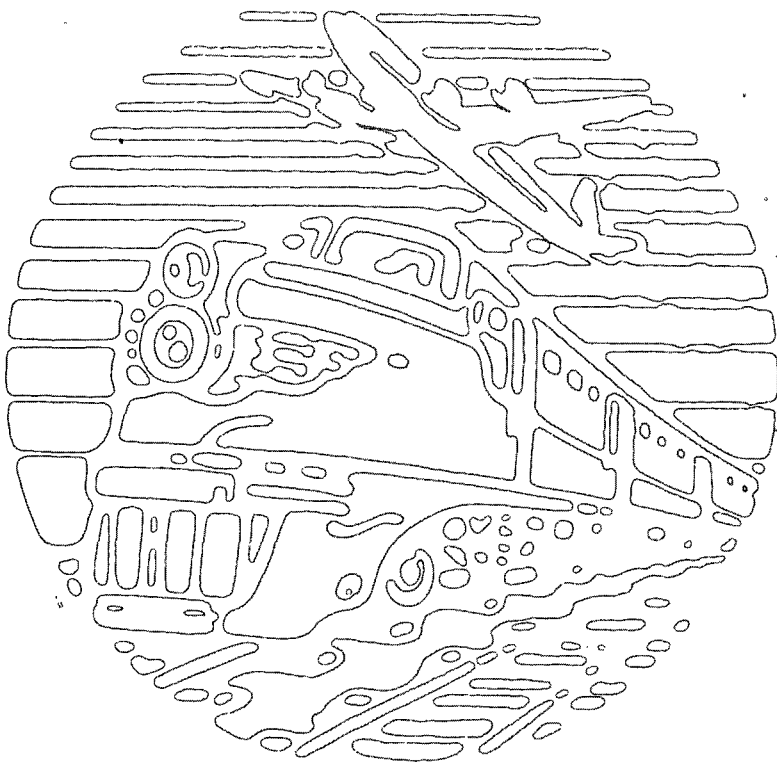
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# Forty-Third Annual Report of the National Mediation Board

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Including the Report of the National Railroad Adjustment Board

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For The Fiscal Year Ended September 30, 1977

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FORTY-THIRD ANNUAL REPORT

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OF THE

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NATIONAL MEDIATION BOARD

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INCLUDING THE REPORT

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OF THE

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NATIONAL RAILROAD ADJUSTMENT BOARD

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For The Fiscal Year Ended September 30, 1977

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## **NATIONAL MEDIATION BOARD**

Fiscal Year Ended September 30, 1977

George S. Ives, *Chairman*

David H. Stowe, *Member*

Robert O. Harris, *Member*

Rowland K. Quinn, Jr., *Executive Secretary*

E. B. Meredith, *Staff Director/Mediation*

Roy J. Carvatta, *Staff Director/Grievances*

William E. Fredenberger, Jr., *General Counsel*

Michael Cimini, *Research Director*

Ronald M. Etters, *Chief Hearing Officer*

Mary C. Pricci, *Administrative Officer*

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NATIONAL MEDIATION BOARD  
WASHINGTON, D. C. 20572

OFFICE OF THE CHAIRMAN

The President  
President of the Senate  
Speaker of the House of Representatives

Sirs:

It is my honor to submit the annual report of the National Mediation Board covering fiscal year 1977 pursuant to the provisions of Section 4, Second, of Public Law No. 442, 73d Congress, approved June 21, 1934.

The report is a comprehensive twelve-month review of the Board's administration of the Railway Labor Act--the collective bargaining statute which governs labor relations in the vital rail and air transportation industries. The law provides a complete set of procedures to be used in achieving industrial peace.

This was a particularly busy and successful year in many respects. For example, in 1977 the National Mediation Board --a relatively small government agency--disposed of nearly 300 cases of all types. During the past eight years, I might add, the Board has disposed of over 2000 mediation cases. And, in that same period, there were approximately 670 representation cases closed by the Board encompassing 765 separate craft or class determinations and covering nearly 200,000 employees. Almost 400 of those cases resulted in certification of employee representatives by the Board.

There were no emergency boards appointed by the President and only five strikes occurred in 1977--least number of work stoppages in the past five years.

The Railway Labor Act, originally drafted by railroad labor and management working together in a unique display of unity, continues to be as effective today as when enacted over half a century ago. Evidence of this is revealed in the pages that follow.

Respectfully,

*George S. Ives*  
George S. Ives  
Chairman



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# **I.**

## **Summary and Observations**

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This report summarizes the activity of the National Mediation Board in administering the Railway Labor Act during the fiscal year ending September 30, 1977. It also includes a summary of the activities of the National Railroad Adjustment Board for the same period.

The Act is specifically designed to establish a code of procedures for handling labor relations in the rail and air transportation industries. The whole thrust of the legislation is toward voluntary settlements with primary emphasis on mediation where it is needed to achieve them, but the Act also imposes restrictions on the parties in response to the larger national need to maintain a free flow of commerce.

Initially, the parties negotiate directly to resolve differences which may arise in making new agreements or revising existing agreements. If agreement is not reached subsequent steps include assistance to the parties through the mediatory services of the National Mediation Board, voluntary final and binding arbitration by an impartial neutral person and, in certain instances, investigation and recommendations by a Presidential emergency board.

Procedures also are available to dispose of disputes involving the interpretation or application of existing agreements between the parties.

All of these procedures are available for use by the parties in finding a solution to their labor relations problems. Providing procedures, however, does not assure a peaceful resolution of the differences between the parties. The procedures of the Act provide the means by which the parties may reach a settlement of problems but their duty to make decisions is not usurped by the Act. The Act should not be used as a shield by the parties to avoid their duties and responsibilities to the public to settle promptly all disputes relating to making and maintaining agreements concerning rates of pay, rules, and working conditions of employees. The parties themselves have an obligation to conduct labor relations in a manner that will prevent interruption to transportation services vital to the needs of the Nation.

### **1. RAILWAY LABOR ACT—DEVELOPMENT AND IMPLEMENTATION**

The 1926 Railway Labor Act resulted from proposals advanced by

representatives of management and labor outlining comprehensive procedures and methods for the handling of labor disputes founded upon practical experience gained by the parties under many previous laws and regulations in this field.<sup>1</sup>

Because of the importance of the transportation service provided by the railroads and because of the peculiar problems encountered in this industry, special and separate legislation was enacted to avoid interruptions to interstate commerce as a result of unsettled labor disputes.

In 1934 the original Act was amended to provide for: (1) protection of the right of employees to organize for collective bargaining purposes; (2) a method by which the National Mediation Board could determine and certify the collective bargaining agent to represent the employees; and (3) a procedure to insure disposition of grievance cases—disputes involving the interpretation or application of the terms of existing collective-bargaining agreements—by their submission to the National Railroad Adjustment Board.

The amended Act provided that either party could process a “minor dispute” to the newly created Railroad Adjustment Board for final determination, without, as previously required, the necessity of obtaining the consent or concurrence of the other party to have the controversy decided by a special form of arbitration.

The airline and their employees were brought within the scope of the Act in 1936 by the addition of title II. All of the procedures of title I of the Act, except section 3 (National Railroad Adjustment Board procedure) were made applicable to common carriers by air engaged in interstate commerce or transporting mail for the U.S. Government. Special provisions, however, were made in title II for the handling of disputes arising out of grievances in the airline industry.

The Act was further amended in 1951, to permit carriers and labor organizations to make agreements requiring as a condition of continued employment, that all employees of a craft or class represented by the labor organization become members of that organization.

The Act was amended in 1964 to provide that members of the National Mediation Board, who are appointed for 3-year terms expiring July 1, shall continue to serve upon the expiration of the term of office until a successor is appointed and shall have qualified.

In 1966, the Act was again amended to provide for establishment of special boards of adjustment upon the request either of representatives of employees or of carriers to resolve “minor disputes” otherwise referable to the Railroad Adjustment Board. The principal purpose of this amendment was to alleviate the large backlog of undecided claims pending before the Railroad Adjustment Board. In addition, the amendment provided that judicial review of an order of the Railroad Adjustment Board and of the special boards of adjustment would be limited to the

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<sup>1</sup>Act of 1888: Erdman Act, 1898: Newlands Act, 1913; labor relations under Federal control 1917–20; Transportation Act of 1920.

determination of questions traditionally involved in arbitration litigation—whether the tribunal had jurisdiction of the subject, whether the statutory requirements were complied with, and whether there was fraud or corruption on the part of a member of the tribunal.

The Act was last amended in 1970 when the composition of the first division of the National Railroad Adjustment Board was adjusted to reflect the merger of four of the five traditional operating employee organizations into the United Transportation Union. The membership of the Railroad Adjustment Board was cut from 36 members to 34 members, 17 selected by the carriers and 17 by the labor organizations. The first division membership was reduced to eight, four each selected by labor and management.

## **PURPOSES OF ACT**

Purposes of the Act are:

(1) To avoid any interruption to commerce or to the operation of any carrier engaged therein; (2) to forbid any limitation upon freedom of association among employees or any denial, as a condition of employment or otherwise, of the right of employees to join a labor organization; (3) to provide for the complete independence of carriers and of employees in the matter of self-organization; (4) to provide for the prompt and orderly settlement of all disputes concerning rates of pay, rules, or working conditions; (5) to provide for the prompt and orderly settlement of all disputes growing out of grievances or out of the interpretation or application of agreements covering rates of pay, rules, or working conditions.

To fulfill these general purposes, legal rights are established and legal duties and obligations are imposed on labor and management. The Act provides “that representatives of both sides are to be designated by the respective parties without interference, influence or coercion by either party over the designation by the other” and “all disputes between a carrier or carriers and its or their employees shall be considered and if possible decided with all expedition in conference between authorized representatives of the parties.” The principle of collective bargaining is aided by the provision that “it shall be the duty of all carriers, their officers, agents, and employees to exert every reasonable effort to make and maintain agreements concerning rates of pay, rules, and working conditions.”

## **DUTIES OF THE BOARD**

The National Mediation Board's two major duties are:

(1) The mediation of disputes between carriers and the labor organizations representing their employees concerning the making of new agreements or the changing of existing agreements, affecting rates of pay,

rules, and working conditions, after the parties have been unsuccessful in their bargaining efforts. These disputes are referred to as "major disputes."

(2) The ascertaining and certifying the representative of any craft or class of employees to the carriers after investigation utilizing a secret-ballot election or other appropriate method to determine the employees' representation choice. This type of dispute is confined to controversies among employees over the choice of a collective bargaining agent. The carrier is not a party to such disputes. The Board is given authority to make final determination of this type of dispute.

The National Mediation Board has other duties imposed by law: The interpretation of agreements made under its mediatory auspices; the appointment of neutral referees when requested by the various divisions of the Railroad Adjustment Board to make awards in cases that have reached deadlock; the appointment of neutrals when requested to sit with system and special boards of adjustment, also public law boards; certain duties prescribed by the Act in connection with the eligibility of labor organizations to participate in the selection of the membership of the Railroad Adjustment Board; and notifying the President when labor disputes arise which in the judgment of the NMB threaten substantially to interrupt interstate commerce and deprive any section of the country of essential transportation service. The President in his discretion may appoint an emergency board to investigate and report to him on the dispute.

## **MAJOR DISPUTES—STEP-BY-STEP PROCEDURE**

Direct negotiations between the parties may be initiated by a written notice by either of the parties at least 30 days prior to the date of the intended change in agreement. Acknowledgment of the notice and arrangements for the conference by the parties on the subject of the notice is made within 10 days. The conference must begin within the 30 days provided in the notice. Conferences may continue until a settlement or deadlock is reached. During this period and for a period of 10 days following the termination of a conference between the parties the Act provides the "status quo will be maintained and rates of pay, rules or working conditions shall not be altered by the carrier."

### **Mediation—97% of Cases Resolved.**

In the event that the parties do not settle their problem in direct negotiations either party may request the services of the National Mediation Board in settling the dispute or the Board may intercede without invitation to protect the public against a serious interruption of interstate commerce. If this occurs, the "status quo" continues in effect and the carrier shall not alter the rates of pay, rules, or working conditions as embodied in existing agreements while the Board retains

jurisdiction. At this point the Board, through its mediation services, attempts to reconcile the differences between the parties so that a mutually acceptable solution to the problem may be found. The mediation function of the Board cannot be described as a routine process following a predetermined formula. Each case is singular and the procedure adopted must be fitted to the issue involved, the time and circumstances of the dispute, and personality of the representatives of the parties. It is here that the skill of the mediator, based on extensive knowledge of the problems in the industries served, and the accumulated experience the Board has acquired is put to the test. In mediation the Board does not decide how the issues in dispute between the parties must be settled, but it attempts to lead the parties through an examination of facts and alternative considerations which will terminate in an agreement acceptable to the parties. Historically, more than 97 percent of the cases handled by Board mediators have been resolved without a work stoppage.

### **Voluntary Arbitration**

Mediation under the Act is frequently termed "mandatory mediation." This does not mean mandatory settlement, however. When the mediatory efforts of the Board have been exhausted without settlement the law requires that the Board urge the parties to submit the dispute to arbitration for final and binding settlement. This is not compulsory arbitration but a voluntary procedure. One or both parties may decline to utilize this method of disposing of the dispute. But if the parties do accept this method of terminating the issue the Act provides a comprehensive arrangement by which the arbitration proceedings will be conducted. The Board has always believed that arbitration should be used by the parties more frequently in disposing of disputes which have not been settled in mediation. (It is significant that in recent years in the airline industry some agreements provide that issues remaining in dispute after direct negotiations and mediation fail to produce a complete contract, will be submitted to final and binding arbitration without resorting to self-help by either party.)

If mediation fails and the parties refuse to arbitrate their differences the Board notifies both parties in writing that its mediatory efforts have reached an impasse and for 30 days thereafter, unless in the intervening period the parties agree to arbitration, or an emergency board shall be created under the Act, no change shall be made in the rates of pay, rules, or working conditions.

It should be noted that provisions of the Act permit the Board to offer its services in case any labor emergency is found to exist at any time. The Board on its own motion may promptly communicate with the parties when advised of any labor conflict which threatens a carrier's operations and use its best efforts by mediation to assist the parties in resolving the dispute. The Board has found this helpful in averting a critical situation that could impede the free flow of commerce.

## **Emergency Boards**

The Act provides that during the 30-day period of status quo, if the National Mediation Board decides that the dispute “should threaten substantially to interrupt interstate commerce to a degree such as to deprive any section of the country of essential transportation service,” the Board shall notify the President who, in his discretion, may then “create a board to investigate and report respecting such dispute.”

If the President does name an emergency board—usually consisting of three members—that body has 30 days to investigate the dispute and report its findings. If the parties accept the findings the dispute is over. But the Board’s recommendations are not binding. Either side may reject them. If the recommendations are rejected, neither party may act, except to reach an agreement, for 30 more days. The Act therefore provides the President with a method for postponing a rail or air strike for at least 60 days. If an agreement has still not been reached, the parties are then legally free to act.

During the long and successful history of the National Mediation Board there have been 187 Presidentially appointed boards—with only 33 such boards created to cope with airline disputes. In fact, there has not been an air carrier emergency board appointed by the President since 1966.

In fiscal year 1977 there were no Presidential Emergency Boards.

Actually, collective bargaining resolves most disputes. But when negotiations fail, the Act’s series of steps that follow have been successful in holding down the number of potentially crippling strikes.

## **MINOR DISPUTES**

Minor Disputes—and there are hundreds of them—are those that arise on a local level when individual carriers and employees disagree over the interpretation and application of existing contracts.

Grievances which cannot be resolved by labor and management may be referred by petition to one of the four appropriate divisions of the National Railroad Adjustment Board for final decision.

To settle minor disputes more promptly, the Act was amended in 1966 to set up Public Law Boards on individual railroad properties on the demand of the carrier or a representative of a craft or class of employees.

If the Railroad Adjustment Board or the Public Law Boards, comprised of equal representation of labor and management, cannot dispose of the disputes, they may select a neutral referee to break the tie or request the National Mediation Board to appoint a referee to sit with them.

These disputes are subject to compulsory arbitration and the decisions are final and binding. The Supreme Court has ruled that strikes over such issues are not legally permitted, holding that Congress had intended the Act’s grievance board machinery to be mandatory, comprehensive and an exclusive system to resolve such railroad disputes.

No national adjustment board presently exists for settlement of

grievances for airline employees though the Act provides for its establishment if ever considered necessary by the National Mediation Board. Air carriers and their employees have established grievance procedures with final jurisdiction resting with System Boards of Adjustment, and such agreements usually provide for referees to break deadlocks.

Grievance machinery to resolve minor disputes has been relatively successful in maintaining industrial peace in these two transportation industries in recent years.

## **REPRESENTATION DISPUTES**

A basic purpose of the Act is to insure the right of employees to organize and bargain collectively through representatives of their own choosing. The Act states that the "majority of any craft or class of employees shall have the right to determine who shall be the representative of the craft or class. . ."

The Act instructs the National Mediation Board to investigate, on request, any representation disputes among employees and to certify to contesting parties and the carrier the name or names of individuals of labor organizations who are the authorized bargaining representatives. The carrier is obligated to deal with the chosen representative once the designation has been determined through secret ballot election.

In 1977, there were 112 cases disposed of by the Board encompassing 112 separate craft or class determinations representing over 35,600 employees. And, 63 of those cases resulted in certification by the Board. All told, in the last 43 years, the Board has disposed of over 4,700 representation cases.

## **RAILROAD AND AIRLINE BARGAINING**

The bargaining structure in the two industries are different. Rail negotiations take place both on a national and local basis, covering most major carriers and a large number of unions. A railroad agreement remains in force indefinitely—until it is changed by the action of the parties involved. Unlike the railroads, in the airline industry the individual airlines negotiate independently with each union representing its employees on a carrier-wide contract basis.

## **SUMMARY**

The Railway Labor Act provides a comprehensive system for the settlement of labor disputes in the railroad and airline industries. The various principles and procedures of that system were incorporated in it only after they had provided effective and necessary experience under previous statutes.

The first annual report of the National Mediation Board for the fiscal year ending June 30, 1935, stated:

Whereas the early legislation for the railroads \* \* \* made no attempts to differentiate labor controversies but treated them as if they were all of a kind, the amended Railway Labor Act clearly distinguishes various kinds of disputes, provides different methods and principles for settling the different kinds, and sets up separate agencies for handling the various types of labor disputes. These principles and methods, built up through years of experimentation, provide a model labor policy, based on equal rights and equitable relations.

The statute is based on the principle that when a dispute involves the making or changing of a collective bargaining agreement under which the parties must live and work, an agreed upon solution is a more desirable contract than one imposed by decision. This principle preserves the freedom of contract in conformity with the freedom inherent in our system of government.

The design of the Act is to place on the parties to any dispute the responsibility to weigh and consider the merit and practicality of their proposal and to hear and consider opposing views and offers of compromise and adjustment—and time to reflect on the consequences of their own interest and the interest of the public of any other course than a peaceful solution of their problems.

Procedures in themselves do not guarantee mechanical simplicity in disposing of industrial disputes, which the Supreme Court of the United States has aptly described as “a subject highly charged with emotions.” Good faith efforts of the parties and a will to solve their own problems are essential ingredients to the maintenance of peaceful relations and uninterrupted service.

It is significant that the Act calls for the mediation of unresolved major disputes, before the parties are free to resort to self-help. The result of this phase of the Act's procedures has been the peaceful settlement of literally thousands of potentially volatile issues without strike activity having occurred. Additionally experience has shown that there are untold numbers of single-company disputes involving every individual labor organization and carrier in both the railroad and airline industries that are settled in direct negotiations between the parties without the necessity of mediation.

As with any system or plan which seeks to retain freedom of contract and the right to resort to economic force, there have been periods of crisis under the Act, but in the aggregate, the system has worked well. This is true because the Act is the product of mutual draftmanship by railroad labor and management years ago, shaped and molded by specialists who knew what would and would not work regarding labor relations in their industry.

It therefore cannot be overemphasized that the success that has been achieved in maintaining peace in the industries under the Railway Labor Act has resulted mainly from the cooperation of carriers and organizations in solving their own problems. The future success of the law depends



upon continued respect for the processes of free collective bargaining and consideration of the public interest.

## **2. ITEMS OF SPECIAL INTEREST**

### **Recent Innovations in Collective Bargaining**

Three labor organizations and four air carriers developed separate **expedited negotiating procedures** to guide the conduct of future contract negotiations upon the expiration of six separate contracts. All of the procedural agreements establish a definite time frame for conducting a particular set of negotiations. Beyond the setting of a time frame, however, some of these procedural agreements provide for independent fact-finding. Some, significantly, limit the number of issues or proposals that each party may introduce during the conduct of negotiations.

The goal of all collective bargaining procedural agreements is to allow for a fair and reasonable settlement of all issues without resorting to extended and protracted negotiations. During the fiscal year the following procedural agreements were concluded:

1) On March 8, 1977, the Air Line Pilots Association and United Air Lines entered into an agreement calling for expedited collective bargaining and mediation procedures for the upcoming negotiations over the renewal of the agreement covering Flight Attendants.

The agreement sets out the time frame within which the parties will conduct direct negotiations, and establishes the conditions under which the parties will request jointly both mediation and, if necessary, the proffer of voluntary arbitration.

2) On March 17, 1977, the International Association of Machinists and Aerospace Workers and Trans World Airlines concluded an agreement governing the upcoming round of negotiations covering Dining Service, Communications, and Mechanics and related employees.

The terms of the agreement limits the parties to the number of proposals (25 each) to be exchanged, and establishes the time frame within which negotiating will be conducted, during the next round.

3) On April 1, 1977, the Air Line Pilots Association and the Trans World Airlines concluded an agreement stipulating general guiding principles to underpin future Pilot contract negotiations. On the basis of these principles, the parties set down specific procedures governing the number of contract proposals and the time frame for conducting direct negotiations.

The negotiations agreement called for direct negotiations with the aid of an independent fact-finder to resolve all differences. Should these efforts prove unavailing, the parties agree to make a joint request for mediation, and if it becomes necessary, to request jointly the NMB proffer of voluntary arbitration.

4) On April 26, 1977, the Independent Federation of Flight Attendants and Trans World Airlines concluded an agreement limiting the number of

contract proposals and establishing a specific time frame for conducting the upcoming negotiations for renewal of the Flight Attendants' contract.

The parties agreed to expedite all efforts at achieving a voluntary settlement without resorting to binding arbitration.

5) On April 27, 1977, the Air Line Pilots Association and Western Air Lines entered into an agreement to expedite their upcoming negotiations over the renewal of the Flight Attendants' contract.

The terms of the agreement establish a specific time frame for conducting direct negotiations, and if necessary, for making joint application to the NMB for mediation. The agreement stipulates that if mediation proves unavailing, the parties will make a joint request for the NMB proffer of voluntary arbitration.

6) On August 15, 1977, the Air Line Pilots Association and Overseas National Airways concluded an agreement to allow a fair and reasonable resolution of all issues during the next round of Pilots' contract negotiations.

The negotiating agreement limits each party to 15 major issues or 10 sections of the contract. Direct negotiations will be conducted under an expedited procedure with the assistance of a neutral fact-finder. Should these efforts prove futile, the parties agree to request jointly the appointment of an NMB mediator. Mediation also will be on an expedited basis. If the parties remain unsuccessful in achieving settlement, they agree to make a joint request for a proffer of voluntary arbitration.

### **'Railway Labor Act at Fifty'**

The first comprehensive book on the Railway Labor Act and its effectiveness in serving the railroad and airline industries over the years was published in 1977.

The book, "The Railway Labor Act at Fifty," was the outgrowth of a symposium sponsored by the National Mediation Board during the Bicentennial Year, which also marked the Act's 50th anniversary.

"The Railway Labor Act at Fifty" consists of scholarly papers presented at the symposium by labor relations specialists who evaluated all procedures followed under the nation's oldest collective bargaining statute.

Several thousand copies of the book, edited by Dr. Charles M. Rehmus, Co-Director of The Institute of Labor and Industrial Relations, University of Michigan, have been sold.

The chapter headings and the authors are: (1) Evolution of Legislation Affecting Collective Bargaining in the Railroad and Airline Industries—Charles M. Rehmus (2) Representation Disputes and Their Resolution in the Railroad and Airline Industries—Dana E. Eischen (3) Mediation of Railroad and Airline Bargaining Disputes—Beatrice M. Burgoon (4) Labor Management Relations in the Airline Industry—Mark L. Kahn (5) Voluntary Arbitration of Railroad and Airline Interest Disputes—Benjamin Aaron (6) Emergency Boards Under the Railway Labor Act—Donald

E. Cullen (7) Strike Experience Under the Railway Labor Act—Dr. Cullen (8) Grievance Adjustment in the Railroad Industry—Jacob Seidenberg and (9) The First Fifty Years—and then?—Dr. Rehmus.

Copies at \$4.25 may be ordered from the Superintendent of Documents, Government Printing Office, Washington, D. C. 20402

## **Availability of Information**

### **Freedom of Information Regulations**

Section 1208.2 of the rules of the National Mediation Board has been amended to conform to the requirements of the Freedom of Information Act as amended by Public Law 93-502, 88 Stat. 1561.

Requests for records must be in writing and mailed to the Executive Secretary of the National Mediation Board, Washington D.C. 20572.

Requests for records of the National Railroad Adjustment Board must also be in writing and mailed to the Administrative Officer, National Railroad Adjustment Board, 220 South State Street, Chicago, Ill. 60604.

Each request must be specific in detail to permit identification and location of the records. Every reasonable effort shall be made by the Board to assist in the identification and location of the records sought.

The Executive Secretary will respond to each request, in writing, within 10 days.

A denial, complete or partial, may be appealed to the Chairman of the Board. Such appeals must be made within thirty (30) days of receipt of the denial. The Chairman of the Board then has twenty (20) days to act on the appeal.

The National Mediation Board will maintain, make available for public inspection and copying a current index of the materials available at the Board offices which are required to be indexed by 5 U.S.C. 522(a)(2).

## **Availability of Information**

### **NMB Fee Schedules**

Section 1208.6 of the Rules of the National Mediation Board, as amended, provides fee schedules for the search and duplication of Board records which are available to the public pursuant to the Freedom of Information Act Amendments, Public Law 93-502.

Unless waived in accordance with the provisions of section 1208.6 the following fees shall be imposed:

1. Copying of records, 15 cents per copy of each page.
2. Copying of microfilm, 50 cents per microfilm frame.
3. Clerical searches, \$1.80 for each one-quarter hour spent by clerical personnel searching for and producing a requested record, including time spent copying any record.
4. Nonclerical searches, \$4.10 for each one-quarter hour spent by professional or managerial personnel searching for and producing a requested record, including time spent copying any record.

5. Certification or authentication of records, \$1 per certification or authentication.

6. Forwarding material to destination, postage, insurance, and special fees will be charges on an actual cost basis.

No charge shall be assessed for time spent in resolving legal or policy questions or in examining records for the purpose of deleting nondisclosable portions thereof or for time spent in monitoring an individual who examines documents at the Board's offices.

Payment shall be made by check or money order payable to "United States Treasury."

No fee shall be charged for disclosure of records pursuant to this part where:

1. The cost of providing the records is less than \$5.

2. The records are requested by a congressional committee or subcommittee, a Federal court, a Federal Department or Agency, or the General Accounting Office.

The Executive Secretary may waive payment of fees, in whole or in part, when he determines that the person making the request is indigent.

The Executive Secretary may reduce or waive payment of fees in whole or in part when he determines that such reduction or waiver is in the public interest because furnishing the information can be considered as primarily benefiting the general public.

No fee shall be charged if a record requested is not found or for any record that is determined to be totally exempt from disclosure.

## **Regional Rail Reorganization Act of 1973**

The Regional Rail Reorganization Act of 1973, Public Law 93-236 provided for the establishment of the *U.S. Railway Association* and the *Consolidated Rail Corp.* as well as allocating certain responsibilities to the National Mediation Board.

Section 504 of the Act, captioned Collective-Bargaining Agreements, directs in subsection (b) that the National Mediation Board shall appoint a *neutral referee* in the event the parties fail within specified periods to perfect the terms of agreements implementing the transfer of each craft or class of employees to the *Consolidated Rail Corp.* and are unable to jointly select a neutral to adjust any remaining differences regarding such agreements. Subsection (f) of section 504, added by the 1976 amendments to the Act, requires the National Mediation Board to exercise like responsibilities regarding agreements implementing the *transfer of employees to the National Railroad Passenger Corp.* Under both subsections, the decision of the neutral referee is final and binding.

Section 505 of the Act, Employee Protection, assigns the Board the responsibility of appointing a third qualified real estate appraiser in unresolved disputes with respect to the liquidation of a protected employee's property rights in his or her current residence. Such appointments will be made by the Board upon request when the appraisers

selected by the parties fail to agree on the appropriate compensation for any losses sustained and are unable to jointly select a third appraiser. The decision of a majority of the appraisers is binding upon the parties.

Section 507 of the Act, Arbitration, provides that any dispute or controversy with respect to the interpretation, application, or enforcement of title V of the Act, except as otherwise expressly limited, may be submitted by either party to an adjustment board created and administered under section 3 of the Railway Labor Act. Under appropriate circumstances, therefore, the National Mediation Board is responsible for appointing the neutral member of such adjustment boards and/or designating one or more of the partisan members. Any two members of a board so convened are competent to render a final and binding award.

Arbitrators selected from panels submitted by the National Mediation Board pursuant to provisions of the Regional Rail Reorganization Act during fiscal year 1977 are listed in appendix B, table 7.

### **Railroad Revitalization and Regulatory Reform Act of 1976**

The Railroad Revitalization and Regulatory Reform Act of 1976, Public Law 94-210, provided for the implementation of the final system plan as adopted by the U.S. Railway Association and the establishment of the Operations Review Panel as well as assigning certain responsibilities to the National Mediation Board.

The protective arrangements prescribed by the Secretary of Labor pursuant to section 516 of the Act, Employee Protection, contain several provisions which require the National Mediation Board to appoint a *neutral referee* in the event the parties are unable to do so within the time periods specified. Such provisions are found in paragraphs 4(b), 11(a) and 12(d) of the protective conditions adopted by the Secretary.

Section 702 of the Act established a body known as the *Operations Review Panel* which was to be representative of the various public and private rail entities utilizing the Northeast corridor's rail transportation facilities. With limited exceptions, the Panel was provided with complete authority to take such actions as are necessary to resolve differences of opinion concerning all operational matters within the eight Northeast corridor States and the District of Columbia which arise among the *National Railroad Passenger Corp.*, other corridor railroads, and the State, local, and regional agencies responsible for furnishing the corridor's commuter rail, rapid rail, or rail freight services. Decisions of the Panel are final and binding on the parties and are not subject to review by any court.

As provided by the Act, the Panel consists of five members, three of whom are appointed by the constituent rail carriers and commuter rail authorities and two who are selected by the Chairman of the National Mediation Board. Francis A. O'Neill and Maynard E. Parks were appointed by the Board's chairman as neutral members of the panel. The

rules of procedure subsequently adopted by the Panel provided that the body shall be chaired by one of the neutral members who shall retain full voting privileges while serving as Chairman. Mr. Parks was selected by the Panel's membership to serve as first Chairman.

During fiscal year 1977, the Panel's activities covered substantial organizational matters.

### 3. COURT DECISIONS

This section analyzes significant federal court decisions pertinent to the operations of the National Mediation Board, the National Railroad Adjustment Board and other adjustment boards constituted pursuant to the Railway Labor Act.

#### **Judicial Review of National Mediation Board Representation Determinations**

Following the rule of *Switchmen's Union of North America v. National Mediation Board*<sup>1</sup> the Court in *Philippine Airlines, Inc. v. National Mediation Board*<sup>2</sup> ruled that it had no jurisdiction to review the National Mediation Board's certification of a collective bargaining representative pursuant to Section 2, Ninth of the Railway Labor Act.<sup>3</sup> The Court turned aside the carrier's challenge to the Board's determinations of eligible voters in connection with an election which resulted in the certification, holding that the determination involved conduct within the Board's discretion. Accordingly, the Board's certification was left undisturbed.

However, the Court in *International In-Flight Catering Co. v. National Mediation Board*<sup>4</sup> set aside a Board certification finding that the Board failed to perform its statutory duty to investigate the representation dispute as required by Section 2, Ninth of the Act. The Court held that while it had no jurisdiction to review the certification, jurisdiction did exist by virtue of the Supreme Court's decision in *Brotherhood of Railway, Airline and Steamship Clerks v. Association for the Benefit of Non-Contract Employees*<sup>5</sup> to review the question of whether the Board had fulfilled its statutory duty to investigate the representation dispute. The Court also ruled that the Carrier had limited standing to raise that narrow issue.

The Court found that the case was factually distinguishable from prior decisions. After losing an election among the carrier's employees, the unsuccessful labor organization immediately requested another election

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<sup>1</sup> 320 U.S. 297 (1943).

<sup>2</sup> 430 F. Supp. 426 (N.D. Cal. 1977), *appeal docketed*, No. 77-2246, 9 Cir., June 7, 1977.

<sup>3</sup> 45 U.S.C. § 152, Ninth (1970).

<sup>4</sup> 555 F.2d 712 (9 Cir. 1977).

<sup>5</sup> 380 U.S. 650 (1965).

from the Board. Rather than conducting another election the Board certified the labor organization as the collective bargaining representative of the employees solely on the basis of authorization cards. The title of the cards stated that their purpose was to request an election under the Act, but a portion of the text of the cards stated that they also authorized the labor organization to represent the employees for purposes of collective bargaining. In soliciting employees to sign the cards the organization made oral and written representations that their purpose was to obtain an election. On these facts the Court concluded that the Board had not conducted an investigation.

### Adjustment Board Proceedings

In *Merchants Despatch Transportation Corp. v. System Federation No. 1, Railway Employees' Department, AFL-CIO, Carmen*<sup>6</sup> the United States Court of Appeals for the Seventh Circuit held that awards of special boards of adjustment created pursuant to the first paragraph of Section 3, Second of the Railway Labor Act,<sup>7</sup> were reviewable in federal courts. In so doing it specifically overruled a prior decision, *Brotherhood of Railway, Airline & Steamship Clerks v. Special Board of Adjustment No. 605*,<sup>8</sup> which held that such jurisdiction did not exist. However, the Court ruled that Section 3, First (q) of the Act<sup>9</sup> which provides for review of awards of the National Railroad Adjustment Board and public law boards does not authorize review of awards of special boards of adjustment. Rather, the Court analogized review of special board awards to review of awards of airline system boards of adjustment approved by the Supreme Court in *International Association of Machinists v. Central Airlines, Inc.*,<sup>10</sup> finding that special board awards, like system board awards, arise under the Railway Labor Act and accordingly, that federal courts have general jurisdiction<sup>11</sup> to review the awards.

In *Krieter v. Lufthansa German Airlines, Inc.*<sup>12</sup> the Court held that arbitration, not pursuant to Sections 7 and 8 of the Railway Labor Act,<sup>13</sup> was a legitimate alternative to the system board of adjustment machinery provided in Section 204 of the Act.<sup>14</sup> The applicable collective bargaining agreement provided that grievances could be submitted to a system board of adjustment or to arbitration, and the parties chose arbitration. Utilizing the same jurisdictional basis for review of system board awards,<sup>15</sup> the Court rejected the Carrier's attempt to impeach the arbitration award.

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<sup>6</sup> 551 F.2d 144 (7 Cir. 1977).

<sup>7</sup> 45 U.S.C. § 153, Second (1970).

<sup>8</sup> 410 F.2d 526 (7 Cir. 1969), *cert. denied*, 396 U.S. 887 (1969).

<sup>9</sup> 45 U.S.C. § 153, First (q) (1970).

<sup>10</sup> 372 U.S. 682 (1963).

<sup>11</sup> 28 U.S.C. §§ 1331, 1337 (1970).

<sup>12</sup> 558 F.2d 966 (9 Cir. 1977).

<sup>13</sup> 45 U.S.C. §§ 157-8 (1970).

<sup>14</sup> 45 U.S.C. § 184 (1970).

<sup>15</sup> 28 U.S.C. § 1337 (1970).

Although the Carrier argued that the award did not comply with the requirements of Section 9 of the Act,<sup>16</sup> the Court ruled that the Carrier should have raised objections either prior to or during the arbitration proceedings as to any deficiency in the proceedings or as to its desire to have arbitration as provided in the Act. Even though the collective bargaining agreement did not provide specifically that the award was to be final and binding, the Court found that a contrary result would render arbitration a meaningless form of settlement. Accordingly, the Court enforced the arbitration award.

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<sup>16</sup> 45 U.S.C. § 159 (1970).



## II.

# Records of Cases

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### 1. CASES HANDLED BY THE NATIONAL MEDIATION BOARD

The three categories of formally docketed disputes which form the basis of tables 1 through 5 in Appendix C, are as follows:

(1) *Representation*.—Disputes among a craft or class of employees as to who will be their representative for the purpose of collective bargaining with their employer. (See sec. 2, ninth, of the Act.) These cases are commonly referred to as “R” cases.

(2) *Mediation*.—Disputes between carriers and their employees concerning the making of or changes in agreements affecting rates of pay, rules, or working conditions not adjusted by the parties in conference. (See sec. 5, first, of the Act.) These cases are commonly referred to as “A” cases.

(3) *Interpretation*.—Controversies arising over the meaning or the application of an agreement reached through mediation. (See sec. 5 second, of the Act.) These cases are commonly referred to as interpretation cases.

The Board’s services may be invoked by the parties to a dispute, either separately or jointly, by the filing of an application in the form prescribed by the Board. Upon receipt of an application, it is promptly subjected to a preliminary investigation to develop or verify the required information. Later, where conditions warrant, the application may be assigned to a mediator for field handling. Both preliminary investigations and subsequent field investigations often disclose that applications for this Board’s services have been filed in disputes properly referable to other tribunals authorized by the Act, and therefore should not be docketed by this agency.

#### New Cases Docketed

Table 1, Appendix C, indicates that the total of all cases formally docketed during fiscal year 1977 was 281. For fiscal year 1976, the Board docketed 292, and for the transition quarter, the Board docketed 77. The 292 figure shows an increase in representation cases and a decrease in mediation cases. This figure also shows that the total of interpretation cases docketed was 3 in fiscal year 1977 as compared to 2 in fiscal year 1976.

## **2. DISPOSITION OF CASES**

Table 1, Appendix C, further indicates that a total of 298 cases were disposed of in fiscal year 1977. For fiscal year 1976, the Board disposed of 363, and for the transition quarter, the Board disposed of 69. The 298 figure shows an increase in representation cases and a decrease in mediation cases. Total number of mediation cases disposed of in 1977 was 183 as compared to 267 for fiscal year 1976 and 41 for the transition quarter. Total number of interpretation dispositions was 3 in fiscal year 1976 as compared to 2 in fiscal year 1977. The Board has disposed of 14,883 cases of all types in 43 years. This figure does not reflect reopened and reclosed cases.

## **3. MAJOR GROUPS OF EMPLOYEES INVOLVED IN CASES**

Table 2, Appendix C, shows that 35,633 employees were involved in 112 representation cases for fiscal year 1977. For fiscal year 1976 31,044 employees were involved in 93 representation cases. For the transition quarter 13,947 employees were involved in 28 cases. Railroad employees accounted for 1,706 in 44 disputes. Airline disputes, totaling 68 in number, involved 33,927.

Table 3 shows that of the total of all cases disposed of, railroad employees were involved in 170 cases, while airline employees were involved in 127. In the railroad industry, the greatest activity was among train, engine and yard service with a total of 104 cases; 20 representation and 84 mediation, and no interpretations of a mediation agreement.

In the airline industry, Table 3 indicates the pilots were involved in 28 cases; 16 representation and 11 mediation, and 1 interpretation of a mediation agreement. Clerical, office, fleet and passenger service employees were involved in 25 cases; 15 representation and 10 mediation. Mechanics and related employees were involved in 18 cases; 8 representation and 9 mediation, and 1 interpretation of a mediation agreement. Flight attendants were involved in 12 cases; 6 representation and 6 mediation.

Table 4 is a summary of crafts or classes of employees involved in representation cases disposed of in fiscal year 1977. Involved in a total of 112 cases were 112 crafts or classes covering 35,583 employees. There were 44 railroad cases consisting of 44 crafts or classes numbering 1,706 or 5 percent of all employees involved in representation disputes.

In the airline industry there were 68 cases consisting of 68 crafts or classes covering 33,877 employees or 95 percent of all employees involved in representation disputes.

## **4. RECORD OF MEDIATION CASES**

As seen from table 1, Appendix C, mediation cases docketed in fiscal

year 1977 totaled 172. For fiscal year 1976, the Board docketed 183 and for the transition quarter, the Board docketed 46. The total cases docketed and the number pending from fiscal year 1976 and the transition quarter made 354 which were considered by the Board. The Board disposed of 183 cases, leaving 171 cases pending and unsettled at the end of the fiscal year.

## **5. ELECTION AND CERTIFICATION OF REPRESENTATIVES**

Table 2 shows that 23,654 employees actively participated in the outcome of 112 representation disputes. Certifications were issued in 63 cases; 26 railroad and 37 airline. Of the 26 railroad cases, 26 crafts or classes were involved among 773 employees of which 587 actively participated in the selection of the representative. Of the 37 airline cases, 37 crafts or classes were involved among 24,745 employees of which 20,035 actively participated in the selection of the representative. There were 12 certifications based on verification of authorization cards issued in fiscal year 1977, 7 in the railroad industry and 5 in the airline industry. The Board dismissed 49 cases, 18 in the railroad industry and 31 in the airline industry. The railroad cases involved 773 employees of which 587 actively participated and the airline cases involved 9,182 employees of which 2,644 actively participated.

Table 5 shows that 392 employees in 9 crafts or classes acquired representation for the first time by means of an election by a national organization in the railroad industry.

In the airline industry 296 employees in 19 crafts or classes acquired representation for the first time by means of an election by a national organization. There were 112 employees in 2 crafts or classes that acquired representation by means of a check of authorizations for the first time in the airline industry, none in the railroad industry.

In the railroad industry a new representative was selected by 331 employees in 9 crafts or classes via an election by a national organization. There were 40 employees in 5 crafts or classes that changed their representative by means of a check of authorizations. In the airline industry a new representative was selected by 13,278 employees in 9 crafts or classes via an election by a national organization. There were 69 employees in 3 crafts or classes that changed their representative by means of a check of authorizations.

In elections in the railroad industry 5 employees in 1 craft or class retained their same national organization following a challenge by another union. There were 5 employees in 2 crafts or classes that retained their same organization following a challenge by another union by means of a check of authorizations. In elections in the airline industry 10,990 employees in 4 crafts or classes retained their same national organization following a challenge by another union—none by means of a check of authorizations.

### **III.**

## **Arbitration**

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Mediation, as previously stated, has been highly successful in settling all but a fraction of labor disputes brought before the Board in the past half century. If mediation reaches an impasse, however, arbitration procedures under the Act become an invaluable tool for settling disputes.

Generally, this provision of the Act is used for disposing of major disputes—those that change collective bargaining agreements covering rates of pay, rules or working conditions. Such disputes are not subject to compulsory arbitration and either party has the right to reject the offer. Arbitration is also called on to settle minor disputes—those arising out of grievances or interpretation or application of existing agreements. Such grievances, subject to compulsory arbitration, are the responsibility of the National Railroad Adjustment Board and Public Law Boards for the rail industry and the regional and system boards of adjustment for the airlines.

Arbitration boards usually are comprised of three persons. Each party to the dispute appoints one partisan member and they are required by the Act to try to agree on a neutral as the third member of the arbitration board. If the two parties cannot agree, the Mediation Board has the legal right to select the neutral member. The arbitration award must be signed by two of three arbitration board members and a certified copy of the award, together with the record of the entire proceedings before the board, must be filed with the appropriate Federal District Court.

Arbitration insures final determination of a controversy. Over the years, arbitration proceedings have proved most beneficial in disposing of disputes, and instances of court actions to set aside awards have been rare.

The Nation's railroads and the United Transportation Union and Brotherhood of Locomotive Engineers, during the course of their respective negotiations culminating in national agreements, agreed to the resolution of certain disputes by binding interest arbitration. Specific issues which may be resolved in this manner are:

(A) Switching limits

(B) Interdivisional service

Summarized below are the arbitrations that have emanated from these national agreements:

Arbitration Board No. Carrier		Organization	Issue
314	Baltimore & Ohio RR. Co.	United Transportation Union.	Switching limits.
315	Southern Pacific Transportation Co. (Texas and Louisiana lines).	Brotherhood of Locomotive Engineers.	Interdivisional service.
316	do	United Transportation Union (C & T).	Do.
317	The Chesapeake & Ohio Ry. Co.	Brotherhood of Locomotive Engineers.	Switching limits.
318	do	United Transportation Union (E & T).	Do.
319	The Central RR. Co. of New Jersey.	Brotherhood of Locomotive Engineers.	Do.
320	do	United Transportation Union.	Do.
322	Soo Line RR. Co.	do	Interdivisional service.
323	St. Louis-San Francisco RR. Co.	Brotherhood of Locomotive Engineers.	Do.
325	Denver & Rio Grande Western Ry. Co.	United Transportation Union.	Interdivisional service and switching limits.
327	Lehigh Valley RR. Co.	Brotherhood of Locomotive Engineers.	Interdivisional service.
328	Penn Central Transportation Co.	United Transportation Union (T).	Switching limits.
329	Atchison, Topeka & Santa Fe Ry. Co.	United Transportation Union.	Interdivisional service.
330	Penn Central Transportation Co.	United Transportation Union (E).	Switching limits.
331	Denver & Rio Grande Western RR. Co.	United Transportation Union (C&E&T).	Interdivisional service.
332	Penn Central Transportation Co.	do	Switching limits.
334	do	do	Do.
336	Norfolk & Western Ry. Co. (Proper)	United Transportation Union (C& T).	Interdivisional service.
337	Boston & Maine Corp.	United Transportation Union.	Switching limits.
338	Penn Central Transportation Co.	Brotherhood of Locomotive Engineers.	Do.
339	do	United Transportation Union (E).	Do.
340	Green Bay & Western RR Co.	United Transportation Union.	Protection of employees.
342	Erie Lackawanna Ry. Co.	United Transportation Union (T).	Do.
343	Penn Central Transportation Co.	United Transportation Union.	Switching limits.
344	do	do	Do.
346	Norfolk & Western Ry. Co.	United Transportation Union (E&C&T).	Interdivisional service.
347	Western Pacific RR. Co.	Brotherhood of Locomotive Engineers.	Do.
348	Reading Co.	do	Switching limits.
349	Lehigh Valley RR. Co.	do	Do.
351	St. Louis-San Francisco Ry. Co.	United Transportation Union.	Protection of employees.
352	Norfolk & Western Ry. Co.	do	Interdivisional service.
353	Lehigh Valley RR. Co.	do	Switching limits.
354	Reading Co.	Brotherhood of Locomotive Engineers.	Do.
356	Southern Pacific Transportation Co.	do	Do.
357	Penn Central Transportation Co.	do	Interdivisional service.
358	Southern Pacific Transportation Co.	United Transportation Union.	Switching limits.
359	Norfolk & Western Ry. Co.	Brotherhood of Locomotive Engineers.	Interdivisional service.
360	Atchison, Topeka & Santa Fe Ry. Co.	do	Switching limits.
361	do	United Transportation Union.	Do.
362	Chicago, Rock Island & Pacific RR. Co.	Brotherhood of Locomotive Engineers.	Interdivisional service.
364	St. Louis-San Francisco Rwy. Co.	Brotherhood of Locomotive Engineers.	Switching Limits.
365	St. Louis-San Francisco Rwy. Co.	United Transportation Union (C- T-Y-E).	Switching Limits.

Arbitration	Board No. Carrier	Organization	Issue
366	Grand Trunk Western RR Co.	United Transportation Union.	Switching Limits.
368	Denver and Rio Grande Western RR Co.	Brotherhood of Locomotive Engineers.	Interdivisional Service.

Significant arbitration awards in fiscal 1977 included:

*Arbitration Board No. 369—Soo Line Railroad Co. and Brotherhood of Railroad Signalmen*

In Mediation Case A-9964, the parties concluded an agreement to arbitrate the few remaining open issues in the parties' agreement to provide formal training for signal forces.

The award provided for flexibility in the determination of the number of classroom hours of formal instruction, and called for reduction of time between wage steps for employees in the apprentice training program.

*Arbitration Board No. 363—Chicago, West Pullman and Southern Railroad and United Transportation Union*

In Mediation Case A-9712, the parties agreed to arbitrate whether the subject of Job Protection had been barred from negotiations. The award found that this subject had been withdrawn and therefore barred from negotiations by the existing moratorium provisions of the national agreement.

*Arbitration Board No. 367—Cambria and Indiana Railroad; Conemaugh and Buck Lick Railroad Company; Patapsco and Back Rivers Railroad Company; Philadelphia, Bethlehem and New England Railroad Company; South Buffalo Railway Company; and Steelton and Highspire Railroad Company and the United Transportation Union*

This arbitration proceeding arose over differing interpretations of the agreement to provide "applicable improvements" to certain steel industry railroad employees as an extension of the basic steel industry negotiations conducted under the Experimental Negotiating Agreement (ENA).

The wage and fringe increases sought by the organization under the ENA were those resulting from negotiations involving non-steel plant employees, such as iron ore miners, plant protection and clerical employees. For purposes of ENA, the involved railroad employees were grouped with the steel mill employees which the railroads service. The award found, therefore, that gains realized *only* by such non-steel plant employees were not applicable to the involved railroad employees.

### Arbitration Task Force

The agreement of January 27, 1972, between certain employees represented by the United Transportation Union and the railroads represented by the National Carriers' Conference Committee established a particular arrangement to effect individual carrier implementation of

interdivisional, interseniority districts and intradivisional or intraseniority district services, in freight or passenger service.

This arrangement provides for the carrier and organization to each designate representatives to serve on a "task force" appointed for the purpose of meeting and discussing the implementation of the runs specified by the carrier.

If the task force is unable to agree, the matter is submitted to arbitration for a final and binding decision. Arbitrators are appointed by the National Mediation Board.

The following Arbitration Task Force decisions have been rendered under this series:

Arbitration Task Force No.	Carrier	Organization	Issue
1	Penn Central Transportation Co.	United Transportation Union.	Interdivisional service.
2	Southern Pacific Transportation Co.	do	do.
3	Lehigh Valley RR. Co.	do	do.
4	Baltimore & Ohio RR. Co.	do	do.
5	Southern Ry. Co.	do	do.
	Alabama Great Southern RR. Co.		
	Cincinnati, New Orleans & Texas Pacific Ry. Co.		
	Georgia Southern & Florida Ry. Co.		
	Central of Georgia RR. Co.		
6	Denver & Rio Grande Western RR. Co.	do	do.
7	Missouri Pacific RR. Co.	do	do.
8	Chicago, Rock Island & Pacific RR. Co.	do	do.
9	Norfolk & Western Ry. Co.	do	do.
10	Chessie System.	United Transportation Union.	Interdivisional Service.
11	Grand Trunk Western RR Co.	United Transportation Union.	Interdivisional Service.
12	Southern Railway Company.	United Transportation Union.	Interdivisional Service.

## IV.

# Improved Strike Record

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There were only five strikes in fiscal 1977—smallest number of work stoppages in the past five years.

Table 6, appendix C, of this report identifies the work stoppages. All occurred in the airline industry. Strikes of less than 24 hours, or those involving only a few employees settled without Board intervention, are not included.

*A-9937—Trans International Airlines and International Brotherhood of Teamsters*

On September 10, 1977, approximately 550 flight attendant employees withdrew their services when the carrier and the representative organization failed to reach an agreement governing rates of pay, rules, and working conditions. Resolution of the dispute was complicated by several factors, including employee protection questions resulting from the merger of Saturn Airways, Inc., into the carrier. The strike continued for some 123 days until the parties reached an agreement with the assistance of Board mediation.

*A-9944—Puerto Rico International Airlines, Inc. and Air Line Pilots Association*

On September 18, 1977, the pilot employees of this commuter air carrier withdrew from services in a dispute over rates of pay, rules, and working conditions. Complicating settlement of this dispute was a lawsuit involving the applicability of the hours of service and overtime law of the Commonwealth of Puerto Rico to the involved employees. On November 1, 1977, with the aid of Board mediation, the parties reached an agreement on all outstanding differences, including those pertaining to hours of service.

*A-9882—Continental Airlines and Air Line Pilots Association*

The carrier suffered the first pilot employees work stoppage in its 42-year history when the representative organization and the carrier failed to reach an agreement on changes in rates of pay, work rules, and fringe benefits. The strike began on October 23, 1976 when the carrier's 1,100 pilot employees withdrew from service. Negotiations continued during the stoppage, and the employees returned to work on November 16, 1976. On February 5, 1977, with the aid of Board mediation, the parties reached an agreement disposing of all unresolved open issues.



*A-10,015—Trans Mediterranean Airways and International Brotherhood  
of Teamsters*

On October 25, 1976, the clerical and ground service employees of this foreign based cargo carrier commenced a work stoppage when the parties failed to agree on a comprehensive agreement covering all represented employees. On October 28, 1976, the employees returned to work pending settlement of the dispute with the aid of Board mediatory efforts.

*A-10,046—Wien Air Alaska and Air Line Pilots Association*

On May 8, 1977, the pilot employees of this regional air carrier began a work stoppage after the carrier and the representative organization failed to agree on the number of flight crew members required to operate the carrier's B-737 aircraft. The carrier employed some replacement pilots and the strike continued on into the next fiscal year.

# V.

## Wage and Rule Agreements

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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 provision of the act has become effective on both rail and air carriers.

Section 5, third (e), of the Railway Labor Act requires all carriers subject to this law to file with the Board copies of each working agreement with employees covering rates of pay, rules, or working conditions. If no contract with any craft or class of its employees has been entered into, the carrier is required by this section to file with the National Mediation Board a statement of that fact, including also a statement of the rates of pay, rules, or working conditions applicable to the employees in the craft or class. The law further requires that copies of all changes, revisions, or supplements to each working agreement or the statements just referred to also be filed with this Board.

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

Table 7, Appendix C, shows the number of agreements subdivided by class of carrier and type of labor organization which have been filed with the board from 1935–1977. In the last fiscal year, there were seven initial agreements—all in the railroad industry. A total of 7,623 agreements are on file in the Board's offices, of which 1,134 are with air carriers.

The above figure includes the numerous revisions and supplements to existing agreements previously filed with the Board.

### **2. NOTICES REGARDING CONTRACTS OF EMPLOYMENT**

#### **The Act States:**

Every carrier shall notify its employees by printed notices in such form and posted at such times and places as shall be specified by the Mediation Board that all disputes between the carrier and its employees will be handled in accordance with the requirements of this Act, and in such notices there shall be printed verbatim, in large type, the third, fourth, and fifth paragraphs of this section. The provisions of said

paragraphs are hereby made a part of the contract of employment between the carrier and each employee, and shall be held binding upon the parties, regardless of any other express or implied agreements between them.

Order No. 1 was issued August 14, 1934, by the Board requiring that notices regarding the Railway Labor Act shall be posted and maintained continuously in a readable condition on all the usual and customary bulletin boards giving information to employees and at other places as may be necessary to make them accessible to all employees. Such notices shall not be hidden by other papers or otherwise obscured from view.

After the air carriers were brought under the Act in 1936, the Board issued Order No. 2 directed to air carriers which had the same substantial effect as Order No. 1. Poster MB-1 is applicable to rail carriers while poster MB-6 is applicable to air carriers. In addition, poster NMB-7 was devised to conform to the 1951 amendments to the Act. This poster should be placed adjacent to poster No. MB-1 or MB-6. Sample copies may be obtained from the Executive Secretary of the Board.

# **VI.**

## **Interpretation and Application of Agreements**

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Agreements or contracts made in accordance with the Railway Labor Act governing rates of pay, rules, and working conditions are consummated through direct negotiations between carriers and representatives of their employees and by mediation agreements under the auspices of the National Mediation Board. Frequently differences arise between the parties as to the interpretation or application of these two types of agreements. The Act, in such cases, provides separate procedures for disposing of these disputes, as described below.

### **1. INTERPRETATION OF MEDIATION AGREEMENTS**

Under section 5 of the Act, the National Mediation Board has the duty to interpret contested provisions of certain mediation agreements. Requests for an interpretation may be made by either party to the mediation agreement, or by both parties jointly. The law provides that interpretations shall be made by the Board within 30 days following a hearing, at which both parties may present and defend their respective positions. This 30-day period is construed as advisory rather than mandatory.

In making such interpretations, the Board can consider only the meaning of the specific terms of the mediation agreement. The Board does not attempt to interpret the application of the terms of a mediation agreement to particular situations. This restriction in making interpretations under section 5 is necessary to prevent infringement on the duties and responsibilities of the National Railroad Adjustment Board under title I of the Act and airline adjustment boards under title II of the Act. These sections of the law make it the duty of adjustment boards to decide disputes arising out of employee grievances and interpretation and application of existing contracts.

In 1977, the Board was called on to interpret certain provisions of three mediation agreements. Two have been disposed of with one pending. Since the Board's inception, it has disposed of 141 interpretation cases under the Act's provisions as compared to a total of 6,600 mediation agreements completed during the same period.

## **2. NATIONAL RAILROAD ADJUSTMENT BOARD**

The National Railroad Adjustment Board hears and decides disputes involving railway employee grievances and questions concerning the application and interpretation of agreement rules.

The Board is composed of four divisions on which the carriers and the organizations representing employees are equally represented. It is composed of 34 members, 17 representing the carriers and 17 representing labor organizations.

The first division is composed of eight members, four selected by carriers and four by labor.

The second and third divisions are composed of 10 members each, equally divided between representatives of labor and management.

The fourth division has six members, also equally divided. Adjustment Board headquarters is in Chicago. A report of the Board's operations is contained in appendix A.

When the members of any of the four divisions of the Adjustment Board are unable to agree on an award on any dispute being considered, because of deadlock or inability to secure a majority vote, they are required under section 3 of the Act to attempt to agree on and select a neutral person to sit with the division as a member and make an award. Failing to agree upon a neutral person in 10 days, the Act provides that the National Mediation Board should select the neutral.

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 appointees to such positions must be wholly disinterested in the controversy, impartial, and without bias as between the parties in dispute.

A list of all persons serving as referees on the four divisions of the Adjustment Board are shown in Appendix A. During its 43-year existence the Adjustment Board has received 76,288 cases and disposed of 74,845. Table 8, Appendix C, of this Report shows that 893 cases were disposed of in fiscal year 1977-799<sup>1</sup> by decision with referee, 4 by decision without referee, and 91 by withdrawal. In fiscal year 1977, 893 new cases were received as compared with 886 for fiscal year 1976 and 233 for the transition quarter.

## **3. AIRLINE SYSTEM BOARDS OF ADJUSTMENT**

There is no national adjustment board for settlement of airline grievances. The Act provides for establishment of such a board if necessary in the judgment of the National Mediation Board. The Board, to date, has not deemed a national board necessary.

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<sup>1</sup> This figure includes second award rendered on one case decided by referee on Third Division.

As more and more crafts or classes of airline employees have established collective bargaining relationships, the employees and carriers have agreed upon grievance handling procedures with final jurisdiction resting with a system board of adjustment. Such agreements usually provide for designation of neutral referees to break deadlocks. Where the parties are unable to agree on a neutral to serve as referee, the National Mediation Board is frequently called on to name neutrals. They serve without cost to the Government. With the extension of collective bargaining relationships to most airline workers, the requests upon the Board to designate referees have increased considerably.

A list of persons designated by the Board to serve as referees with system boards of adjustment is shown in appendix B.

#### **4. SPECIAL BOARDS OF ADJUSTMENT—RAILROADS**

Special boards of adjustment are tribunals set up by agreement usually on an individual railroad, and with a single labor organization of employees, to consider and decide specifically agreed-to dockets of disputes arising out of grievances or out of the interpretation or application of provisions of a collective bargaining agreement. Such disputes normally would be sent to the National Railroad Adjustment Board for adjudication but, in these instances, the parties by agreement adopt the special board procedure to insure prompt disposition of disputes.

The special board of adjustment procedure had its inception in the late 1940's at the suggestion of the National Mediation Board as an effective method for expediting the disposition of such disputes through an adaptation of the grievance function of the divisions of the Railroad Adjustment Board, and also as a means of reducing the backlog of cases pending before certain NRAB divisions.

Special boards usually consists of three members—a railroad member, an organization member, and a neutral chairman. The National Mediation Board designates the neutral if the parties fail to agree upon the selection of a neutral.

There were 17 new special boards of adjustment in 1977. A total of 24 boards convened. These boards had disposed of 861 cases as of September 30, 1977. This figure compares with 806 cases disposed of during fiscal year 1976 and 223 cases disposed of during the transition quarter.

Inquiries and correspondence in regard to special boards of adjustment—railroads should be addressed to Staff Director/Grievances, National Railroad Adjustment Board, 220 South State Street, Chicago, Ill. 60604.

## **5. PUBLIC LAW BOARDS**

In 1966, the President approved Public Law 89-456, which amended certain provisions of the Railway Labor Act.

The amendment authorizes establishment of special boards of adjustment on individual railroads on the written request of either the representatives of employees or of the railroad to resolve disputes otherwise referable to the National Railroad Adjustment Board and disputes pending before the Board for 12 months.

The amendments also make all awards of the Railroad Adjustment Board and special boards of adjustment established pursuant to the amendment final (including money awards) and provide opportunity to both employees and employers for limited judicial review of such awards.

The National Mediation Board has adopted rules and regulations defining responsibilities and prescribing related procedures under the amendment for the establishment of special boards of adjustment, their designation as PL boards, the filing of agreements and the disposition of records.

The Board anticipates that PL boards will eventually supplant the special board of adjustment procedure, which has been utilized by many representatives of carriers and employees by agreement over the past 25 years, and also reduce the caseload of various divisions of the Railroad Adjustment Board.

Neutral members of public law boards are appointed by the National Mediation Board. In addition to neutrals appointed to dispose of disputes involving grievances, or interpretations, or application of collective bargaining agreements, neutrals may be appointed to dispose of procedural issues which arise as to the establishment of the board itself.

In fiscal 1977, 214 new public law boards were established. Nine involved procedural issues and 205 merit issues. During the year, 279 boards were convened—9 involved procedural issues and 270 dealt solely with the merits of specific grievances. Public law boards disposed of (decided and/or withdrawn) 5,163 cases in fiscal year 1977. Of the boards disposed of 9 were procedural issues and 5,154 were merit issues.

Inquiries and correspondence in regard to public law boards should be addressed to Staff Director/Grievances, National Railroad Adjustment Board, 220 South State Street, Chicago, Ill. 60604.

## **6. AMTRAK RAIL WORKER PROTECTION PLAN**

An arrangement to protect the rights of workers adversely affected by curtailment of intercity passenger rail service, which went into effect in 1971, was designed to protect the interests of employees displaced or

dismissed as a result of the new route system created by the National Railroad Passenger Corp. (Amtrak).

Under the Rail Passenger Service Act of 1970, which established Railpax, workers adversely affected by discontinuation of intercity passenger rail service receive a measure of protection.

These workers are considered for other employment by the individual railroads on the basis of establishing seniority rules. Because of the cutback in passenger service, some workers could be displaced into lower-paying jobs or released. The plan is designed to provide protection for displaced and dismissed employees for up to 6 years.

The plan further provides for prompt arbitration of disputes over whether an employee is adversely affected by train discontinuances.

A list of neutral referees designated by the National Mediation Board pursuant to provisions of the Railroad Passenger Service Act are contained in appendix B, table 6.



## VII.

# Organization and Finances of the National Mediation Board

Located at 1425 K Street, NW., Washington, D.C. Mailing address:  
National Mediation Board, Washington, D.C. 20572

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### 1. ORGANIZATION

The National Mediation Board is comprised 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 July 1 of each year. A 1964 amendment to the Act provides "upon the expiration of his term of office, a member shall continue to serve until his successor is appointed and shall have qualified." The Act requires that the Board shall annually designate a member to serve as chairman. Not more than two members may be of the same political party. In addition to its office staff, the Board has a staff of mediators who spend virtually their entire time in field duty.

Subject to the Board's direction, administration of affairs is in charge of the executive secretary. While some mediation conferences are held in Washington, most are performed in the field at the location of the disputes. 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 elections 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 in connection with representation disputes to determine employees eligible to participate in elections and other issues which arise in its investigation of such disputes. It also conducts hearings on the interpretation of mediation agreements and appoints neutral referees and arbitrators as required.

The Staff of mediators, all of whom were selected through civil service, follows:

Charles R. Barnes  
Harry D. Bickford  
Charles H. Callahan  
Jack W. Cassle  
Robert J. Cerjan  
Samuel J. Cognata  
Ralph T. Colliander

Francis J. Dooley  
Robert J. Finnegan  
Thomas B. Ingles  
Thomas C. Kinsella  
Lynne C. Litwiller  
Robert B. Martin  
Charles A. Peacock

Walter L. Phipps  
William H. Pierce  
Thomas H. Roadley

Alfred H. Smith  
Joseph W. Smith  
John B. Willits

## Register—Members, National Mediation Board

Name	Appointed	Terminations
William M. Leiserson	July 21, 1934	Resigned May 31, 1939.
James W. Carmalt	do	Deceased Dec. 2, 1937.
John M. Carmody	do	Resigned Sept. 30, 1935.
Otto S. Beyer	Feb. 11, 1936	Resigned Feb. 11, 1943.
George A. Cook	Jan. 7, 1938	Resigned Aug. 1, 1946.
David J. Lewis	June 3, 1939	Resigned Feb. 5, 1943.
William M. Leiserson	Mar. 1, 1943	Resigned May 31, 1944.
Harry H. Schwartz	Feb. 26, 1943	Term expired Jan. 31, 1947.
Frank P. Douglass	July 3, 1944	Resigned Mar. 1, 1950.
Francis A. O'Neill, Jr.	Apr. 1, 1947	Resigned April 30, 1971.
John Thad Scott, Jr.	Mar. 5, 1948	Resigned July 31, 1953.
Leverett Edwards	Apr. 21, 1950	Resigned July 31, 1970.
Robert O. Boyd	Dec. 28, 1953	Resigned Oct. 14, 1962.
Howard G. Gamser	Mar. 11, 1963	Resigned May 31, 1969.
George S. Ives	Sept. 19, 1969	Term expires July 1, 1978.
David H. Stowe	Dec. 10, 1970	Term expires July 1, 1979.
Peter C. Benedict	Aug. 9, 1971	Deceased April 12, 1972.
Kay McMurray	Oct. 5, 1972	Term expired July 1, 1977.
Robert O. Harris <sup>1</sup>	Aug. 3, 1977	Term expires July 1, 1980

<sup>1</sup> Succeeded Kay McMurray Aug. 8, 1977

## 2. Financial Statement for the Annual Report for Fiscal Year 1977

For the fiscal year 1977, the Congress appropriated \$3,660,000.

Obligations and expenses incurred for the various activities of the Board follow:

	1977
Mediation	\$1,639,199
Voluntary arbitration and emergency disputes	14,176
Adjustment of railroad grievances	1,818,893

Accounting of all moneys appropriated by Congress for the fiscal year 1977, pursuant to the authority conferred by the Railway Labor Act approved May 20, 1926 (amended June 21, 1934):

	1977 actual
Expenses and obligations:	
Personnel compensation	\$2,582,000
Personnel benefits	184,000
Travel and transportation of persons	303,000
Standard level user charges	208,000

	1977 actual
Other rent, communications, and utilities	\$86,000
Printing and reproduction	51,000
Other services	32,000
Supplies and materials	22,000
Equipment	4,000
<u>Unobligated balance, lapsing</u>	<u>188,000</u>
Budget authority	\$3,660,000

# Appendix A

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## NATIONAL RAILROAD ADJUSTMENT BOARD (Created June 21, 1934)

Mason, J.E., *Chairman*  
Gabriel, Q.C., *Vice Chairman*  
Carvatta, R.J., *Administrative Officer*  
Paulos, A.W., *Executive Secretary*

**Accounting for all moneys appropriated by Congress for the fiscal year 1977,  
pursuant to the authority conferred by "An Act to amend the Railway Labor Act,  
approved May 20, 1926."**

Approved June 21, 1934

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Regular appropriation: National Railroad Adjustment	
Board's portion of Salaries and Expenses, National Mediation Board	\$954,900
Transferred to National Mediation Board	30,200
	<hr/>
	\$924,700
<hr/>	
Expenditures:	
Salaries of employees	\$356,721
Salaries of referees	277,685
Personnel benefits	46,306
Travel expenses (including referees)	40,916
Transportation of things	116
Communication services	25,392
Standard level user charges	127,226
Printing and reproduction	8,862
Other contractual services	25,427
Supplies and materials	7,943
	<hr/>
Total expenditures	\$916,594
	<hr/>
Unexpended balance	\$8,106

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**Organization National Railroad Adjustment Board Government Employees,  
Salaries, and Duties**

Name	Title	Salary Paid	Duties
<b>Administration</b>			
Carvatta, Roy J.	Administrative Officer	\$37,249.68	Subject to direction of National Mediation Board, administers N.R.A.B. Governmental affairs.
Swanson, Ronald A.	Asst. Adm. Off.	18,668.40	Accounting and auditing.
Tuttle, George J.	Clerical Asst.	13,337.76	Assists in accounting and auditing.
Szewczyk, Bernice E.	Clerk-typist	12,120.24	Clerical and typing
Lauraitis, John J.	Clerk	10,785.28	Clerical
<b>Divisional</b>			
Paulos, Angelo W.	Executive Secretary	18,272.88	Executive Secretary for all four divisions—fully responsible for Third Division
Dever, Nancy J.	Assistant Executive Secretary	16,020.00	Assists Executive Secretary—responsible for First and Fourth Divisions
Brasch, Rosemarie	Administrative Assistant	13,674.33	Assists Executive Secretary—responsible for Second Division
Czerwonka, Veronica C.	Administrative Assistant	12,474.72	Assists Executive Secretary on Third Division
Elwood, Addie V.	Clerk-typist	10,012.80	Clerical for Second Division
Jaeger, Rosemary E.	Clerk-typist	10,618.08	Clerical for Third Division
Javoric, Mary A.	Clerk-typist	10,012.80	Clerical for First and Fourth Divisions
Shroka, Hazel R.	Clerk-typist	9,036.88	Clerical for Third Division
Wozniak, Bernice C.	Clerk-typist	8,032.30	Clerical for Third Division
<b>Secretarial</b>			
Adams, Henrietta V.	Secretary (Stenog)	\$7,890.56	Secretarial, stenographic and clerical
Bartl, Annette P.	Clerk-steno	2,449.28	do
Collins, Barbara E.	do	409.40	do
Donfris, Victoria D.	Secretary (Stenog)	8,215.92	do
Glassman, Sarah	do	12,120.24	do
Hudson, Lucile B.	do	12,120.24	do
Johnson, Besse O.	do	9,361.28	do
Kittrell, Diana P.	do	11,202.00	do
Krozel, Helen B.	do	9,036.88	do
LaChance, Kathleen V.	do	12,120.24	do
Loughrin, Catherine A.	do	12,120.24	do
O'Keefe, Ann M.	Clerk-typist	1,751.52	Clerical and typing
Price, Georgia L.	Secretary (Stenog)	9,308.20	Secretarial, stenographic and clerical
Smith, Joan M.	do	12,120.24	do

**Organization National Railroad Adjustment Board Government Employees,  
Salaries, and Duties**

Name	Title	Salary Paid	Duties
<b>Secretarial</b>			
Stanger, Dianne M.	do	12,120.24	do
Sullivan, Josephine A.	do	12,120.24	do
Vorpal, Joan A.	do	12,120.24	do
<b>Referees</b>			
<b>First Division</b>			
Zumas, Nicholas H.		\$6,168.96	Sat with division as a member to make awards upon failure of division to agree or secure majority vote.
<b>Second Division</b>			
Franden, Robert A.		5,864.32	"
McBrearty, James C.		7,159.04	"
Marx, Jr., Herbert L.		14,082.24	"
Ritter, Gene T.		5,836.08	"
Roadley, C. Robert		2,140.88	"
Rose, Martin I.		5,843.44	"
Schedler, Edmund W. Jr.		837.76	"
Sickles, Joseph A.		8,851.56	"
Twomey, David P.		9,596.16	"
Wallace, Walter C.		1,980.16	"
Weiss, Abraham		1,437.22	"
Williams, Robert G.		685.44	"
Zumas, Nicholas H.		5,725.52	"
<b>Third Division</b>			
Ables, Robert J.		7,920.64	"
Bailer, Lloyd H.		6,359.36	"
Blackwell, Frederick R.		5,452.20	"
Caples, William G.		13,556.48	"
Dorsey, John H.		3,890.72	"
Edgett, William M.		2,284.80	"
Eischen, Dana E.		21,324.00	"
Lieberman, Irwin M.		17,144.60	"
McBrearty, James C.		10,814.32	"
Mead, John P.		647.36	"
O'Brien, Robert M.		11,424.00	"
Quinn, Francis X.		145.36	"
Randles, David C.		6,207.04	"
Roukis, George S.		3,198.72	"
Scearce, James F.		4,798.08	"
Sickles, Joseph A.		8,723.60	"
Smedley, Robert W.		12,947.20	"
Wallace, Walter C.		12,490.24	"
Zumas, Nicholas H.		4,569.60	"

**Organization National Railroad Adjustment Board Government Employees,  
Salaries, and Duties**

Name	Title	Salary Paid	Duties
<b>Fourth Division</b>			
Dolnick, David		\$1,066.24	Sat with division as member to make awards upon failure of division to agree or secure majority vote.
Eischen, Dana E.		9,291.52	"
Lieberman, Irwin M.		2,568.56	"
McBrearty, James C.		5,788.16	"
Marx, Jr., Herbert L.		3,198.72	"
Sickles, Joseph A.		8,868.96	"
Twomey, David P.		7,159.04	"

**First Division—National Railroad Adjustment Board**

220 South State Street, Chicago, Illinois 60604

**Organization of the Division, Fiscal Year 1976–1977**

W. B. Jones, <i>Chairman</i> <sup>1</sup>	J. R. Lange
Q. C. Gabriel, <i>Vice Chairman</i>	G. W. Legge
A. D. Dula <sup>2</sup>	F. P. Riordan
W. F. Euker	A. W. Paulos,
M. F. Fitzpatrick	<i>Executive Secretary</i>
J. D. Sims <sup>3</sup>	

***Jurisdiction***

In accordance with Section 3(h) of the Railway Labor Act, as amended, the First Division of the National Railroad Adjustment Board has jurisdiction over disputes between employes or group of employes and carriers involving train and yard service employes; that is, engineers, firemen, hostlers and outside hostler helpers, conductors, trainmen, and yard service employes.

***Operations***

The following tables set out results of operation of the Division during fiscal year 1976–1977.

<sup>1</sup> Substitute for Mr. M. F. Fitzpatrick.

<sup>2</sup> Replaced Mr. A. E. Myles.

<sup>3</sup> Replaced Mr. W. A. Hirst.

**TABLE 1—Cases Docketed Fiscal Year 1976–1977; Classified according to Carrier Party to Submission**

Name of Carrier	Number of Cases Docketed	Name of Carrier	Number of Cases Docketed
Atchison, Topeka and Santa Fe	1	Grand Trunk Western	4
Baltimore and Ohio	1	Louisville and Nashville	2
Burlington Northern	8	Missouri Pacific	2
Chesapeake and Ohio	1	Norfolk and Western	6
Chicago, Milwaukee, St. Paul and Pacific	4	Penn Central	1
Chicago, Rock Island and Pacific	1	Seaboard Coast Line	11
Elgin, Joliet and Eastern	1	Southern	1
Florida East Coast Railway	2	Union Pacific	1
Total			47

**Table 2—Cases Docketed fiscal year 1976–1977; Classified according to Organization Party to Submission**

Name of Organization	Number of Cases Docketed
United Transportation Union	7
Engineers	33
Individual	7
Total	47

## **National Railroad Adjustment Board—Second Division**

220 South State Street, Chicago, Illinois 60604

### **Membership**

G. M. Youhn, *Chairman*

C. E. Wheeler, *Vice Chairman*

C. H. Herrington

M. J. Cullen

W. B. Jones

G. R. DeHague

R. C. Kniewel

D. A. Hampton<sup>1</sup>

W. F. Snell, Jr.

J. G. Hayes

A. W. Paulos, *Executive Secretary*

<sup>1</sup> Mr. D. A. Hampton replaced Mr. R. S. Rodgers 8/1/77, who replaced Mr. F. M. Sanders 12/1/76, who replaced Mr. D. S. Anderson 10/1/76.

### **Jurisdiction**

*Second Division:* To have jurisdiction over disputes involving machinists, boilermakers, blacksmiths, sheet metal workers, electrical workers, carmen, the helpers and apprentices of all of the foregoing, coach cleaners, powerhouse employees, and railroad shop laborers.



## Carriers party to cases docketed

	Number of Cases		Number of Cases
Alton & Southern Rwy. Co.	5	Lake Terminal RR. Co.	2
Atchison, Topeka & Santa Fe Rwy. Co.	15	Lehigh Valley RR. Co.	3
Baltimore & Ohio Railroad Co.	7	Long Island Rail Road	6
Baltimore & Ohio Chicago Terminal	1	Louisville & Nashville RR. Co.	8
Belt Rwy. Co. of Chicago	2	Maine Central RR. Co.	1
Boston and Maine Corporation	5	Merchants Despatch Transportation Cor- poration	1
Burlington Northern Inc.	15	Milwaukee-Kansas City Southern Joint Agency	1
Chesapeake & Ohio Rwy. Co.	12	Missouri-Kansas-Texas RR. Co.	8
Chicago & Eastern Illinois Rwy. Co.	3	Missouri Pacific RR. Co.	50
Chicago & North Western Transportation Co.	12	Newburgh & South Shore Rwy. Co.	1
Chicago, Milwaukee, St. Paul & Pacific RR. Co.	3	Norfolk & Western Rwy Co.	17
Chicago, Rock Island & Pacific RR. Co.	10	Pacific Fruit Express Co.	1
Consolidated Rail Corporation	9	Port Authority Trans Hudson Corp.	1
Detroit, Toledo & Ironton RR. Co.	3	Richmond, Fredericksburg & Potomac Rwy. Co.	1
Duluth, Missabe & Iron Range Rwy. Co.	1	St. Louis-San Francisco Rwy. Co.	10
Elgin, Joliet & Eastern Rwy. Co.	5	St. Louis Southwestern Rwy. Co.	8
Galveston, Houston & Henderson Rwy. Co.	1	Seaboard Coast Line RR. Co.	17
Grand Trunk Western Rwy. Co.	1	Soo Line RR. Co.	2
Houston Belt & Terminal Rwy. Co.	1	Southern Pacific Transportation Co.	27
Illinois Central Gulf RR. Co.	11	Southern Railway Co.	6
Kansas City Southern Rwy. Co.	1	Texas & Pacific Rwy. Co.	3
Kansas City Terminal Rwy. Co.	4	Union Pacific RR. Co.	1
		Washington Terminal Co.	5
		Western Pacific RR. Co.	3
Total		310	

## Organizations, Etc., party to cases docketed

	Number of Cases
Brotherhood Railway Carmen of America	125
International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers & Helpers	1
International Brotherhood of Electrical Workers	71
International Association of Machinists	54
International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers	24
Sheet Metal Workers' International Association	24
United Steel Workers of America	3
Individually Submitted Cases, etc.	8
Total	310

## Third Division—National Railroad Adjustment Board

220 South State Street, Chicago, Illinois 60604

P. C. Carter, <i>Chairman</i>	J. E. Mason
H. G. Harper, <i>Vice Chairman</i>	V. W. Merritt**
W. W. Altus, Jr.	G. L. Naylor
J. P. Erickson	R. G. Richter
J. C. Fletcher*	R. W. Smith
J. S. Godfrey	Gerald Toppen

A. W. Paulos, *Executive Secretary*

\*J. C. Fletcher replaced Gerald Toppen on 1-1-77.

\*\*V. W. Merritt replaced G. L. Naylor on 9-1-77.

### *Jurisdiction*

*Third Division:* To have jurisdiction over disputes involving station, tower and telegraph employes, train dispatchers, maintenance of way men, clerical employes, freight handlers, express, station and store employes, signalmen, sleeping car conductors, sleeping car porters and maids, and dining car employes. This Division shall consist of 10 members, 5 of whom shall be selected by the Carriers and 5 by the national labor organizations of employes (Para. (h) and (c), sec. 3, First, Railway Labor Act, 1934).

### **Carriers party to cases docketed**

	Number of Cases		Number of Cases
Akron, Canton and Youngstown	2	Forth Worth and Denver Ry. Co.	3
Alton and Southern Ry. Co.	5	Fruit Growers Express Co.	1
Atchison, Topeka & Santa Fe Ry. Co.	8	Georgia Southern & Florida Ry.	1
Baltimore and Ohio RR. Co.	22	Grand Trunk Western RR Co.	3
Bangor and Aroostook RR. Co.	1	Houston Belt & Terminal Ry. Co.	1
Belt Railway Co. of Chicago	2	Illinois Central Gulf RR	7
Bessemer and Lake Erie RR. Co.	1	Illinois Terminal RR. Co.	1
Burlington Northern Inc.	12	Indiana Harbor Belt RR. Co.	2
Canadian Natl. Rys.—St. Lawrence		Kansas City Terminal Ry. Co.	1
Rgn.	1	Kentucky & Indiana Terminal RR. Co.	3
Chesapeake and Ohio Ry. Co.	8	Lake Terminal RR. Co.	2
Chesapeake and Ohio (Pere Marquette)	1	Long Island Rail Road Co.	5
Chicago & Illinois Midland Ry. Co.	2	Louisville & Nashville RR. Co.	15
Chicago & North Western Trans. Co.	6	Maine Central—Portland Terminal	1
Chicago, Milwaukee, St. Paul & Pacific	14	Milwaukee-Kansas City Southern Joint	
Chicago, Rock Island & Pacific RR Co.	8	Agency	1
Colorado and Southern Ry. Co.	2	Minnesota Transfer Ry. Co.	1
Consolidated Rail Corporation	50	Missouri-Kansas-Texas RR. Co.	2
Denver and Rio Grande Western	3	Missouri Pacific RR. Co.	15
Detroit, Toledo & Ironton RR. Co.	1	National RR. Passenger Corp.	4
Duluth, Missabe and Iron Range	1	Newburgh & South Shore Ry. Co.	1
Elgin, Joliet & Eastern Ry. Co.	18	New Orleans Terminal Co.	1

## Carriers party to cases docketed—Continued

	Number of Cases		Number of Cases
New York, Susquehanna & Western RR. Co.	1	Southern Railway System	18
Norfolk and Western Ry. Co.	12	Terminal RR Ass'n. of St. Louis	7
Pacific Fruit Express Co.	1	Texas & Pacific Ry. Co.	1
Peoria & Pekin Union Ry. Co.	1	Toledo, Peoria & Western RR. Co.	1
Port Terminal RR. Ass'n.	3	Transway-Universal Carloading & Distributing Co.	1
St. Louis-San Francisco Ry. Co.	12	Union Pacific RR Co.	8
Seaboard Coast Line RR. Co.	17	Washington Terminal Co.	3
Soo Line RR. Co.	7	Western Maryland Ry. Co.	4
Southern Pacific (Pacific Lines)	28	Western Pacific RR. Co.	6
Southern Pacific (T & L Lines)	6	Western Weighing & Inspection Bureau	1
Total			377

## Organizations party to cases docketed

	Number of Cases
American Train Dispatchers Association	6
Brotherhood of Maintenance of Way Employees	82
Brotherhood of Railroad Signalmen	78
Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees	184
Total Organizations	350
Miscellaneous Class of Employees	27
Total	377

## NATIONAL RAILROAD ADJUSTMENT BOARD—FOURTH DIVISION

220 South State Street, Chicago, Illinois 60604

### For the Fiscal Year ended September 30, 1977

W. F. Euker, <i>Chairman</i>	F. Ferlin
R. F. O'Leary, <i>Vice Chairman</i>	D. E. Watkins <sup>4</sup>
H. E. Crow <sup>1</sup>	A. W. Paulos
C. M. Crawford <sup>2</sup>	<i>Executive Secretary</i>
J. W. Gohmann <sup>3</sup>	

<sup>1</sup> W. B. Jones, substitute for Mr. Crow.

<sup>2</sup> W. F. Euker, substitute for Mr. Crawford.

<sup>3</sup> Replaced Mr. Dula, November, 1976.

<sup>4</sup> Replaced Mr. Robinson, January 2, 1977.

## *Jurisdiction*

"Fourth Division: To have jurisdiction over disputes involving employes of carrier directly or indirectly engaged in transportation of passengers or property by water, and all other employes 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 employes." (Paragraph (h), Section 3, First, Railway Labor Act, 1934).

### **Organizations-employees party to cases docketed**

	Number of Cases
Amalgamated Meat Cutters Union	1
American Railway Supervisors Association	22
BRAC (RP&SOS)	8
International Longshoremen Association	1
National Railroad Passenger Association Police	1
National Railroad Passenger Association Police	1
Police Benevolent Association	1
Railway Employes' Department	2
Railroad Yardmasters of America	78
United Steelworkers of America	1
Western Railway Supervisors Association	2
<b>Total</b>	<b>117</b>

### **CARRIERS PARTY TO CASES DOCKETED**

	Number of Cases		Number of Cases
Alton and Southern Railroad	3	Houston Belt and Terminal Railway	9
Atchison, Topeka & Santa Fe	2	Illinois Central Gulf Railroad	7
Baltimore and Ohio Railroad	2	Long Island Rail Road	5
Boston and Maine Corporation	3	Louisville and Nashville	1
Bourbon Stock Yards	1	Missouri-Kansas-Texas	1
Chesapeake and Ohio Railroad	3	Missouri Pacific	1
Chicago and North Western Transportation Co.	3	National Railroad Passenger Corporation	1
Consolidated Rail Corporation	21	Norfolk and Western Railway	21
Delaware and Hudson Railroad Company	1	North Carolina State Ports Authority	1
Detroit Terminal Railroad	1	Pittsburgh and Lake Erie	2
Elgin, Joliet and Eastern	1	Richmond, Fredericksburg & Potomac	1
Florida East Coast Railway	1	St. Louis-San Francisco Railway Co.	3
Grand Trunk Western	2	Seaboard Coast Line	2
		Southern Pacific-Pacific	5

**CARRIERS PARTY TO CASES DOCKETED—Continued**

	Number of Cases		Number of Cases
Southern	2	Louis	2
South Buffalo	2	Union Belt of Detroit	1
Soo Line	3	Union Pacific	2
Terminal Railroad Association of St.		Western Pacific	1
Total			117

# Appendix B

## 1. Neutrals appointed pursuant to Public Law 89-456 (Public Law Boards), fiscal year October 1, 1976 to September 30, 1977

Name	Residence	Date of Appointment
Daniel House <sup>2</sup>	New York, NY	February 8, 1977 <sup>3</sup>
Hubert C. Wyckoff <sup>2</sup>	Watsonville, CA	March 28, 1977
Francis X. Quinn <sup>2</sup>	Philadelphia, PA	January 12, 1977 <sup>4</sup>
Martin I. Rose <sup>1</sup>	New York, NY	January 31, 1977 <sup>4</sup>
David Dolnick <sup>2</sup>	Chicago, IL	February 22, 1977
Joseph A. Sickles <sup>2</sup>	Rockville, MD	October 8, 1976
Preston J. Moore <sup>2</sup>	Oklahoma City, OK	February 28, 1977
Edward Levin <sup>2</sup>	New York, NY	March 28, 1977 <sup>4</sup>
Walter C. Wallace <sup>2</sup>	Washington, DC	March 31, 1977 <sup>4</sup>
A. Alfred Della Corte <sup>2</sup>	Stony Brook, NY	March 28, 1977 <sup>4</sup>
Robert O. Boyd <sup>2</sup>	Alexandria, VA	March 22, 1977
Nicholas H. Zumas <sup>2</sup>	Washington, DC	April 19, 1977
Nicholas H. Zumas <sup>1</sup>	Washington, DC	November 1, 1976
Frank J. Dugan <sup>2</sup>	Potomac, MD	October 8, 1976
David H. Brown <sup>2</sup>	Sherman, TX	May 12, 1974 <sup>4</sup>
Jacob Seidenberg <sup>2</sup>	Falls Church, VA	March 31, 1977 <sup>4</sup>
David P. Twomey <sup>2</sup>	Squantum, MA	January 13, 1977
Nicholas H. Zumas <sup>2</sup>	Washington, DC	June 28, 1977
H. Raymond Cluster <sup>2</sup>	North Truro, MA	October 7, 1976
William M. Edgett <sup>2</sup>	Ellicott City, MD	August 29, 1977
Martin I. Rose <sup>2</sup>	New York, NY	December 20, 1976
Louis Norris <sup>2</sup>	New York, NY	October 7, 1976
John B. Criswell <sup>2</sup>	Stigler, OK	October 18, 1976
Robert M. O'Brien <sup>2</sup>	Boston, MA	December 3, 1976 <sup>3</sup>
Arthur W. Sempliner <sup>2</sup>	Grosse Pointe Farms, MI	December 14, 1976
William M. Edgett <sup>2</sup>	Ellicott City, MD	October 8, 1976
Joseph A. Sickles <sup>2</sup>	Rockville, MD	November 29, 1976
William M. Edgett <sup>2</sup>	Ellicott City, MD	October 1, 1976
Robert M. O'Brien <sup>2</sup>	Boston, MA	March 3, 1977
Paul C. Dugan <sup>2</sup>	Kansas City, MO	October 8, 1976
Preston J. Moore <sup>1</sup>	Oklahoma City, OK	October 12, 1976
Harold M. Weston <sup>2</sup>	New York, NY	February 8, 1977
David H. Brown <sup>2</sup>	Sherman, TX	January 13, 1977
Eugene Mittelman <sup>2</sup>	Washington, DC	November 1, 1976
Peyton M. Williams <sup>2</sup>	Oklahoma City, OK	October 18, 1976
Irwin M. Lieberman <sup>2</sup>	Stamford, CT	October 22, 1976
Dana E. Eischen <sup>2</sup>	Ithaca, NY	November 2, 1976
Irwin M. Lieberman <sup>1</sup>	Stamford, CT	November 2, 1976
John B. Criswell <sup>2</sup>	Stigler, OK	October 27, 1976
Louis Yagoda <sup>2</sup>	New Rochelle, NY	December 17, 1976
John J. Ward <sup>2</sup>	Alexandria, VA	October 27, 1976
David Dolnick <sup>2</sup>	Chicago, IL	October 27, 1976
Robert M. O'Brien <sup>2</sup>	Boston, MA	March 3, 1977
Jacob Seidenberg <sup>2</sup>	Falls Church, VA	November 2, 1976
John B. Criswell <sup>2</sup>	Stigler, OK	November 29, 1976
Arthur T. Van Wart <sup>2</sup>	Atlanta, GA	November 2, 1976
Leverett Edwards <sup>2</sup>	Fort Worth, TX	November 19, 1976
Jacob Seidenberg <sup>1</sup>	Falls Church, VA	January 13, 1977
Jerome S. Rubenstein <sup>2</sup>	New York, NY	November 19, 1976
Irwin M. Lieberman <sup>2</sup>	Stamford, CT	November 9, 1976

See footnotes at end of table.

**Public Law  
Board No.**

**Parties**

1146	Seaboard Coast Line RR. Co. and United Transportation Union (E & C)
1194	Los Angeles Junction Rwy. Co. and United Transportation Union (S)
1299	Penn Central Transportation Co. and United Transportation Union (T)
1523	The Long Island Rail Road and American Railway Supervisors Association
1609	The Detroit and Toledo Shore Line RR. Co. and United Transportation Union
1631	Illinois Central Gulf RR. and United Transportation Union
1668	Maine Central RR Co.—Portland Terminal Co. and United Transportation Union (E)
1671	Long Island Rail Road and United Transportation Union
1672	Long Island Rail Road and Brotherhood of Railroad Signalmen
1691	Long Island Rail Road and Brotherhood of Railway Carmen of the United States and Canada
1699	Louisville and Nashville RR. Co. and United Transportation Union
1706	Norfolk, Franklin and Danville Rwy. Co. and Brotherhood of Locomotive Engineers
1708	Chesapeake and Ohio Rwy. Co. (North) and United Transportation Union (C&T)
1716	Norfolk and Western Rwy. Co. and United Transportation Union (T)
1730	Buffalo Creek RR. Co. and United Transportation Union
1740	Long Island Rail Road and American Railway Supervisors Association
1743	Central Vermont Rwy. Inc. and United Transportation Union (E)
1748	Indiana Harbor Belt RR. Co. and Brotherhood of Locomotive Engineers
1758	Union Pacific RR. Co. and United Transportation Union (C—T)
1776	Norfolk and Western Rwy. Co. and Brotherhood of Railroad Signalmen
1780	Long Island Rail Road and Brotherhood of Locomotive Engineers
1795	Southern Pacific Transportation Co. and Brotherhood of Maintenance of Way Employes
1796	Louisville and Nashville RR. Co. and United Transportation Union
1801	Central Vermont Rwy. Inc. and Brotherhood of Locomotive Engineers
1804	Toledo, Peoria and Western RR. Co. and United Transportation Union
1807	Norfolk and Western Rwy. Co. and United Transportation Union (E)
1813	National Railroad Passenger Corp. and Joint Council of Amtrak Service Workers
1815	Penn Central Transportation Co. and United Transportation Union
1816	Alquippa and Southern RR. Co. and United Transportation Union (T)
1817	Minnesota, Dakota and Western Rwy. Co. and United Transportation Union (T)
1818	Louisville and Nashville RR. Co. and International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborer.
1818	Louisville and Nashville RR. Co. and International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborer.
1819	The Denver and Rio Grande Western RR. Co. and United Transportation Union (E)
1820	Port Authority Trans-Hudson Corp. and Brotherhood of Railway Carmen of the United States and Canada
1821	Burlington Northern Inc. and United Transportation Union
1822	Union RR. Co. and United Steelworkers of America (AFL-CIO) Local 1913
1823	Detroit & Toledo Shore Line RR. Co. and United Transportation Union
1824	Detroit and Toledo Shore Line RR. Co. and United Transportation Union (C—T)
1825	Georgia RR. and United Transportation Union (T)
1826	Alquippa and Southern RR. Co. and Transport Workers Union of America
1827	Port Authority Trans-Hudson Corp. and Brotherhood of Railroad Signalmen
1828	Southern Pacific Transportation Co.—Texas and Louisiana Lines and United Transportation Union (C—T)
1829	Monongahela Connecting RR. Co. and United Transportation Union
1830	Consolidated Rail Corp. and Railroad Yardmasters of America
1831	Louisville and Nashville RR. Co. and United Transportation Union
1832	Penn Central Transportation Co. and Brotherhood of Locomotive Engineers
1833	Atlanta and West Point RR. Co.—Western Railway Company of Alabama and United Transportation Union (T)
1834	Delaware and Hudson Rwy. Co. and Brotherhood of Locomotive Engineers
1835	REA Express and Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employes
1836	Atchison, Topeka and Santa Fe Rwy. Co. and Railroad Yardmasters of America

**1. Neutrals appointed pursuant to Public Law 89-456 (Public Law Boards), fiscal year—Continued**  
**October 1, 1976 to September 30, 1977**

Name	Residence	Date of Appointment
Irwin M. Lieberman <sup>2</sup>	Stamford, CT	November 15, 1976
David H. Brown <sup>2</sup>	Sherman, TX	November 16, 1976
Louis Yagoda <sup>2</sup>	New Rochelle, NY	December 10, 1976
Nicholas H. Zumas <sup>2</sup>	Washington, DC	November 16, 1976
Dana E. Eischen <sup>2</sup>	Ithaca, NY	November 16, 1976
Nicholas H. Zumas <sup>2</sup>	Washington, DC	November 22, 1976
Harold M. Weston <sup>2</sup>	New York, NY	November 22, 1976
David Dolnick <sup>2</sup>	Chicago, IL	November 29, 1976
Robert M. O'Brien <sup>2</sup>	Boston, MA	December 12, 1976
Arthur T. Van Wart <sup>2</sup>	Atlanta, GA	December 3, 1976
Irving T. Bergman <sup>2</sup>	Mineola, NY	December 7, 1976
Harold M. Weston <sup>2</sup>	New York, NY	December 9, 1976
Jesse Simons <sup>2</sup>	New York, NY	December 9, 1976
David L. Kabaker <sup>2</sup>	Cleveland, OH	February 16, 1977
Robert M. O'Brien <sup>2</sup>	Boston, MA	March 3, 1977
Robert M. O'Brien <sup>2</sup>	Boston, MA	December 10, 1976
Nicholas H. Zumas <sup>2</sup>	Washington, DC	December 10, 1976
Herbert L. Marx, Jr. <sup>2</sup>	New York, NY	December 14, 1976
Jacob Seidenberg <sup>2</sup>	Falls Church, VA	February 16, 1977
David H. Brown <sup>2</sup>	Sherman, TX	March 16, 1977
David H. Brown <sup>2</sup>	Sherman, TX	March 22, 1977
Arthur T. Van Wart <sup>2</sup>	Atlanta, GA	January 5, 1977
Irwin M. Lieberman <sup>2</sup>	Stamford, CT	January 4, 1977
Preston J. Moore <sup>2</sup>	Oklahoma City, OK	August 16, 1977
Martin I. Rose <sup>2</sup>	New York, New York	January 31, 1977
Irwin M. Lieberman <sup>2</sup>	Stamford, CT	January 7, 1977
Nicholas H. Zumas <sup>2</sup>	Washington, DC	January 11, 1977
John B. Criswell <sup>2</sup>	Stigler, OK	February 21, 1977
Arthur T. Van Wart <sup>2</sup>	Atlanta, GA	January 24, 1977
Nicholas H. Zumas <sup>2</sup>	Washington, DC	January 27, 1977
Eugene Mittelman <sup>2</sup>	Washington, DC	February 16, 1977
Dana E. Eischen <sup>2</sup>	Ithaca, NY	January 31, 1977
Preston J. Moore <sup>2</sup>	Oklahoma City, OK	March 14, 1977
Irwin M. Lieberman <sup>2</sup>	Stamford, CT	March 10, 1977
Arthur T. Van Wart <sup>2</sup>	Atlanta, GA	February 4, 1977
Gene T. Ritter <sup>2</sup>	Ardmore, OK	February 8, 1977
Jacob Seidenberg <sup>2</sup>	Falls Church, VA	March 10, 1977
John B. Criswell <sup>2</sup>	Stigler, OK	March 29, 1977
Robert O. Boyd <sup>1</sup>	Alexandria, VA	March 16, 1977
Harold M. Weston <sup>2</sup>	New York, NY	February 21, 1977
Leverett Edwards <sup>2</sup>	Fort Worth, TX	March 22, 1977
Preston J. Moore <sup>2</sup>	Oklahoma City, OK	March 16, 1977
Louis Yagoda <sup>2</sup>	New Rochelle, NY	March 28, 1977
Nicholas H. Zumas <sup>2</sup>	Washington, DC	February 28, 1977
Leverett Edwards <sup>2</sup>	Fort Worth, TX	February 28, 1977
Joseph A. Sickles <sup>2</sup>	Rockville, MD	April 26, 1977
Louis Yagoda <sup>2</sup>	New Rochelle, NY	March 1, 1977
Irwin M. Lieberman <sup>2</sup>	Stamford, CT	April 19, 1977
David R. Douglass <sup>2</sup>	Oklahoma City, OK	February 28, 1977
David H. Brown <sup>2</sup>	Sherman, TX	February 28, 1977
Nicholas H. Zumas <sup>2</sup>	Washington, DC	March 25, 1977
Jacob Seidenberg <sup>2</sup>	Falls Church, VA	March 22, 1977
Leverett Edwards <sup>2</sup>	Fort Worth, TX	March 10, 1977
David H. Brown <sup>2</sup>	Sherman, TX	March 10, 1977
William M. Edgett <sup>2</sup>	Ellicott City, MD	May 27, 1977
John B. Criswell <sup>2</sup>	Stigler, OK	May 11, 1977
Joseph A. Sickles <sup>2</sup>	Rockville, MD	March 22, 1977
Preston J. Moore <sup>2</sup>	Oklahoma City, OK	March 22, 1977
Arthur T. Van Wart <sup>2</sup>	Atlanta, GA	March 22, 1977
H. Raymond Cluster <sup>2</sup>	North Truro, MA	April 5, 1977

See footnotes at end of table.



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**Public Law  
Board No.      Parties**

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1840	Long Island Rail Road and United Transportation Union
1841	Minneapolis, Northfield and Southern Rwy. and United Transportation Union
1842	Former Central Railroad Company of New Jersey and United Transportation Union (T)
1843	Lake Terminal RR. Co. and United Transportation Union (T)
1844	Chicago and North Western Transportation Co. and Brotherhood of Maintenance of Way Employees
1845	Seaboard Coast Line RR. Co. and Brotherhood of Locomotive Engineers
1846	Detroit, Toledo and Ironton RR. Co. and Brotherhood of Locomotive Engineers
1848	Birmingham Southern RR. Co. and United Transportation Union (T)
1849	Canadian Pacific Limited (Rail) and United Transportation Union
1850	Baltimore and Ohio RR. Co. and Brotherhood of Maintenance of Way Employees
1851	Norfolk and Western Rwy. Co. and United Transportation Union (T)
1852	Consolidated Rail Corp. and Brotherhood of Locomotive Engineers
1853	Consolidated Rail Corp. and Transport Workers Union of America
1854	Akron, Canton and Youngstown RR. Co. and United Transportation Union (T-E)
1855	Cuyahoga Valley Rwy. Co. and United Transportation Union (T)
1856	Chicago and North Western Transportation Co. and Brotherhood of Railroad Signalmen
1857	Southern Railway System and United Transportation Union (T)
1858	Duluth, Missabe and Iron Range Rwy. Co. and International Brotherhood of Electrical Workers
1859	Peoria and Pekin Union Rwy. Co. and United Transportation Union (T)
1861	Illinois Central Gulf RR. and United Transportation Union
1862	Louisville and Nashville RR. Co. and United Transportation Union (C)
1863	Union Pacific RR. Co. and United Transportation Union (C-T)
1864	Missouri-Kansas-Texas RR. Co. and Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees
1865	Kansas City Terminal Rwy. Co. and United Transportation Union (E)
1866	Pittsburgh and Lake Erie RR. Co. Lake Erie and Eastern RR. Co. and Transport Workers Union of America
1867	Texas Mexican Rwy. Co. and Brotherhood Railway Carmen of the United States and Canada
1868	Western Pacific RR. Co. and Brotherhood of Locomotive Engineers
1869	Louisville and Nashville RR. Co. and United Transportation Union
1871	Chicago, Rock Island and Pacific RR. Co. and United Transportation Union
1872	Chesapeake and Ohio Rwy. Co. and United Transportation Union (C-T)
1873	Detroit and Toledo Shore Line RR. Co. and United Transportation Union
1876	Long Island Rail Road and Railroad Yardmasters of America
1877	Bangor and Aroostook RR. Co. and United Transportation Union (E)
1878	Bangor and Aroostook RR. Co. and Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees
1880	Atchison, Topeka and Santa Fe Rwy. Co. Eastern Lines and United Transportation Union (C-T-Y)
1881	Arkansas and Louisiana Missouri Rwy. Co. and Brotherhood of Maintenance of Way Employees
1882	Union Pacific RR. Co. and Brotherhood of Locomotive Engineers
1883	Missouri Pacific RR. Co. and United Transportation Union (C-T)
1884	Consolidated Rail Corp. and Brotherhood of Locomotive Engineers
1885	Burlington Northern Inc. and United Transportation Union (T)
1886	Louisville and Nashville RR. Co. and United Transportation Union
1888	Joint Texas Division of the Chicago, Rock Island and Pacific RR. Co. and Fort Worth and Denver Rwy. Co. and United Transportation Union (C-T)
1889	Palapsco and Back Rivers RR. Co. and United Transportation Union (T)
1890	Baltimore and Ohio RR. Co.—Baltimore and Ohio Chicago Terminal RR. Co. and Brotherhood of Locomotive Engineers.
1891	Houston Belt and Terminal Rwy. Co. and Brotherhood of Locomotive Engineers
1892	National Railroad Passenger Corp. and American Railway Supervisors Association.
1893	Missouri Pacific RR. Co. and Brotherhood of Locomotive Engineers.
1894	Boston and Maine Corp. and Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees
1895	Burlington Northern Inc. and United Transportation Union (C-T)
1896	Chicago, Milwaukee, St. Paul and Pacific RR. Co. and United Transportation Union
1897	Union Pacific RR. Co. and Brotherhood Railway Carmen of the United States and Canada
1899	St. Louis Southwestern Rwy. Co. and United Transportation Union (E)
1900	Missouri Pacific RR. Co. and United Transportation Union (C-T)
1901	Texas Transportation Co. and United Transportation Union
1902	Board of Trustees of the Galveston Wharves and the Brotherhood of Maintenance of Way Employees
1904	Louisville and Nashville RR. Co. and United Transportation Union
1905	Former Penn Central Transportation Co. and International Association of Machinists and Aerospace Workers
1906	Terminal Railroad Association of St. Louis and United Transportation Union
1907	Atchison, Topeka and Santa Fe Rwy. Co.—Western Lines and United Transportation Union (C-T-Y)
1908	Burlington Northern Inc. and United Transportation Union

**1. Neutrals appointed pursuant to Public Law 89-456 (Public Law Boards), fiscal year—Continued**

**October 1, 1976 to September 30, 1977**

<b>Name</b>	<b>Residence</b>	<b>Date of Appointment</b>
Nicholas H. Zumas <sup>2</sup>	Washington, DC	April 20, 1977
Arthur T. Van Wart <sup>2</sup>	Atlanta, GA	March 25, 1977
John B. Criswell <sup>2</sup>	Stigler, OK	May 2, 1977
James C. McBrearty <sup>2</sup>	Tucson, AZ	April 5, 1977
Arthur T. Van Wart <sup>2</sup>	Atlanta, GA	June 22, 1977
John B. Criswell <sup>2</sup>	Stigler, OK	April 8, 1977
Irving T. Bergman <sup>2</sup>	Mineola, NY	April 6, 1977
Walter C. Wallace <sup>2</sup>	Washington, DC	April 7, 1977
Preston J. Moore <sup>2</sup>	Oklahoma City, OK	April 6, 1977
Harold M. Weston <sup>2</sup>	New York, NY	May 6, 1977
Louis Yagoda <sup>2</sup>	New Rochelle, NY	April 27, 1977
Arthur T. Van Wart <sup>2</sup>	Atlanta, GA	April 8, 1977
Dana E. Eischen <sup>2</sup>	Ithaca, NY	April 14, 1977
Jacob Seidenberg <sup>2</sup>	Falls Church, VA	April 14, 1977
Robert O. Boyd <sup>2</sup>	Alexandria, VA	April 14, 1977
Peyton M. Williams <sup>2</sup>	Oklahoma City, OK	April 26, 1977
Nicholas H. Zumas <sup>2</sup>	Washington, DC	April 20, 1977
Nicholas H. Zumas <sup>2</sup>	Washington, DC	April 20, 1977
Arthur T. Van Wart <sup>2</sup>	Atlanta, GA	May 2, 1977
Arthur T. Van Wart <sup>2</sup>	Atlanta, GA	April 18, 1977
Joseph G. Wildebush <sup>2</sup>	Wayne, NJ	April 18, 1977
David R. Douglass <sup>2</sup>	Oklahoma City, OK	April 18, 1977
Joseph A. Sickles <sup>2</sup>	Rockville, MD	September 23, 1977
Nicholas H. Zumas <sup>2</sup>	Washington, DC	April 26, 1977
John B. Criswell <sup>2</sup>	Stigler, OK	May 11, 1977
William M. Edgett <sup>2</sup>	Ellicott City, MD	May 5, 1977
Arthur T. Van Wart <sup>2</sup>	Atlanta, GA	June 13, 1977
Arthur T. Van Wart <sup>2</sup>	Atlanta, GA	May 11, 1977
Arthur T. Van Wart <sup>2</sup>	Atlanta, GA	May 11, 1977
David Dolnick <sup>2</sup>	Chicago, IL	May 11, 1977
Preston J. Moore <sup>2</sup>	Oklahoma City, OK	May 18, 1977
William M. Edgett <sup>1</sup>	Ellicott City, MD	August 16, 1977
David Dolnick <sup>2</sup>	Chicago, IL	June 14, 1977
Arthur T. Van Wart <sup>2</sup>	Atlanta, GA	May 25, 1977
Nicholas H. Zumas <sup>2</sup>	Washington, DC	May 31, 1977
Robert M. O'Brien <sup>2</sup>	Boston, MA	May 25, 1977
Nicholas H. Zumas <sup>2</sup>	Washington, DC	July 25, 1977
David Dolnick <sup>1</sup>	Chicago, IL	May 31, 1977
Morris L. Myers <sup>2</sup>	San Francisco, CA	June 28, 1977
Arthur W. Sempliner <sup>2</sup>	Grosse Pointe Farms, MI	June 16, 1977
Jacob Seidenberg <sup>2</sup>	Falls Church, VA	June 3, 1977
Walter C. Wallace <sup>1</sup>	Washington, DC	June 3, 1977
Arthur T. Van Wart <sup>2</sup>	Atlanta, GA	June 7, 1977
Jacob Seidenberg <sup>1</sup>	Falls Church, VA	June 7, 1977
H. Raymond Cluster <sup>2</sup>	North Truro, MA	June 6, 1977
Louis Yagoda <sup>2</sup>	New Rochelle, NY	June 21, 1977
Warren S. Lane <sup>2</sup>	Lakeland, FL	June 28, 1977
Preston J. Moore <sup>2</sup>	Oklahoma City, OK	June 28, 1977
Nicholas H. Zumas <sup>2</sup>	Washington, DC	June 28, 1977
Jacob Seidenberg <sup>2</sup>	Falls Church, VA	July 6, 1977
Irwin M. Lieberman <sup>2</sup>	Stamford, CT	July 6, 1977
Edward Levin <sup>2</sup>	New York, NY	July 6, 1977
Irwin M. Lieberman <sup>2</sup>	Stamford, CT	July 6, 1977
David Dolnick <sup>2</sup>	Chicago, IL	July 6, 1977
David Dolnick <sup>2</sup>	Chicago, IL	July 13, 1977 <sup>5</sup>
Arthur T. Van Wart <sup>2</sup>	Atlanta, GA	July 11, 1977
Arthur T. Van Wart <sup>2</sup>	Atlanta, GA	July 11, 1977

See footnotes at end of table.

**Public Law  
Board No.**

**Parties**

1910	Norfolk and Western Rwy. Co. and District 2—Marine Engineers Beneficial Association—Associated Maritime Officers—AFL-CIO
1911	Chicago, Rock Island and Pacific RR. Co. and United Transportation Union (E)
1913	Louisville and Nashville RR. Co. and United Transportation Union
1915	San Manuel Arizona RR. Co. and United Transportation Union
1916	Norfolk & Western Rwy. Co. and United Transportation Union (E)
1918	Colorado and Southern Rwy. Co. and Brotherhood of Locomotive Engineers
1919	Burlington Northern Inc. and United Transportation Union
1920	Norfolk and Western Rwy. Co. and United Transportation Union (E)
1921	New Orleans Public Belt RR. and United Transportation Union (S)
1922	Southern Pacific Transportation Co. (Pacific Lines) and United Transportation Union (S)
1923	Norfolk and Western Rwy. Co. and United Transportation Union (T)
1925	Southern Pacific Transportation Co. (T&L Lines) and Brotherhood of Maintenance of Way Employees
1926	The Long Island Rail Road and International Brotherhood of Firemen and Oilers, Helpers, Roundhouse and Railway Shop Laborers
1927	Union Railroad Company and United Steelworkers of America (Local 3263)
1928	Louisville and Nashville RR. Co. and Brotherhood of Locomotive Engineers
1929	Illinois Terminal RR. Co. and United Transportation Union
1930	Norfolk and Western Rwy. Co. and United Steelworkers of America
1931	Norfolk and Western Rwy. Co. and Great Lakes Licensed Officers' Organization
1932	Houston Belt and Terminal Rwy. Co. and United Transportation Union (T)
1933	Consolidated Rail Corp. and Brotherhood of Locomotive Engineers
1934	The Long Island Rail Road and United Transportation Union
1935	Missouri Pacific RR. Co. and United Transportation Union
1936	New York Dock Rwy. and United Transportation Union (C-T)
1938	The Kansas City Southern Rwy. Co.—Louisiana and Arkansas Rwy. Co. and United Transportation Union (T)
1939	Colorado and Southern Rwy. Co. and United Transportation Union
1940	Carton RR. Co. and United Transportation Union
1943	Detroit, Toledo and Ironton Rwy. Co. and United Transportation Union
1944	Southern Railway System and Brotherhood of Railroad Signalmen
1945	Consolidated Rail Corp. and Brotherhood of Locomotive Engineers
1946	Southern Pacific Transportation Co. (T&L Lines) and Brotherhood of Railway, Airline and Steamship Clerks Freight Handlers, Express and Station Employees
1948	The Atchison, Topeka and Santa Fe Rwy. Co. and United Transportation Union
1949	Norfolk and Western Rwy. Co. and United Transportation Union and Brotherhood of Locomotive Engineers
1950	Norfolk and Portsmouth Belt Line RR. Co. and Brotherhood of Locomotive Engineers
1951	Burlington Northern Inc. and United Transportation Union (T)
1952	Southern Pacific Transportation Co. (Pacific Lines) and Brotherhood of Railway, Airline and Steamship Clerks Freight Handlers, Express and Station Employees
1953	The Long Island Rail Road and United Transportation Union
1954	The Atchison, Topeka and Santa Fe Rwy. Co. and Brotherhood of Locomotive Engineers.
1955	Minneapolis Industrial RR (C&NW) and United Transportation Union
1956	Fort Worth and Denver Rwy. Co. and United Transportation Union
1957	River Terminal RR. Co. and United Transportation Union (E)
1958	Consolidated Rail Corp. and United Transportation Union
1959	Staten Island Rapid Transit Operating Authority and United Transportation Union (T)
1960	Green Bay and Western RR. Co. and United Transportation Union (E)
1961	Vermont Northern RR. Co. and United Transportation Union
1962	Chicago and North Western Transportation Co. and United Transportation Union
1964	Consolidated Rail Corp. and United Transportation Union
1965	Missouri-Kansas-Texas RR. Co. and United Transportation Union (C-T)
1966	The Atchison, Topeka and Santa Fe Rwy. Co. and Railroad Yardmasters of America
1967	The Lake Terminal RR. Co. and United Transportation Union (E)
1968	Missouri Pacific RR. Co. and United Transportation Union (T)
1969	Port Terminal Railroad Association and Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees
1970	The Long Island Rail Road and United Transportation Union
1971	Duluth, Missabe and Iron Range Rwy. Co. and Brotherhood Railway Carmen of the United States and Canada
1972	Norfolk and Western Rwy. Co. and Allied Services Division Brotherhood of Railway, Airline and Steamship Clerks Freight Handlers, Express and Station Employees
1972	The Atchison, Topeka and Santa Fe Rwy. Co. and Allied Services Division Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees
1973	Former Penn Central Transportation Co. and United Transportation Union (E)
1974	Consolidated Rail Corp. and United Transportation Union (E)

**1. Neutrals appointed pursuant to Public Law 89-456 (Public Law Boards), fiscal year—Continued**  
**October 1, 1976 to September 30, 1977**

Name	Residence	Date of Appointment
Irwin M. Lieberman <sup>2</sup>	Stamford, CT	July 11, 1977
John B. Criswell <sup>2</sup>	Stigler, OK	July 11, 1977
Frank J. Dugan <sup>2</sup>	Potomac, MD	July 19, 1977
Preston J. Moore <sup>2</sup>	Oklahoma City, OK	July 19, 1977
Nicholas H. Zumas <sup>2</sup>	Washington, DC	July 19, 1977
Dana E. Eischen <sup>2</sup>	Ithaca, NY	July 19, 1977
Nicholas H. Zumas <sup>2</sup>	Washington, DC	July 22, 1977
Arthur T. Van Wart <sup>2</sup>	Atlanta, GA	August 4, 1977
Iving T. Bergman <sup>2</sup>	Mineola, NY	July 25, 1977
John B. Criswell <sup>2</sup>	Stigler, OK	July 25, 1977
James C. McBrearty <sup>1</sup>	Tucson, AZ	July 26, 1977
Murray M. Rohman <sup>2</sup>	Fort Worth, TX	July 26, 1977 <sup>3</sup>
Nicholas H. Zumas <sup>2</sup>	Washington, DC	September 29, 1977
Herbert L. Marx, Jr. <sup>2</sup>	New York, NY	July 26, 1977
Iving T. Bergman <sup>2</sup>	Mineola, NY	August 2, 1977
Nicholas H. Zumas <sup>2</sup>	Washington, DC	August 22, 1977
Irwin M. Lieberman <sup>2</sup>	Stamford, CT	August 3, 1977
Arthur T. Van Wart <sup>2</sup>	Atlanta, GA	September 13, 1977
Jacob Seidenberg <sup>2</sup>	Falls Church, VA	August 8, 1977
David Dolnick <sup>2</sup>	Chicago, IL	August 11, 1977
John J. Ward <sup>2</sup>	Alexandria, VA	August 11, 1977
Jacob Seidenberg <sup>2</sup>	Falls Church, VA	August 16, 1977
Irwin M. Lieberman <sup>2</sup>	Stamford, CT	August 16, 1977
Iving T. Bergman <sup>2</sup>	Mineola, NY	August 16, 1977
John F. Sembower <sup>2</sup>	Chicago, IL	August 16, 1977
Nicholas H. Zumas <sup>2</sup>	Washington, DC	August 22, 1977
Preston J. Moore <sup>2</sup>	Oklahoma City, OK	September 20, 1977
David H. Brown <sup>2</sup>	Sherman, TX	August 23, 1977
Bernard Cushman <sup>1</sup>	Silver Spring, MD	August 25, 1977
Robert J. Ables <sup>2</sup>	Washington, DC	August 24, 1977
Dana E. Eischen <sup>2</sup>	Ithaca, NY	August 23, 1977
Abraham Weiss <sup>2</sup>	Bethesda, MD	August 25, 1977
David H. Brown <sup>2</sup>	Sherman, TX	August 29, 1977
Theodore H. O'Brien, Jr. <sup>2</sup>	Boston, MA	September 6, 1977
David H. Brown <sup>2</sup>	Sherman, TX	August 29, 1977
David P. Twomey <sup>2</sup>	Squantum, MA	September 6, 1977
Harold M. Weston <sup>2</sup>	New York, NY	September 8, 1977
William M. Edgett <sup>2</sup>	Ellicott City, MD	September 8, 1977
Arthur T. Van Wart <sup>2</sup>	Atlanta, GA	September 8, 1977
Robert M. O'Brien <sup>2</sup>	Boston, MA	September 8, 1977
Jacob Seidenberg <sup>2</sup>	Falls Church, VA	September 13, 1977
Nicholas H. Zumas <sup>2</sup>	Washington, DC	September 26, 1977
Arthur T. Van Wart <sup>2</sup>	Atlanta, GA	September 23, 1977
Harold M. Weston <sup>2</sup>	New York, NY	September 26, 1977
H. Raymond Cluster <sup>2</sup>	North Truro, MA	September 23, 1977
David R. Douglass <sup>2</sup>	Oklahoma City, OK	September 23, 1977
H. Raymond Cluster <sup>2</sup>	North Truro, MA	September 27, 1977
Dana E. Eischen <sup>2</sup>	Ithaca, NY	September 27, 1977

1. Procedural
2. Merits
3. Neutral resigned
4. Neutral deceased
5. Amended certificate of appointment

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**Public Law  
Board No.**

**Parties**

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1975	Consolidated Rail Corp. and United Transportation Union
1976	Joint Texas Division of the Chicago, Rock Island and Pacific RR. Co. and Fort Worth and Denver Rwy. Co. and United Transportation Union
1977	Richmond, Fredericksburg and Potomac RR. Co. and United Transportation Union (T)
1978	New Orleans Public Belt RR. and United Transportation Union (S)
1979	Consolidated Rail Corp. (former Erie Lackawanna Rwy. Co.) and Railroad Yardmasters of America
1980	The Long Island Rail Road and International Brotherhood of Electrical Workers
1981	Southern Pacific Transportation Co. (Pacific Lines) and Brotherhood of Locomotive Engineers
1982	McCloud River RR. Co. and United Transportation Union
1983	Norfolk and Western Rwy. Co. and United Transportation Union (C)
1984	National Railroad Passenger Corp. and United Transportation Union
1986	San Manuel Arizona RR. Co. and United Transportation Union
1988	Portland Terminal RR. Co. and United Transportation Union (S)
1988	Portland Terminal RR. Co. and United Transportation Union (S)
1989	Norfolk & Western Rwy. Co. and International Brotherhood of Electrical Workers
1990	The Long Island Rail Road and International Brotherhood of Teamsters Local 808.
1991	Western Maryland Rwy. Co. and United Transportation Union
1992	Clinchfield RR. Co. and Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees
1993	Former Pennsylvania-Reading Seashore Lines (Consolidated Rail Corp.) and United Transportation Union
1994	The long Island Rail Road and Brotherhood Railway Carmen of the United States and Canada
1995	Seaboard Coast Line RR. Co. and Railroad Yardmasters of America
1996	The Pittsburgh and Lake Erie RR. Co. The Lake Erie and Eastern RR. Co. and Brotherhood of Railroad Signalmen
1997	Union Pacific RR. Co. and Brotherhood of Maintenance of Way Employees
1998	Louisville and Nashville RR. Co. and Brotherhood of Railroad Signalmen
1999	Norfolk and Western Rwy. Co. and United Transportation Union (T)
2000	Chicago and Western Indiana RR. Co. and United Transportation Union
2001	Toledo Terminal RR. Co. and United Transportation Union
2002	Union Pacific RR. Co. and United Transportation Union (T)
2003	Missouri Pacific RR. Co. (Formerly Chicago and Eastern Illinois RR. Co.) and United Transportation Union (T)
2004	Central of Georgia RR. Co. and Brotherhood of Railroad Signalmen
2005	Former Penn Central Transportation Co. (Northern Region) and United Transportation Union
2006	Chicago and North Western Transportation Co. and Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees
2007	Consolidated Rail Corp. (Northern Region) and United Transportation Union
2008	Seaboard Coast Line RR. Co. and United Transportation Union (C-T)
2009	Belt Railway Company of Chicago and United Transportation Union
2010	Texas Pacific-Missouri Pacific Terminal Railroad of New Orleans and United Transportation Union (S)
2012	Burlington Northern Inc. and United Transportation Union
2014	Burlington Northern Inc. and United Transportation Union (T)
2015	Burlington Northern Inc. and United Transportation Union (E)
2016	The Texas Mexican Rwy. Co. and Brotherhood of Maintenance of Way Employees
2017	The Atchison, Topeka and Santa Fe Rwy. Co. (Coast Lines) and Brotherhood of Locomotive Engineers
2019	National Railroad Passenger Corp. and Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees
2023	The Toledo Terminal RR. Co. and United Transportation Union
2024	Former Penn Central Transportation Co. and Brotherhood of Locomotive Engineers.
2025	Norfolk and Western Rwy. Co. and Brotherhood of Locomotive Engineers.
2026	Union Pacific RR. Co. and United Transportation Union (C-T)
2027	Consolidated Rail Corp. and Brotherhood of Locomotive Engineers
2028	Spokane International RR. Co. and United Transportation Co. (C-T)
2029	Seaboard Coast Line RR. Co. and System Federation No. 42, Railway Employees' Department, International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers.

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**2. Arbitrators appointed—Arbitration Boards,  
October 1, 1976—September 30, 1977**

<b>Name</b>	<b>Residence</b>	<b>Date of Appointment</b>
John B. Criswell	Stigler, Okla.	March 25, 1977
John B. Criswell	Stigler, Okla.	March 25, 1977
Arthur W. Sempliner	Grosse Pointe Farms, Michigan	March 10, 1977
Seymour Strongin	Washington, D.C.	May 31, 1977
Tedford E. Schoonover	Colorado Springs, Colorado	July 5, 1977
John J. Ward	Alexandria, Virginia	July 18, 1977
Francis A. O'Neill, Jr.	Manasquan, New Jersey	July 22, 1977
Irwin M. Lieberman	Stamford, Connecticut	September 2, 1977

**2a. Arbitrators appointed—Task Force Arbitrations,  
October 1, 1976 to September 30, 1977**

<b>Name</b>	<b>Residence</b>	<b>Date of Appointment</b>
Joseph A. Sickles	Rockville, Maryland	Nov. 2, 1976
Frank J. Dugan	Potomac, Maryland	Feb. 18, 1977
Nicholas H. Zumas	Washington, D.C.	Aug. 11, 1977

**3. Neutrals appointed—Special Board of Adjustment,  
October 1, 1976 to September 30, 1977**

<b>Name</b>	<b>Residence</b>	<b>Date of Appointment</b>
Jacob Seidenberg	Falls Church, VA	May 16, 1977
Joseph A. Sickles	Rockville, Md.	May 27, 1977
Joseph A. Sickles	Rockville, Md.	May 27, 1977
Robert M. O'Brien	Boston, Ma.	June 24, 1977
William M. Edgett	Ellicott City, Md.	Aug. 29, 1977

<sup>1</sup> Neutral Resigned

<sup>2</sup> Neutral Deceased

**4. Neutrals appointed pursuant to union shop agreement,  
October 1, 1976 to September 30, 1977**

<b>Name</b>	<b>Residence</b>	<b>Date of Appointment</b>
None		

Arbitration Board and Case No.	Parties
Arbitration No. 364 No case number	St. Louis-San Francisco Railway Co. and Brotherhood of Locomotive Engineers
Arbitration No. 365 No case Number	St. Louis-San Francisco Railway Co. and United Transportation Union (C&T&E&Y)
Arbitration No. 366 No case Number	Grand Trunk Western Railroad Co. and United Transportation Union
Arbitration No. 367 No case number	Bethlehem Railroad Companies and United Steelworkers of America
Arbitration No. 368 No case number	Denver and Rio Grande Western Railroad Co. and Brotherhood of Locomotive Engineers
Arbitration No. 369 Case No. A-9964	Soo Line Railroad Company and Brotherhood of Railroad Signalmen
Arbitration No. 370 Case No. A-7460	Western Pacific Railroad Company and American Train Dispatchers Association
Arbitration No. 371 Case No. A-10106	South Buffalo Railway Company and Railroad Yardmasters of America

Task Force Board No.	Parties
10	Chessie System and United Transportation Union
11	Grand Trunk Western Railroad Company and United Transportation Union
12	Southern Railway Company and United Transportation Union (T)

Special Board No.	Parties
872	Illinois Central Gulf RR. and Brotherhood of Locomotive Engineers
873	Illinois Central Gulf RR. Co. and American Train Dispatchers Association
874	Illinois Central Gulf Railroad Co. and Illinois Central Train Dispatchers Association
875	Norfolk and Western Railway Co. and Brotherhood of Railway, Airline, and Steamship Clerks, Freight Handlers, Express and Station Employees
876	Consolidated Rail Corporation and Donald C. Vanderberg, et al

Carrier Individual Involved	Organization
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**4a. Neutrals appointed pursuant to Interstate Commerce Commission's Orders,  
October 1, 1976 to September 30, 1977**

<b>Name</b>	<b>Residence</b>	<b>Date of Appointment</b>
Jacob Seidenberg	Falls Church, Va.	March 17, 1977

**5. Referees appointed—System Board of Adjustment,  
October 1, 1976 to September 30, 1977**

<b>Name</b>	<b>Residence</b>	<b>Date of Appointment</b>
Morris L. Myers	San Francisco, Cal.	Oct. 8, 1976
Leo C. Brown	St. Louis, Mo.	Oct. 8, 1976
David M. Helfeld	Rio Piedras, Puerto Rico	Oct. 8, 1976
Eugene Mittelman	Washington, D. C.	Oct. 8, 1976
Eva Robins (Panel)	New York, New York	Oct. 13, 1976
Walter L. Eisenberg (Panel)	Brooklyn, New York	Oct. 13, 1976
Jean McKelvey (Panel)	Ithaca, New York	Oct. 13, 1976
Marcia L. Greenbaum (Panel)	Boston, Massachusetts	Oct. 13, 1976
Eugene Mittelman (Panel)	Washington, D. C.	Oct. 13, 1976
David P. Twomey (Panel)	Chestnut Hill, Massachusetts	Oct. 13, 1976
Panel submitted but parties resolved without arbitration		Nov. 1, 1976
Panel submitted but parties resolved without arbitration		Nov. 1, 1976
Panel submitted but parties selected their own arbitrator		Nov. 1, 1976
Walter L. Eisenberg (Panel)	Brooklyn, New York	Nov. 1, 1976
James C. Vadakin (Panel)	Coral Gables, Florida	Dec. 1, 1976
James J. Sherman (Panel)	Tampa, Florida	Dec. 1, 1976
Arthur T. Van Wart	Atlanta, Georgia	Dec. 1, 1976
Panel submitted but parties selected their own arbitrator		Dec. 2, 1976
Panel submitted but parties selected their own arbitrator		Dec. 2, 1976
Panel submitted but parties selected their own arbitrator		Dec. 2, 1976
Panel submitted but parties resolved without arbitration		Dec. 2, 1976
Panel submitted but parties resolved without arbitration		Dec. 2, 1976
Walter L. Eisenberg (Panel)	Brooklyn, New York	Dec. 2, 1976
Dana E. Eischen	Ithaca, New York	Dec. 2, 1976
Eugene Mittelman	Washington, D. C.	Dec. 3, 1976
James M. Harkless (Panel)	Washington, D. C.	Jan. 12, 1977
Jacob Seidenberg (Panel)	Falls Church, Va.	Jan. 12, 1977
Eugene Mittelman	Washington, D. C.	Jan. 12, 1977
Marcus A. Paulos (Panel)	Dallas, Texas	Jan. 13, 1977
Herbert L. Marx, Jr. (Panel)	New York, New York	Jan. 13, 1977
Panel submitted but dispute never arbitrated		Jan. 13, 1977
Panel submitted but dispute never arbitrated		Jan. 13, 1977
Panel submitted but dispute never arbitrated		Jan. 13, 1977
David M. Beckerman (Panel)	Livingston, New Jersey	Jan. 13, 1977
Joseph A. Sickles (Panel)	Rockville, Maryland	Jan. 13, 1977
Panel submitted but dispute never arbitrated		Jan. 13, 1977
Donald Hamilton (Panel)	Oklahoma City, Oklahoma	Jan. 13, 1977
Preston J. Moore	Oklahoma City, Oklahoma	Jan. 13, 1977
Robert L. Stutz (Panel)	Storrs, Connecticut	Jan. 13, 1977
Panel submitted but parties selected their own arbitrator		Jan. 13, 1977
John E. Gorsuch (Panel)	Denver, Colorado	Jan. 13, 1977
Parties never selected an arbitrator from our panel		Jan. 13, 1977
Parties never selected an arbitrator from our panel		Jan. 13, 1977
Joseph S. Kane (Panel)	Seattle, Washington	Jan. 13, 1977
Preston J. Moore (Panel)	Oklahoma City, Oklahoma	Jan. 13, 1977
Panel submitted but parties selected their own arbitrator		Jan. 13, 1977
Panel submitted but parties selected their own arbitrator		Jan. 13, 1977
Panel submitted but parties selected their own arbitrator		Jan. 13, 1977
Francis J. Robertson (Panel)	Chevy Chase, Maryland	Jan. 13, 1977
Mark Kahn	Detroit, Michigan	Jan. 14, 1977
Russell A. Smith	Naples, Florida	Jan. 14, 1977
Francis J. Robertson	Chevy Chase, Maryland	Jan. 14, 1977
Marcia L. Greenbaum	Boston, Massachusetts	Jan. 14, 1977
Mollie H. Bowers	College Park, Maryland	Jan. 14, 1977
Anne H. Miller	Glenview, Illinois	Jan. 14, 1977



Carrier	Organization	Individual Involved
Illinois Gulf Railroad Co.		Wayne W. West, Jr.

## Parties

San Francisco Helicopter Airways and Air Line Pilots Association.  
 San Francisco Helicopter Airways and Air Line Pilots Association  
 Aerolineas Argentine Airlines and Transport Workers Union of America  
 Aerolineas Argentine Airlines and Transport Workers Union of America  
 Pan American World Airways and International Brotherhood of Teamsters  
 Pan American World Airways and International Brotherhood of Teamsters  
 Pan American World Airways and International Brotherhood of Teamsters  
 Pan American World Airways and International Brotherhood of Teamsters  
 Pan American World Airways and International Brotherhood of Teamsters  
 Pan American World Airways and International Brotherhood of Teamsters  
 Capitol International Airways, Inc. and Air Line Pilots Association.  
 Capitol International Airways, Inc. and Air Line Pilots Association  
 Braniff Airways, Inc. and International Brotherhood of Teamsters  
 Pan American World Airways and International Brotherhood of Teamsters  
 Pan American World Airways and Transport Workers Union of America  
 Pan American World Airways and International Brotherhood of Teamsters  
 Ozark Air Lines and International Association of Machinists and Aerospace Workers  
 Saturn Airways, Inc. and Air Line Pilots Association  
 Western Airlines, Inc. and International Brotherhood of Teamsters  
 Western Airlines, Inc. and International Brotherhood of Teamsters  
 Capitol International Airways, Inc. and Air Line Pilots Association  
 Capitol International Airways, Inc. and Air Line Pilots Association  
 Pan American World Airways, Inc. and International Brotherhood of Teamsters  
 Pan American World Airways, Inc. and Transport Workers Union of America  
 Pan American World Airways, Inc. and Transport Workers Union of America  
 National Airlines, Inc. and International Association of Machinists and Aerospace Workers  
 National Airlines, Inc. and International Association of Machinists and Aerospace Workers  
 Aerolineas Argentinas and Transport Workers Union of America  
 Taca International Airlines and International Association of Machinists and Aerospace Workers  
 Braniff Airways, Inc. and Air Line Pilots Association (S&S)  
 Braniff Airways, Inc. and Air Line Pilots Association (S&S)  
 Braniff Airways, Inc. and Air Line Pilots Association (S&S)  
 Braniff Airways, Inc. and Air Line Pilots Association (S&S)  
 Braniff Airways, Inc. and Air Line Pilots Association (S&S)  
 Braniff Airways, Inc. and Air Line Pilots Association (S&S)  
 Braniff Airways, Inc. and Air Line Pilots Association (S&S)  
 Braniff Airways, Inc. and Air Line Pilots Association (S&S)  
 Braniff Airways, Inc. and International Association of Machinists and Aerospace Workers  
 Seaboard World Airlines, Inc. and Air Line Pilots Association  
 Braniff Airways, Inc. and International Association of Machinists and Aerospace Workers  
 Saturn Airways, Inc. and Air Line Pilots Association  
 Saturn Airways, Inc. and Air Line Pilots Association  
 Saturn Airways, Inc. and Air Line Pilots Association  
 Saturn Airways, Inc. and Air Line Pilots Association  
 Texas International Airlines, Inc. and Association of Flight Attendants  
 Texas International Airlines, Inc. and Association of Flight Attendants  
 Texas International Airlines, Inc. and Association of Flight Attendants  
 Taca International Airlines, Inc. and Air Line Pilots Association  
 National Airlines, Inc. and Transport Workers Union of America (S&S)  
 National Airlines, Inc. and Transport Workers Union of America (S&S)  
 National Airlines, Inc. and Transport Workers Union of America (S&S)  
 National Airlines, Inc. and Transport Workers Union of America (S&S)  
 National Airlines, Inc. and Transport Workers Union of America (S&S)  
 National Airlines, Inc. and Transport Workers Union of America (S&S)

**5. Referees appointed—System Board of Adjustment,  
October 1, 1976 to September 30, 1977—Continued**

Name	Residence	Date of Appointment
Milton Friedman	New York, New York	Jan. 14, 1977
Howard G. Gamser	Washington, D. C.	Jan. 14, 1977
Dana E. Eischen	Ithaca, New York	Jan. 14, 1977
Ida Klaus	New York, New York	Jan. 14, 1977
Marcia L. Greenbaum	Boston, Massachusetts	Jan. 14, 1977
Eva Robins	New York, New York	Jan. 17, 1977
Eva Robins	New York, New York	Feb. 15, 1977
Benjamin Aaron (Panel)	Los Angeles, California	Feb. 16, 1977
Joseph S. Kane (Panel)	Seattle, Washington	Feb. 16, 1977
Ted Tsukiyama	Honolulu, Hawaii	Feb. 16, 1977
James C. Vadakin (Panel)	Coral Gables, Florida	Feb. 16, 1977
Dana E. Eischen	Ithaca, New York	Feb. 17, 1977
Walter N. Kaufman (Panel)	San Diego, California	Feb. 22, 1977
Howard G. Gamser	Washington, D. C.	Feb. 22, 1977
Francis A. O'Neill, Jr.	Manasquan, New Jersey	Feb. 22, 1977
Russell A. Smith	Naples, Florida	Mar. 3, 1977
Arthur T. Van Wart	Atlanta, Georgia	Mar. 3, 1977
James J. Sherman	Tampa, Florida	Mar. 3, 1977
James C. Vadakin	Coral Gables, Florida	Mar. 3, 1977
Panel submitted but parties resolved without arbitration		Mar. 11, 1977
Arthur T. Van Wart (Panel)	Atlanta, Georgia	Mar. 11, 1977
Eugene Mittelman	Washington, D. C.	Mar. 11, 1977
Robert J. Ables (Panel)	Washington, D. C.	Mar. 14, 1977
Jerome G. Greene (Panel)	Miami, Florida	Mar. 14, 1977
Leonard E. Linquist	Minneapolis, Minnesota	Mar. 15, 1977
Herbert L. Marx, Jr.	New York, New York	Mar. 15, 1977
Walter L. Eisenberg (Panel)	Brooklyn, New York	Mar. 16, 1977
Jean T. McKelvey (Panel)	Ithaca, New York	Mar. 16, 1977
Peter Seitz (Panel)	New York, New York	Mar. 16, 1977
Panel submitted but dispute never arbitrated		Mar. 16, 1977
Panel submitted but dispute never arbitrated		Mar. 16, 1977
Panel Submitted but dispute never arbitrated		Mar. 16, 1977
Howard G. Gamser	Washington, D. C.	Mar. 16, 1977
Panel submitted but has not been arbitrated		Mar. 16, 1977
Panel submitted but parties selected their own arbitrator		Mar. 16, 1977
Eugene Mittelman	Washington, D. C.	Mar. 17, 1977
Arthur Stark	New York, New York	Mar. 17, 1977
Francis J. Robertson	Chevy Chase, Maryland	Mar. 17, 1977
Gene T. Ritter	Ardmore, Oklahoma	Apr. 5, 1977
Irwin M. Lieberman	Stamford, Connecticut	Apr. 5, 1977
Peyton M. Williams	Oklahoma City, Oklahoma	Apr. 5, 1977
James J. Sherman	Tampa, Florida	Apr. 5, 1977
James C. Vadakin	Coral Gables, Florida	Apr. 5, 1977
Tedford E. Schoonover	Colorado Springs, Colorado	Apr. 5, 1977
Robert O. Boyd	Alexandria, Virginia	Apr. 5, 1977
Byron R. Abernethy	Lubbock, Texas	Apr. 5, 1977
Eva Robins (Panel)	New York, New York	Apr. 6, 1977
Jean McKelvey (Panel)	Ithaca, New York	Apr. 6, 1977
Benjamin C. Roberts (Panel)	New York, New York	Apr. 6, 1977
Francis A. O'Neill, Jr. (Agency Shop) (C-4424)	Manasquan, New Jersey	Apr. 21, 1977
Herbert L. Marx, Jr.	New York, New York	Apr. 26, 1977
Woodrow J. Sandler	New York, New York	Apr. 26, 1977
Jacob Seidenberg	Falls Church, Virginia	Apr. 26, 1977
Jay Kramer	Great Neck, New York	Apr. 26, 1977
Howard G. Gamser	Washington, D. C.	Apr. 26, 1977
Thomas G. S. Christensen	New York, New York	Apr. 26, 1977
Panel submitted but parties selected their own arbitrator		May 3, 1977
Tedford E. Schoonover	Colorado Springs, Colorado	May 6, 1977
Nicholas H. Zumas	Washington, D. C.	May 6, 1977
Lawrence T. Holden, Jr. (Panel)	Lincoln, Massachusetts	May 11, 1977
Panel submitted but parties resolved without arbitration		May 11, 1977
Eight panels submitted but parties have not decided on arbitrator		May 11, 1977
Panel submitted but parties have not selected an arbitrator		May 11, 1977
George Savage King (Panel)	Atlanta, Georgia	May 11, 1977
Panel submitted but parties selected their own arbitrator		May 16, 1977
Francis A. O'Neill, Jr.	Manasquan, New Jersey	May 16, 1977
Morris L. Myers (Panel)	San Francisco, California	May 31, 1977
Ida Klaus (Panel)	New York, New York	May 31, 1977
Benjamin H. Wolf (Panel)	Tarrytown, New York	May 31, 1977

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## Parties

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Overseas National Airlines and Air Line Pilots Association  
Overseas National Airlines and Air Line Pilots Association  
Overseas National Airlines and Air Line Pilots Association  
Overseas National Airlines and Air Line Pilots Association  
Overseas National Airlines and Air Line Pilots Association  
Sabena Belgian World Airlines and Transport Workers Union of America  
Continental Airlines and International Association of Machinists and Aerospace Workers  
Alaska Airlines and Air Line Pilots Association  
Aloha Airlines and Air Line Pilots Association (S&S)  
Pan American World Airways and International Brotherhood of Teamsters  
Seaboard World Airlines and Air Line Pilots Association  
Braniff International Airways and International Brotherhood of Teamsters  
Eastern Airlines, Inc. and Salaried Non-Management Employees  
Eastern Airlines, Inc. and Salaried Non-Management Employees  
Liat, Ltd. and International Association of Machinists and Aerospace Workers  
Liat, Ltd. and International Association of Machinists and Aerospace Workers  
Liat, Ltd. and International Association of Machinists and Aerospace Workers  
Liat, Ltd. and International Association of Machinists and Aerospace Workers  
Western Air Lines and Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees  
National Airlines and International Association of Machinists and Aerospace Workers  
Lufthansa Airlines and International Association of Machinists and Aerospace Workers  
Puerto Rico International Airlines and International Association of Machinists and Aerospace Workers  
Puerto Rico International Airlines and International Association of Machinists and Aerospace Workers  
Air Wisconsin, Inc. and International Association of Machinists and Aerospace Workers  
Seaboard World Airlines and Air Line Pilots Association  
Pan American World Airways and International Brotherhood of Teamsters  
Pan American World Airways and International Brotherhood of Teamsters  
Pan American World Airways and International Brotherhood of Teamsters  
Pan American World Airways and International Brotherhood of Teamsters  
Pan American World Airways and International Brotherhood of Teamsters  
Pan American World Airways and International Brotherhood of Teamsters  
Continental Airlines and Union of Flight Attendants, Local No. 1  
Wien Air Alaska and Air Line Pilots Association  
Saturn Airways and Air Line Pilots Association  
Seaboard World Airlines and Air Line Pilots Association  
Seaboard World Airlines and Air Line Pilots Association  
Seaboard World Airlines and Air Line Pilots Association  
Texas International Airlines and International Association of Machinists and Aerospace Workers  
Texas International Airlines and International Association of Machinists and Aerospace Workers  
Texas International Airlines and International Association of Machinists and Aerospace Workers  
Texas International Airlines and International Association of Machinists and Aerospace Workers  
Texas International Airlines and International Association of Machinists and Aerospace Workers  
Texas International Airlines and International Association of Machinists and Aerospace Workers  
Texas International Airlines and International Association of Machinists and Aerospace Workers  
Pan American World Airways and International Brotherhood of Teamsters  
Pan American World Airways and International Brotherhood of Teamsters  
Pan American World Airways and International Brotherhood of Teamsters  
Trans World Airlines and Air Line Pilots Association  
  
Alitalia and International Association of Machinists and Aerospace Workers  
Alitalia and International Association of Machinists and Aerospace Workers  
Alitalia and International Association of Machinists and Aerospace Workers  
Alitalia and International Association of Machinists and Aerospace Workers  
Alitalia and International Association of Machinists and Aerospace Workers  
Alitalia and International Association of Machinists and Aerospace Workers  
Pan American World Airways and Transport Workers Union of America  
Aspen Airways, Inc. and Aspen Pilots Association  
Ozark Airlines and Air Line Pilots Association  
Air New England, Inc. and Air Line Pilots Association  
Capitol International Airways and Air Line Pilots Association  
Pan American World Airways, Inc. and International Brotherhood of Teamsters  
Wien Air Alaska and Air Line Pilots Association  
Southern Airways, Inc. and Transport Workers Union of America  
National Airlines and International Association of Machinists and Aerospace Workers  
Aerolineas Argentinas and Transport Workers Union of America  
Pan American World Airways and Transport Workers Union of America  
Pan American World Airways and Transport Workers Union of America  
Pan American World Airways and Transport Workers Union of America

**5. Referees appointed—System Board of Adjustment,  
October 1, 1976 to September 30, 1977—Continued**

Name	Residence	Date of Appointment
Eugene Mittelman	Washington, D. C.	May 31, 1977
David H. Brown (Panel)	Sherman, Texas	June 7, 1977
Francis A. O'Neill, Jr. (Panel)	Manasquan, New Jersey	June 17, 1977
Robert O. Boyd (Panel)	Alexandria, Virginia	June 17, 1977
Howard G. Gamser (Panel)	Washington, D. C.	June 17, 1977
Morris L. Myers	San Francisco, California	June 17, 1977
Barbara W. Doering	West Lafayette, Indiana	June 17, 1977
Panel submitted but parties selected their own arbitrator		June 17, 1977
Panel submitted but arbitrator has not been selected		June 22, 1977
Howard G. Gamser	Washington, D. C.	June 22, 1977
Preston J. Moore (Panel)	Oklahoma City, Oklahoma	July 1, 1977
Howard G. Gamser	Washington, D. C.	July 1, 1977
Lawrence T. Holden, Jr. (Panel)	Lincoln, Massachusetts	July 1, 1977
Fifteen panels submitted but parties selected their own arbitrators		July 6, 1977
Jean T. McKelvey (Panel)	Ithaca, New York	July 26, 1977
Paul D. Hanlon (Panel)	Portland, Oregon	July 26, 1977
Thomas T. Roberts (Panel)	Rolling Hills, California	July 26, 1977
David L. Kabaker (Panel)	Cleveland, Ohio	July 26, 1977
Panel submitted but parties resolved without arbitration		July 26, 1977
C. Robert Roadley (Panel)	Montross, Virginia	July 26, 1977
Arthur T. Van Wart (Panel)	Atlanta, Georgia	July 26, 1977
Ida Klaus	New York, New York	Aug. 2, 1977
Marcia L. Greenbaum	Boston, Massachusetts	Aug. 2, 1977
Morris L. Myers	San Francisco, California	Aug. 4, 1977
Benjamin Aaron	Los Angeles, California	Aug. 9, 1977
Francis A. O'Neill, Jr.	Manasquan, New Jersey	Aug. 10, 1977
Bernard Cushman	Silver Spring, Maryland	Aug. 10, 1977
Charles W. Steese	Los Angeles, California	Aug. 11, 1977
Howard G. Gamser	Washington, D. C.	Aug. 23, 1977
Mark L. Kahn	Detroit, Michigan	Aug. 23, 1977
Dana E. Eischen (Panel)	Ithaca, New York	Aug. 23, 1977
Leo Kotin (Panel)	Sherman Oaks, California	Aug. 23, 1977
David E. Feller (Panel)	Berkeley, California	Aug. 23, 1977
David M. Beckerman	Livingston, New Jersey	Aug. 23, 1977
Lawrence E. Seibel	Washington, D. C.	Aug. 23, 1977
Panel submitted but parties resolved without arbitrator		Aug. 26, 1977
Alice B. Grant (Panel)	Ithaca, New York	Aug. 26, 1977
Laurence E. Seibel (Panel)	Washington, D. C.	Aug. 26, 1977
Tedford E. Schoonover	Colorado Springs, Colorado	Sept. 1, 1977
Clara H. Friedman	New York, New York	Sept. 19, 1977
Anne H. Miller	Glenview, Illinois	Sept. 19, 1977
Gladys W. Gruenberg	St. Louis, Missouri	Sept. 19, 1977
Anne Woolf	Norman, Oklahoma	Sept. 19, 1977
Barbara W. Doering	West Lafayette, Indiana	Sept. 19, 1977
Laurence E. Seibel (Panel)	Washington, D. C.	Sept. 22, 1977
Howard G. Gamser (Panel)	Washington, D. C.	Sept. 22, 1977
Panel submitted but parties have not selected an arbitrator		Sept. 29, 1977
Panel submitted but parties have not selected an arbitrator		Sept. 29, 1977
Panel submitted but parties resolved without arbitration		Sept. 29, 1977
Panel submitted but parties selected their own arbitrator		Sept. 29, 1977
Panel submitted but parties resolved without arbitration		Sept. 30, 1977
Mollie H. Bowers (Panel)	College Park, Maryland	Sept. 30, 1977
Gladys W. Gruenberg (Panel)	St. Louis, Missouri	Sept. 30, 1977

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## Parties

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Seaboard World Airlines and Air Line Pilots Association  
Braniff International Airways and International Brotherhood of Teamsters  
Airlift International and Air Line Pilots Association  
Airlift International and Air Line Pilots Association  
Airlift International and Air Line Pilots Association  
Continental Airlines and Union of Flight Attendants, Local No. 1  
Continental Airlines and Union of Flight Attendants, Local No. 1  
Saturn Airways, Inc. and Air Line Pilots Association  
Alaska Airlines, Inc. and Air Line Pilots Association  
Alaska Airlines, Inc. and Air Line Pilots Association  
Braniff Airways, Inc. and International Association of Machinists and Aerospace Workers  
Alaska Airlines and Association of Flight Attendants  
Air New England and Air Line Pilots Association  
Puerto Rico International Airlines and Air Line Pilots Association  
Trans International Airlines and Air Line Pilots Association  
Trans International Airlines and Air Line Pilots Association  
Trans International Airlines and Air Line Pilots Association  
Trans International Airlines and Air Line Pilots Association  
Capitol International Airlines and Air Line Pilots Association  
Capitol International Airways and Air Line Pilots Association  
Airlift International, Inc. and International Association of Machinists and Aerospace Workers  
Ozark Air Lines and Air Line Pilots Association  
Ozark Air Lines and Air Line Pilots Association  
Continental Airlines and Union of Flight Attendants, Local No. 1  
Continental Airlines and Union of Flight Attendants, Local No. 1  
Seaboard World Airlines and Air Line Pilots Association  
Seaboard World Airlines and Air Line Pilots Association  
Mexicana Airlines and International Association of Machinists and Aerospace Workers  
Ecuatoriana Airlines and International Association of Machinists and Aerospace Workers  
Seaboard World Airlines and Air Line Pilots Association  
Aerolineas Argentinas Airlines and Transport Workers Union of America  
Saturn Airways, Inc. and Air Line Pilots Association  
Saturn Airways, Inc. and Air Line Pilots Association  
Seaboard World Airlines and Air Line Pilots Association  
Seaboard World Airlines and Air Line Pilots Association  
Pan American World Airways and International Brotherhood of Teamsters  
Pan American World Airways, Inc. and International Brotherhood of Teamsters  
Piedmont Airlines and Association of Flight Attendants  
Aloha Airlines and Air Line Pilots Association  
Ozark Airlines and Air Line Pilots Association  
Ozark Airlines and Air Line Pilots Association  
Ozark Airlines and Air Line Pilots Association  
Ozark Airlines and Air Line Pilots Association  
Ozark Airlines and Air Line Pilots Association  
Piedmont Airlines and International Association of Machinists and Aerospace Workers  
Braniff International Airways and Air Line Pilots Association  
Trans International Airlines and International Brotherhood of Teamsters  
Trans International Airlines and International Brotherhood of Teamsters  
Braniff International Airways and International Brotherhood of Teamsters  
Braniff International Airways and International Association of Machinists and Aerospace Workers  
Texas International Airlines and Association of Flight Attendants  
Braniff International Airways and Association of Flight Attendants  
Braniff International Airways and Association of Flight Attendants

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**5a. Referees appointed—CAB Labor Protective Provisions,  
October 1, 1976 to September 30, 1977**

<b>Name</b>	<b>Residence</b>	<b>Date of Appointment</b>
Panel submitted but dispute was never arbitrated		Feb. 16, 1977
Lewis Gill*	Merion, Penn.	Feb. 16, 1977
Arnold M. Zack	Boston, Mass.	Feb. 17, 1977
Panel submitted but dispute was withdrawn		March 15, 1977
Panel submitted but dispute was never arbitrated		July 26, 1977
Morris L. Myers	San Francisco, California	Sept. 16, 1977

\*Panel submitted but parties selected their own arbitrator.

**6. Neutral referees appointed pursuant to Public Law 91-518—Rail Passenger Service Act of 1970 (Amtrak), October 1, 1976 to September 30, 1977**

<b>Name</b>	<b>Residence</b>	<b>Date of Appointment</b>
John B. Criswell	Stigler, Okla.	Nov. 19, 1976
Nicholas H. Zumas	Washington, D.C.	June 28, 1977

**7. Arbitrators appointed (Regional Rail Reorganization Act of 1973 (ConRail),  
October 1, 1976 to September 30, 1977**

<b>Name</b>	<b>Residence</b>	<b>Date of Appointment</b>
Joseph Shister*	Buffalo, New York	Feb. 15, 1977
Francis X. Quinn, Jr.*	Philadelphia, Penn.	July 1, 1977
Francis X. Quinn, Jr.*	Philadelphia, Penn.	Aug. 23, 1977

\*Selected from panels submitted by National Mediation Board.

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**Parties**

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Pan American World Airways and Trans World Airlines, Inc. Route Swap Agreement  
Trans International Airlines/Saturn Airways, Inc. Flight Engineers' International Association  
Northeast Airlines/Delta Airlines/Raymond A. Clements  
Trans International Airlines/Saturn Airways, Inc./Flight Attendants Seniority List  
Delta Airlines/Northeast Airlines/Juanita Wells  
Trans International Airlines/Saturn Airways, Inc./Robert Lloyd

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**Amtrak  
No.****Parties**

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18-11	Seaboard Coast Line Railroad Company and Brotherhood of Maintenance of Way Employees
19-11	Illinois Central Gulf Railroad Company and Mr. E. G. Hamblin

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**Con Rail  
No.****Individual Involved**

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1	Kenneth F. Haase (Non-Contract Employee)
2	Anthony J. Girard (Monthly Displacement Allowance)
3	Francis M. Monek (Monthly Displacement Allowance)

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# Appendix C

**Table 1.—Number of cases received and disposed of, Fiscal Years 1935–77**

Status of cases	43-year period 1935–77	1977	Transition Quarter
Cases pending and unsettled at beginning of period	96	222	214
New cases docketed	14,992	281	77
Total cases on hand and received	15,088	503	291
Cases disposed of	14,883	298	69
Cases pending and unsettled at end of period	205	205	222
Cases pending and unsettled at beginning of period	24	40	37
New cases docketed	4,751	105	31
Total cases on hand and received	4,775	145	68
Cases disposed of	4,742	112	28
Cases pending and unsettled at end of period	33	33	40
Cases pending and unsettled at beginning of period	72	182	177
New cases docketed	10,068*	172	46
Total cases on hand and received	10,140	354	223
Cases disposed of	9,969*	183	41
Cases pending and unsettled at end of period	171	171	182
Cases pending and unsettled at beginning of period	none	0	0
New cases docketed	139	3	0
Total cases on hand and received	142	3	0
Cases disposed of	141	2	0
Cases pending and unsettled at end of period	1	1	0

\* This figure does not include reopened and reclosed cases.



1976	1975	1970-74 5-year period (average)	1965-69 5-year period (average)	1960-64 5-year period (average)	1955-59 5-year period (average)	1950-54 5-year period (average)
<b>All types of cases</b>						
285	270	447	472	248	202	136
292	304	300	394	302	413	415
577	583	747	866	550	615	551
363	298	339	356	289	401	403
214	285	408	510	261	214	148
<b>Representation cases</b>						
23	19	11	22	17	22	34
107	68	76	82	62	100	136
130	87	87	104	79	122	170
93	64	74	82	62	102	137
37	23	13	22	17	20	33
<b>Mediation cases</b>						
261	259	435	447	228	173	102
183	232	221	309	235	304	276
444	491	656	756	463	477	378
267	230	261	271	221	290	264
177	261	395	485	242	187	114
<b>Interpretation cases</b>						
1	1	2	3	3	6	0
2	4	2	3	5	9	3
3	5	4	6	8	15	3
3	4	3	3	5	8	2
0	1	1	3	3	7	1

**Table 2.—Representation cases disposition by craft or class, employees involved and participating, October 1, 1976 to September 30, 1977**

	Railroads	
	Number Cases	Number Crafts and Classes
Total	44	44
Disposition:		
Certification	26	26
Dismissals	18	18
Total all Cases	112	

Airlines					
Employees Involved	Number Participating	Number Cases	Number Crafts and Classes	Employees Involved	Number Participating
1,706	975	68	68	33,927	22,679
773	587	37	37	24,745	20,035
933	388	31	31	9,182	2,644
35,633	23,654				

**Table 3.—Number of case disposed of by major groups of employees, October 1, 1976 to September 30, 1977**

	Number of			
	All types of cases	Representation cases	Mediation cases	Interpretation cases
Grand total, all groups of employees	297	112	183	2
Railroad total	170	44	126	0
Combined groups, railroad	3	0	3	0
Train, engine, and yard service	104	20	84	0
Mechanical foremen and/or supervisors of mechanics	0	0	0	0
Maintenance of equipment	1	1	0	0
Clerical, office, station and storehouse	11	3	8	0
Yardmasters	5	1	4	0
Maintenance of way and signal	10	2	8	0
Subordinate officials in maintenance of way	1	1	0	0
Agents, telegraphers, and towermen	2	0	2	0
Train dispatchers	4	1	3	0
Technical engineers, architects and draftsmen, etc.	0	0	0	0
Dining car employees, train and pullman porters	0	0	0	0
Patrolmen and special officers	1	1	0	0
Marine servicemen	1	1	0	0
Miscellaneous railroad	27	13	14	0
Airline total	127	68	57	2
Combined groups, airline	7	0	7	0
Mechanics and related	18	8	9	1
Radio and teletype operators	3	0	3	0
Clerical, office, fleet and passenger service	25	15	10	0
Flight attendants	12	6	6	0
Pilots	28	16	11	1
Airline dispatchers	10	9	1	0
Meteorologists	1	1	0	0
Stock and stores	5	4	1	0
Flight engineers	3	1	2	0
Flight navigators	0	0	0	0
Flight kitchen and commissary employees	4	2	2	0
Guards	0	0	0	0
Miscellaneous airline	11	6	5	0

**Table 4.—Number of crafts or classes and number of employees involved in representation cases, by major groups of employees, October 1, 1976 to September 30, 1977**

Major groups of employees	Number of cases	Number of crafts or classes	Employees involved	
			Number	Percent
Grand total, all groups of employees	112	112	35,583	100
Railroad total	44	44	1,706	5
Dining car employees, train and pullman porters	0	0	0	0
Engine service	12	12	256	(1)
Train service	6	6	48	(1)
Yard service	2	2	93	(1)
Mechanical department foremen and/or supervisors of mechanics	0	0	0	0
Maintenance of equipment	1	1	23	(1)
Clerical, office, station, and storehouse employees	3	3	319	(1)
Yardmasters	1	1	2	(1)
Maintenance of way and signal employees	2	2	318	(1)
Subordinate officials, maintenance of way	1	1	0	0
Agents, telegraphers, and towermen	0	0	0	0
Train dispatchers	1	1	6	(1)
Technical engineers, architects, draftsmen and allied workers	0	0	0	0
Patrolmen and special officers	1	1	5	(1)
Marine service	1	1	522	1
Combined groups, railroad	0	0	0	0
Miscellaneous, railroad	13	13	114	(1)
Airline total	68	68	33,877	95
Mechanics and related employees	8	8	10,403	28
Flight navigators	0	0	0	0
Clerical, office, fleet and passenger service employees	15	15	1,028	3
Stock and stores employees	4	4	35	(1)
Flight attendants	6	6	13,600	38
Pilots	16	16	557	1
Flight engineers	1	1	0	0
Airline dispatchers	9	9	98	(1)
Commissary employees	2	2	3	(1)
Radio and teletype operators	0	0	0	0
Meteorologists	1	1	6	(1)
Combined groups, airline	0	0	0	0
Miscellaneous, airline	6	6	8,147	23

(1) Less than 1 percent.

**Table 5.—Number of crafts or classes certified and employees involved in representation cases by type of results, October 1, 1976 to September 30, 1977**

	Certifications issued to—								
	National organizations			Local unions			Total		
	Employees involved			Employees involved			Employees involved		
	Craft or class	Number	Percent	Craft or class	Number	Percent	Craft or class	Number	Percent
<b>Railroads</b>									
Representation acquired:									
Elections	9	392	1	0	0	0	9	392	1
Proved authorizations	0	0	0	0	0	0	0	0	0
Representation changed:									
Elections	9	331	1	0	0	0	9	331	1
Proved authorizations	5	40	(1)	0	0	0	5	40	(1)
Representation unchanged:									
Elections	1	5	(1)	0	0	0	1	5	(1)
Proved authorizations	2	5	(1)	0	0	0	2	5	(1)
Total railroad	26	773	2	0	0	0	26	773	2
<b>Airlines</b>									
Representation acquired:									
Election	19	296	1	0	0	0	19	296	1
Proved authorizations	2	112	(1)	0	0	0	2	112	(1)
Representation changed:									
Election	9	13,278	52	0	0	0	9	13,278	52
Proved authorizations	3	69	(1)	0	0	0	3	69	(1)
Representation unchanged:									
Election	4	10,990	43	0	0	0	4	10,990	43
Proved authorizations	0	0	0	0	0	0	0	0	0
Total airline	37	24,745	97	0	0	0	37	24,745	97
Total, combined railroad and airline	63	25,518	99	0	0	0	63	25,518	99

(1) Less than 1 percent.

NOTE.—These figures do not include cases that were either withdrawn or dismissed. Because of rounding, sums of individual items may not equal totals.

**Table 6.—Strikes in the railroad and airline industries,  
October 1, 1976 to September 30, 1977**

Case No.	Carrier	Organization	Craft or Class	Date of work stoppage
A-10015	Trans Mediterranean Airlines	International Brotherhood of Teamsters—Airline Division	Clerical, Office, Fleet and Passenger Service Employees	Oct. 25, 1976
A-10046	Wien Air Alaska, Inc.	Air Line Pilots Association	Pilots	May 8, 1977
A-9882	Continental Airlines, Inc.	Air Line Pilots Association	Pilots	Oct. 23, 1976
A-9937	Trans International Airlines, Inc.	International Brotherhood of Teamsters—Airline Division	Flight Attendants	Sept. 10, 1977
A-9944	Puerto Rico International Airlines, Inc.	Air Line Pilots Association	Pilots	Sept. 18, 1977

Date work resumed	Number of days	Issues	Number of Employees	Disposition
Oct. 28, 1976	3	Proposed working agreement	75	Refusal to arbitrate—Employees
Nov. 16, 1976	25	Third man on B-737 Aircraft Rates of Pay, Work Rules and Benefits	135 1,100	Still on strike Mediation Agreement dated November 16, 1976
Jan. 10, 1978	123	Pay Dispute and Shorter Shift	550	Mediation Agreement dated January 11, 1978
Nov. 1, 1977	45	Wages and Work Rules	110	Mediation Agreement dated December 29, 1977

**Table 7.—Number of labor agreements on file with the National Mediation Board according to type of labor organization and class of carrier, October 1, 1976 to September 30, 1977**

Fiscal year	All carriers	Class I	Class II	Switching and terminal	Electric	Express and pullman	Miscellaneous railroad carriers	Air carriers
<b>Total:</b>								
1977	7,623	4,129	1,112	928	177	18	125	1,134
Transition quarter	7,473	4,063	1,089	926	177	18	121	1,079
1976	7,458	4,053	1,089	926	177	18	121	1,074
1975	7,186	3,892	1,076	917	177	18	120	986
1974	6,961	3,820	1,050	874	177	18	119	903
1973	6,781	3,775	997	856	177	18	115	863
1972	6,592	3,674	941	834	177	18	115	833
1971	6,112	3,458	828	829	177	18	113	689
1970	5,704	3,333	803	814	176	18	108	452
1965	5,230	3,132	775	770	164	14	87	288
1960	5,218	3,131	772	766	164	14	87	284
1955	5,180	3,116	763	763	163	14	86	275
1950	5,092	3,094	752	749	159	14	84	241
1945	4,665	2,913	735	705	150	13	56	98
1940	4,193	2,708	684	603	108	8	38	44
1935	3,021	2,335	347	334	—	6	—	—
<b>National organizations:</b>								
1977	7,526	4,071	1,108	910	173	18	124	1,122
Transition quarter	7,376	4,005	1,085	908	173	18	120	1,067
1976	7,391	3,995	1,085	908	173	18	120	1,062
1975	7,089	3,834	1,072	899	173	18	119	974
1974	6,864	3,762	1,046	856	173	18	118	891
1973	6,684	3,697	993	838	173	18	114	851
1972	6,495	3,616	937	816	173	18	114	821
1971	6,015	3,400	824	811	173	18	112	677
1970	5,607	3,275	799	796	172	18	107	440
1965	5,135	3,076	771	752	160	14	86	276
1960	5,124	3,076	768	748	160	14	86	272
1955	5,086	3,061	759	745	159	14	85	263
1950	4,999	3,040	748	731	155	13	83	229
1945	4,585	2,865	732	687	146	8	56	91
1940	4,128	2,668	681	558	106	8	38	39
1935	2,940	2,254	347	334	—	6	—	—
<b>Other organizations:</b>								
1977	97	58	4	18	4	—	1	12
Transition quarter	97	58	4	18	4	—	1	12
1976	97	58	4	18	4	—	1	12
1975	97	58	4	18	4	—	1	12
1974	97	58	4	18	4	—	1	12

**Table 7.—Number of labor agreements on file with the National Mediation Board according to type of labor organization and class of carrier, October 1, 1976 to September 30, 1977—Continued**

Fiscal year	All carriers	Class I	Class II	Switching and terminal	Electric	Express and pullman	Miscellaneous railroad carriers	Air carriers
Total:								
Other organizations:								
1977								
Transition quarter								
1973	97	58	4	18	4	—	1	12
1972	97	58	4	18	4	—	1	12
1971	97	58	4	18	4	—	1	12
1970	97	58	4	18	4	—	1	12
1965	95	56	4	18	4	—	1	12
1960	94	55	4	18	4	—	1	12
1955	94	55	4	18	4	—	1	12
1950	93	54	4	18	4	—	1	12
1945	80	48	3	18	4	—	—	7
1940	65	40	3	15	2	—	—	5
1935	81	81	—	—	—	—	—	—

**Table 8—Cases docketed and disposed of by the National Railroad Adjustment Board; 1934–1977, inclusive**

ALL DIVISIONS								
Cases	43 year period	1977	Transition Quarter	1976	1975	1974	1973	
Open and on hand at beginning of period	—	1,485	1,476	1,392 <sup>1</sup>	1,517 <sup>1</sup>	2,078	2,549	
New cases docketed	76,288	851	242	970	917	266	916	
Total number of cases on hand and docketed	76,288	2,336	1,718	2,362	2,434	2,844	3,465	
Cases disposed of	74,845	893*	233	886	1,033	1,322	1,387	
Decided without referee	12,569	4	1	7	6	25	15	
Decided with referee	36,749	799	144	760	860	1,042	1,164	
Withdrawn	25,528	91	89	127	167	255	208	
Open cases on hand close of period	1,443	1,443	1,485	1,476	1,401	1,522	2,078	
FIRST DIVISION								
Open and on hand at beginning of period	—	534	546	626	847 <sup>1</sup>	1,378	1,764	
New cases docketed	43,035 <sup>1</sup>	47	9	90	97	20	61	
Total number of cases on hand and docketed	43,035	581	555	716	944	1,398	1,825	
Cases disposed of	42,505	51	21	170	318	546	447	
Decided without referee	10,916	2	1	5	6	25	15	
Decided with referee	12,140	47	10	100	259	303	299	
Withdrawn	19,449	2	10	65	53	218	133	
Open cases on hand close of period	530	530	534	546	626	852	1,378	



**Table 8—Cases docketed and disposed of by the National Railroad Adjustment Board; 1934–1977, inclusive—Continued**

ALL DIVISIONS							
Cases	43 year period	1977	Transi- tion Quarter	1976	1975	1974	1973
SECOND DIVISION							
Open and on hand at beginning of period	—	241	236	185	148	123	156
New cases docketed	7,523 <sup>1</sup>	310	68	244	193	195	197
Total number of cases on hand and docketed	7,523	551	304	429	341	318	353
Cases disposed of	7,198	226	63	193	156	170	230
Decided without referee	734	0	0	2	0	0	0
Decided with referee	5,581	214	51	176	148	166	226
Withdrawn	883	12	12	15	8	4	4
Open cases on hand close of period	325	325	241	236	185	148	123
THIRD DIVISION							
Open and on hand at beginning of period	—	636	644	498	461	500	521
New cases docketed	22,179 <sup>1</sup>	377	128	505	475	439	489
Total number of cases on hand and docketed	22,179	1,013	772	1,003	936	938	1,010
Cases disposed of	21,647	481	136	359	438	477	510
Decided without referee	912	2	—	—	0	0	0
Decided with referee	16,557	421*	73	830	372	454	478
Withdrawn	4,179	59	63	30	67	23	33
Open cases on hand close of period	532	532	636	644	498	461	500
FOURTH DIVISION							
Open and on hand at beginning of period	—	74	450	83 <sup>1</sup>	61	89	120
New cases docketed	3,551 <sup>1</sup>	117	37	131	152	113	169
Total number on hand and docketed	3,551	191	87	214	213	202	289
Cases disposed of	3,495	135	13	164	121	141	200
Decided without referee	0	0	0	0	0	0	0
Decided with referee	2,471	117	9	147	82	119	162
Withdrawn	1,024	18	4	17	39	22	38
Open cases on hand close of period	56	56	74	50	92	61	89

\*Second award rendered on one case decided by referee, Third Division.

<sup>1</sup> Adjusted to reflect actual count.

**Table 9.—Employee representation on selected rail carriers as of Sept. 30, 1977**

Railroad	Engi- neers	Fire- men and hostlers
Atchison, Topeka & Santa Fe Ry	BLE	UTU
Auto-Train Corp	IAM&AW	—
Baltimore & Ohio RR	BLE	UTU
Bangor & Aroostook RR	UTU	UTU
Ressemer & Lake Erie RR	UTU	UTU
Boston & Maine Corp	BLE	BLE
Burlington Northern	BLE	UTU
Canadian Pacific Lines in Maine	BLE	UTU
Central Vermont Ry., Inc.	BLE	UTU
Chesapeake & Ohio Ry	BLE	UTU
Chicago & Eastern Illinois RR	BLE	UTU
Chicago & Illinois Midland RR	UTU	UTU
Chicago & North Western Transportation Co.	BLE	UTU
Chicago, Milwaukee, St. Paul & Pacific RR	BLE	UTU
Chicago, Rock Island & Pacific Ry	BLE	UTU
Clinchfield RR	BLE	UTU
Colordao & Southern Ry	BLE	BLE
Consolidated Rail Corp	—	—
Delaware & Hudson Ry. Co	BLE	UTU
Denver & Rio Grande Western RR	BLE	UTU
Detroit & Toledo Shore Line RR	BLE	UTU
Detroit, Toledo & Ironton RR	BLE	UTU
Duluth, Missabe & Iron Range Ry	UTU	UTU
Duluth, Winnipeg & Pacific Ry	UTU	UTU
Elgin, Joliet & Eastern Ry	BLE	UTU
Florida East Coast Ry	FEC	LW
Fort Worth & Denver Ry	BLE	BLE
Georgia RR. Lessee Organization	BLE	BLE
Grand Trunk Western RR	BLE	BLE
Green Bay & Western RR	UTU	UTU
Illinois Central Gulf RR	BLE	UTU
Illinois Terminal RR	UTU	UTU
Kansas City Southern Ry	BLE	BLE
Long Island RR	BLE	BLE
Louisville & Nashville RR	BLE	BLE
Maine Central	UTU	UTU
Missouri-Illinois RR.	UTU	UTU
Missouri-Kansas-Texas RR	BLE	UTU
Missouri Pacific RR	BLE	UTU
National RR Passenger Corp	—	—
Norfolk & Western Ry	BLE	UTU
Northwestern Pacific RR	BLE	BLE
Pittsburgh & Lake Erie RR	BLE	BLE
Richmond, Fredericksburg & Potomac RR	BLE	BLE
St. Louis-San Francisco Ry	BLE	UTU
St. Louis Southwestern Ry	BLE	UTU
Seaboard Coast Line RR	BLE	UTU
Soo Line RR	BLE	UTU
Southern Pacific Transportation Co	BLE	UTU
Southern Ry	BLE	UTU
Texas & Pacific Ry	BLE	UTU
Texas Mexican Ry. Co	UTU	UTU
Toledo, Peoria & Western RR	UTU	UTU
Union Pacific RR	BLE	UTU
Western Maryland Ry	UTU	UTU
Western Pacific RR	BLE	BLE

See footnotes at end of table.

Con- ductors	Brakemen, flagmen, and baggage- men	Yard- foremen, helpers, and switch- tenders	Yard- masters	Clerical, office, station, and store- house	Main- tenance of way employees	Tele- graphers	Dispatchers
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
—	—	IAM&AW	—	BRAC	IAM&AW	—	—
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	X	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	X	BRAC	BMW	BRAC	X
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	UTU	BRAC	BMW	BRAC	BRAC
UTU	UTU	UTU	UTU	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	ARSA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	X	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	UTU	BRAC	BMW	BRAC	ATDA
—	—	—	RYA	—	—	—	—
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	X	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	BRAC
UTU	UTU	UTU	UTU	BRAC	BMW	BRAC	LU
FEC	X	X	FEC	FEC	FEC	FEC	FEC
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	UTU	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	X	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	SA	BRAC	BMW	BRAC	ITDA
UTU	UTU	UTU	UTU	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	RYA	BRAC	IBT	BRAC	ARSA
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	UTU	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	(')	BRAC	BMW	BRAC	(')
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
—	—	—	RYA	BRAC	—	—	—
UTU	UTU	UTU	X	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	(')	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	X
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	W RSA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	(')
UTU	UTU	UTU	W RSA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	(')	BRAC	BMW	BRAC	—
UTU	UTU	UTU	(')	BRAC	BMW	BRAC	(')
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	LU
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA
UTU	UTU	UTU	RYA	BRAC	BMW	BRAC	ATDA

**Table 9.—Employee representation on selected rail carriers as of Sept. 30, 1977—  
Continued**

Railroad	Machinists	Boiler- makers and black- smiths
Atchison, Topeka & Santa Fe Ry	IAM&AW	BB
Auto Train Corp	IAM&AW	—
Baltimore and Ohio RR	IAM&AW	BB
Bangor & Aroostock RR	IAM&AW	BB
Bessemer & Lake Erie RR	IAM&AW	BB
Boston & Maine Corp	IAM&AW	BB
Burlington Northern	IAM&AW	BB
Canadian Pacific Lines in Maine	—	—
Central Vermont Ry., Inc.	IAM&AW	BB
Chesapeake & Ohio Ry	IAM&AW	BB
Chicago & Eastern RR	IAM&AW	BB
Chicago and Illinois Midland RR	IAM&AW	BB
Chicago & North Western Transportation Co	IAM&AW	BB
Chicago, Milwaukee St. Paul and Pacific RR	IAM&AW	BB
Chicago, Rock Island & Pacific Ry	IAM&AW	BB
Clinchfield RR	IAM&AW	BB
Colorado & Southern Ry	IAM&AW	BB
Consolidated Rail Corporation	—	—
Delaware & Hudson Ry	IAM&AW	BB
Denver & Rio Grande Western RR	IAM&AW	BB
Detroit & Toledo Shore Line RR	IAM&AW	BB
Detroit, Toledo & Ironton RR	IAM&AW	BB
Duluth, Missabe & Iron Range Ry	IAM&AW	BB
Duluth, Winnipeg & Pacific Ry	IAM&AW	BB
Elgin, Joliet & Eastern Ry	IAM&AW	BB
Florida East Coast Ry	FEC	FEC
Fort Worth & Denver Ry	IAM&AW	BB
Georgia RR. Lessee Organization	IAM&AW	BB
Grand Trunk Western RR	IAM&AW	BB
Green Bay and Western RR	IAM&AW	BB
Illinois Central Gulf RR	IAM&AW	BB
Illinois Terminal RR	IAM&AW	BB
Kansas City Southern Ry	IAM&AW	BB
Long Island RR	IAM&AW	BB
Louisville & Nashville RR	IAM&AW	BB
Maine Central RR	IAM&AW	BB
Missouri-Illinois RR	IAM&AW	BB
Missouri-Kansas-Texas RR	IAM&AW	BB
Missouri Pacific RR	IAM&AW	BB
National RR. Passenger Corp	IAM&AW	—
Norfolk & Western Ry	IAM&AW	BB
Northwestern Pacific RR	IAM&AW	BB
Pittsburgh & Lake Erie RR	IAM&AW	BB
Richmond, Fredericksburg & Potomac RR	IAM&AW	BB
St. Louis-San Francisco Ry	IAM&AW	BB
St. Louis Southwestern Ry	IAM&AW	BB
Seaboard Coast Line RR	IAM&AW	BB
Soo Line RR	IAM&AW	BB
Southern Pacific Transportation Co	IAM&AW	BB
Southern Ry	IAM&AW	BB
Texas Mexican Ry. Co	IAM&AW	BB
Texas & Pacific Ry	IAM&AW	BB
Toledo, Peoria & Western RR	IAM&AW	BB
Union Pacific RR	IAM&AW	BB
Western Maryland Ry	IAM&AW	BB
Western Pacific	IAM&AW	BB

See footnotes at end of table.

Sheet metal workers	Electrical workers	Carmen and coach cleaners	Power house employees and shop laborers	Signal-men	Mechanical foremen and supervisors	Dining car stewards	Dining car cooks and waiters
SMWIA	IBEW	BRCA	IBFO	BRS	—	UTU	(*)
IAM&AW	IAM&AW	IAM&AW	—	—	—	—	—
SMWIA	IBEW	BRCA	IBFO	BRS	RED	UTU	BRAC
SMWIA	IBEW	BRCA	IBFO	BRS	—	(*)	HRE
SMWIA	IBEW	BRCA	IBFO	BRS	—	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	SA	BRAC
SMWIA	IBEW	BRCA	IBFO	BRS	—	(*)	(*)
—	—	BRCA	—	BRS	—	—	—
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	UTU	HRE
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	UTU	HRE
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	UTU	HRE
SMWIA	IBEW	BRCA	IBFO	BRS	MRSA	UTU	HRE
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	UTU	HRE
SMWIA	IBEW	BRCA	IBFO	BRS	—	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	UTU	BSCP
—	—	—	—	—	—	—	—
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	UTU	HRE
SMWIA	IBEW	BRCA	IBFO	BRS	—	UTU	SA
SMWIA	IBEW	BRCA	IBFO	BRS	—	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	BRS	—	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	BRS	MDFA	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	IBEW	ARSA	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	BRS	—	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	BRS	SA	UTU	HRE
SMWIA	IBEW	BRCA	IBFO	BRS	—	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	UTU	HRE
SMWIA	X	BRCA	IBFO	BRS	—	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	BRS	—	UTU	HRE
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	BRS	—	UTU	HRE
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	(*)	ARSA	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	UTU	HRE
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	UTU	HRE
—	IBEW	LU	—	—	ARSA	—	HRE
SMWIA	IBEW	BRCA	IBFO	BRS	—	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	(*)	LU	(*)	(*)
SMWIA	IBEW	TWU	IBFO	BRS	ARSA	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	BRS	—	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	BRS	(*)	UTU	HRE
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	X	HRE
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	UTU	HRE
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	UTU	HRE
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	UTU	BRAC
SMWIA	IBEW	BRCA	IBFO	BRS	—	—	—
SMWIA	IBEW	BRCA	IBFO	BRS	RED	UTU	HRE
SMWIA	IBEW	BRCA	IBFO	BRS	—	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	(*)	HRE
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	(*)	(*)
SMWIA	IBEW	BRCA	IBFO	BRS	ARSA	UTU	HRE

**Table 9a.—Employee representation on selected air carriers as of Sept. 30, 1977**

Airline	Pilots	Flight engineers
Air New England, Inc.	ALPA	—
Airlift, International	ALPA	—
Alaska Airlines, Inc.	ALPA	—
Allegheny Airlines, Inc.	ALPA	—
Aloha Airlines, Inc.	ALPA	—
American Airlines, Inc.	APA	FEIA
Aspen Airways, Inc.	UPA	—
Braniff International	ALPA	—
Continental Airlines, Inc.	ALPA	ALPA
Delta Air Lines, Inc.	ALPA	—
Eastern Air Lines, Inc.	ALPA	ALPA
Flying Tiger Line, Inc.	ALPA	ALPA
Frontier Airlines, Inc.	ALPA	—
Hawaiian Airlines, Inc.	ALPA	—
Hughes Air West	ALPA	—
Kodiak-Western Alaska Airlines, Inc.	—	—
National Airlines, Inc.	ALPA	FEIA
New York Airways, Inc.	ALPA	—
North Central Airlines, Inc.	ALPA	—
Northwest Airlines, Inc.	ALPA	IAM&AW
Ozark Air Lines, Inc.	ALPA	—
Pan American World Airways, Inc.	ALPA	FEIA
Piedmont Aviation Inc.	ALPA	—
Reeve Aleutian Airways, Inc.	ALPA	ALPA
SFO Helicopter Airlines, Inc.	ALPA	—
Seaboard World Airlines, Inc.	ALPA	IBT
Southern Airways, Inc.	ALPA	—
Texas-International Airlines, Inc.	ALPA	—
Trans World Airlines, Inc.	ALPA	ALPA
United Air Lines, Inc.	ALPA	ALPA
Western Airlines, Inc.	ALPA	ALPA
Wien Air Alaska, Inc.	ALPA	—
Wright Air Lines, Inc.	—	—

See footnotes at end of table.

Flight navigators	Flight dispatchers	Flight attendants	Radio and teletype operators	Mechanics	Clerical, office, fleet and passenger service	Stock and stores
---	---	SEIU	---	---	---	---
TWU	FOA	ALPA	---	IAM&AW	ALEA	IAM&AW
---	IAM&AW	AFA	---	IAM&AW	IAM&AW	IAM&AW
---	---	AFA	---	IAM&AW	---	IAM&AW
---	TWU	ALPA	---	IAM&AW	IAM&AW	IAM&AW
---	TWU	APFA	TWU	TWU	---	TWU
---	---	ASPA	---	Individual	---	---
---	ADA	AFA	IBT	IAM&AW	IBT	IBT
---	TWU	UFA.LOC1	---	IAM&AW	---	IAM&AW
---	PAFCA	---	---	---	---	---
---	IAM&AW	TWU	IAM&AW	IAM&AW	---	IAM&AW
---	IAM&AW	IBT	---	IAM&AW	---	IAM&AW
---	TWU	ALPA	---	IAM&AW	ALEA	IAM&AW
---	TWU	ALPA	Individual	IAM&AW	IAM&AW	IAM&AW
---	TWU	UFA.LOC2	---	AMFA	ALEA	IAM&AW
---	---	---	---	---	---	---
---	TWU	TWU	IBT	IAM&AW	ALEA	IAM&AW
---	---	AFA	---	TWU	IAM&AW	IAM&AW
---	TWU	ALPA	---	IAM&AW	ALEA	IAM&AW
TWU	TWU	IBT	TWU	IAM&AW	BRAC	IAM&AW
---	TWU	ALPA	IBT	AMFA	IAM&AW	IBT
---	TWU	TWU	---	TWU	IBT	IBT
---	TWU	ALPA	---	IAM&AW	---	IAM&AW
---	IBT	IBT	---	IAM&AW	---	IBT
---	---	IBT	---	TWU	IBT	TWU
---	TWU	IBT	TWU	TWU	---	TWU
---	SADA	TWU	---	---	---	SASEA
---	TWU	AFA	---	IAM&AW	ALEA	IAM&AW
---	TWU	IFFA	IAM&AW	IAM&AW	---	IAM&AW
TWU	IAM&AW	AFA	IAM&AW	IAM&AW	---	2
---	TWU	IBT	BRAC	IBT	BRAC	IBT
---	IBT	ALPA	---	IBT	IBT	IBT
---	---	---	---	---	WAMA	---

Table 9b.—Employee representation on selected rail carriers as of Sept. 30, 1977

Railroad (Marine)	Li-censed deck em- ployees	Li-censed engine-room em- ployees	Unli-censed deck em- ployees	Unli-censed engine-room em- ployees	Cap- tains, lighters, grain boats	Float- watch men bridge- men bridge opera- tors	Cooks, chefs, waiters
Atchison, Topeka & Santa Fe Ry	MMP	MEBA	IUP	---	---	---	---
Chesapeake & Ohio Ry.:							
Chesapeake District	MMP	MEBA	SIU	USWA	---	---	---
Pere Marquette District	MMP	GLLO	NMU	NMU	---	---	NMU
Grand Trunk Western RR	GLLO	MEBA	NMU	NMU	---	---	NMU
Norfolk & Western Ry	GLLO	MEBA	USWA	USWA	MEBA	---	---

<sup>1</sup> Only a portion of the craft or class.

<sup>2</sup> Ramp, stores, and vehicle drivers are represented by IAM&AW.

\*Carriers report no employees in this craft or class.

X Employees in this craft or class but not covered by agreement.

## Unions Associated with Rail and Air Carriers

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### RAILROADS

ARSA	American Railway Supervisors Association.
ATDA	American Train Dispatchers Association.
BB	International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers & Helpers.
BLE	Brotherhood of Locomotive Engineers.
BMW	Brotherhood of Maintenance of Way Employees.
BRAC	Brotherhood of Railway, Airline & Steamship Clerks, Freight Handlers, Express & Station Employees.
BRCA	Brotherhood Railway Carmen of United States and Canada.
BRS	Brotherhood of Railroad Signalmen.
BSCP	Brotherhood of Sleeping Car Porters.
FEC	Federated Employees Council.
HRE	Hotel & Restaurant Employees & Bartenders International Union.
IAM&AW	International Association of Machinists & Aerospace Workers.
IBEW	International Brotherhood of Electrical Workers.
IBFO	International Brotherhood of Firemen and Oilers.
IBT	International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America.
ITDA	Illinois Train Dispatchers Association.
LU	Local Union.
MDFA	Mechanical Department Foremen's Association.
MRSA	Milwaukee Road Supervisors Association.
RED	Railway Employees' Department.
RYA	Railroad Yardmasters of America.
SA	System Association. Committee or Individual.
SMWIA	Sheet Metal Workers' International Association.
TWU	Transport Workers Union of America.
USWA	United Steelworkers of America.
UTU	United Transportation Union.
WRSA	Western Railway Supervisors Association.

### AIRLINES

ADA	Air Transport Dispatchers Association.
AFA	Association of Flight Attendants.
ALEA	Air Line Employees Association.
ALPA	Air Line Pilots Association.
AMFA	Aircraft Mechanics Fraternal Association.
APA	Allied Pilots Association.
APFA	Association of Professional Flight Attendants
ASPA	Aspen Pilots Association.
BRAC	Brotherhood of Railway, Airline & Steamship Clerks, Freight Handlers, Express and Station Employees.
CWA	Communication Workers of America.
FEIA	Flight Engineers International Association.
FOA	Flight Operations Association.
IAM&AW	International Association of Machinists & Aerospace Workers.
IBT	International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America.
IBF	Independent Federation of Flight Attendants.
LU	Local Union.
PAFCA	Professional Airline Flight Control Association.
SADA	Southern Airways Dispatchers Association.
SASEA	Southern Airways Stores Employees Association.
SEIU	Service Employees International Union.
TWU	Transport Workers Union of America.
UFA, Local 1	Union of Flight Attendants, Local 1
UFA, Local 2	Union of Flight Attendants, Local 2
UPA	Union of Professional Airmen.
WAMA	Wright Airlines Mechanics Association.

### MARINE

GLLO	Great Lakes Licensed Officers' Organization.
IUP	Inlandboatmen's Union of the Pacific.
MMP	International Organization of Masters, Mates, & Pilots.
MEBA	National Marine Engineers' Beneficial Association.
NMU	National Maritime Union of America.
SIU	Seafarers International Union of North America.
USWA	United Steelworkers of America.

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