

**National
Mediation
Board**

Fifty-Fifth
&
Fifty-Sixth
Annual Reports

Including the Report of the
National Railroad Adjustment Board

NATIONAL MEDIATION BOARD



Fifty-Fifth and Fifty-Sixth Annual Reports

Including the Report of the
National Railroad Adjustment Board

For the Fiscal Years Ended
September 30, 1989 and September 30, 1990

National Mediation Board

Fiscal Years 1989 and 1990

Board Members

Joshua M. Javits, Chairman—1989, 1990

Walter C. Wallace*

Patrick J. Cleary

Kimberly A. Madigan

William A. Gill, Jr.**

Executive Director

Ronald M. Etters
General Counsel

Mary C. Pricci
Administrative Officer

Roland Watkins
Senior Hearing Officer/
Legal Counsel

Mary L. Johnson
Senior Hearing Officer/
Legal Counsel

Joyce M. Klein****
Hearing Officer/
Assistant Legal Counsel

Roy J. Carvatta
Staff Director/Grievances

Meredith S. Buel***
Special Asst. to the Chairman

Donald L. West
Manager, Computer
Services

Lew Townsend
Public Information Officer

* Mr. Wallace's term expired July 1, 1990.

** Mr. Gill became Executive Director May 25, 1990. He succeeded Charles R. Barnes who served as Executive Director from May 4, 1986 to May 6, 1990.

*** Deceased, October 1988.

**** Joined NMB, May 7, 1990.



NATIONAL MEDIATION BOARD
WASHINGTON, DC 20572

OFFICE OF THE CHAIRMAN

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

Sirs:

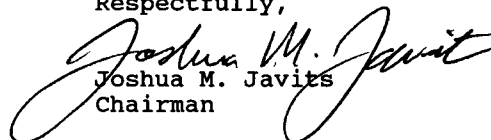
It is an honor to submit to you the Fifty-Fifth and Fifty-Sixth Annual Reports of the National Mediation Board for Fiscal Years 1989 and 1990 pursuant to the provisions of Section 4, Second, of Public Law No. 442, 73rd Congress, Approved June 21, 1934.

This combined report reviews twenty-four months of the Board's administration of the Railway Labor Act -- the collective bargaining statute that governs labor relations in the rail and air transportation industries. The law provides comprehensive procedures for preserving industrial peace in these vital industries while, at the same time, ensuring the right of employees to organize and bargain collectively through representatives of their own choosing.

This was a busy and eventful period for the National Mediation Board as both industries continued to adjust to free market competition following decades of extensive government regulation of their operations. Because of changes in the industries, the Board faced new and challenging issues. The number of cases handled by the Board also increased.

These months were marked by numerous mergers and acquisitions in the airline industry, and the startup of many small regional railroads formed by the sale or abandonment of trackage by larger railroads. The Board worked to assist those on both sides of the bargaining table to adjust to these and other changes. There were no strikes in the railroad industry and only one in the airline industry. Helping to maintain the nation's vital transportation services without any serious disruptions is a continuing goal of the National Mediation Board.

Respectfully,


Joshua M. Javits
Chairman

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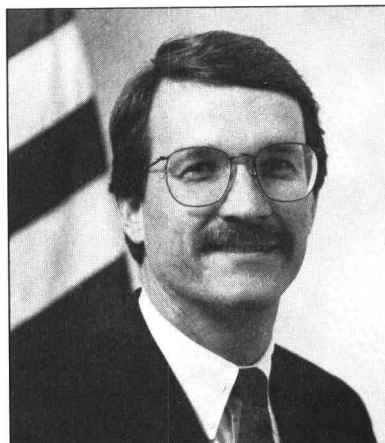
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Registry of Board Members

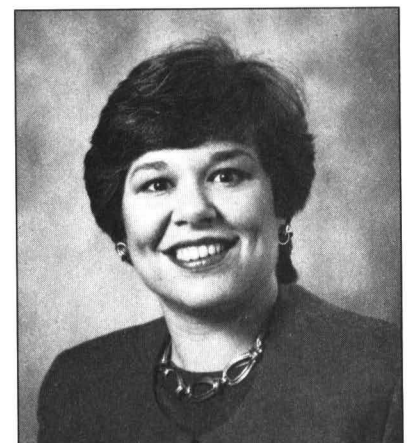
Name	Entered Office		
Kimberly A. Madigan . . .	08-20-90 . . .	Term Exp.	07-01-93
Patrick J. Cleary	12-04-89 . . .	Term Exp.	07-01-91
Joshua M. Javits	01-19-88 . . .	Term Exp.	07-01-92
Charles L. Woods	01-09-86 . . .	Resigned	01-15-88
Helen M. Witt	11-18-83 . . .	Resigned	09-18-88
Walter C. Wallace	10-12-82 . . .	Term Exp.	07-01-90
Robert J. Brown	08-20-79 . . .	Resigned	06-01-82
Robert O. Harris	08-03-77 . . .	Resigned	07-31-84
Kay McMurray	10-05-72 . . .	Term Exp.	07-01-77
Peter C. Benedict	08-09-71 . . .	Deceased	04-12-72
David H. Stow	12-10-70 . . .	Retired	07-01-79
George S. Ives	09-19-69 . . .	Retired	09-01-81
Howard G. Gamser	03-11-63 . . .	Resigned	05-31-69
Robert O. Boyd	12-28-53 . . .	Resigned	10-14-62
Leverett Edwards	04-21-50 . . .	Resigned	07-31-70
John Thad Scott, Jr	03-05-48 . . .	Resigned	07-31-53
Francis A. O'Neill, Jr	04-01-47 . . .	Resigned	04-30-71
Frank P. Douglass	07-03-44 . . .	Resigned	03-01-50
Harry H. Schwartz	02-26-43 . . .	Term Exp.	01-31-47
William M. Leiserson . . .	03-01-43 . . .	Resigned	05-31-44
David J. Lewis	06-03-39 . . .	Resigned	02-05-43
George A. Cook	01-07-38 . . .	Resigned	08-01-46
Otto S. Beyer	02-11-36 . . .	Resigned	02-11-43
John M. Carmody	07-21-34 . . .	Resigned	09-30-35
James W. Carmalt	07-21-34 . . .	Deceased	12-02-37
William M. Leiserson . . .	07-21-34 . . .	Resigned	05-31-39



Joshua M. Javits



Patrick J. Cleary



Kimberly A. Madigan

I. Summary of Activities, Fiscal 1989–1990

A central objective of the National Mediation Board is the facilitation of cooperation between labor and management to peacefully resolve their disputes, eliminating whenever possible confrontations that precipitate disruptions in the services provided by the railroad and airline industries. The Board's disputes resolution processes were in demand, as reflected by the number of newly docketed cases, especially those involving mediation of amendable contracts. In FY 1989, the combined number of mediation and employee representation cases climbed sharply from a year earlier. New cases received moderated in number, somewhat, in FY 1990 but remained relatively high compared to the annual average for most of the 1980s. During these two years, the vast majority of mediation cases was peacefully resolved. A major disappointment during this reporting period, however, was the lack of a peaceful settlement of a long-running contract dispute between Eastern Air Lines and the International Association of Machinists and Aerospace Workers.

Despite intensive efforts by the Board, Eastern and the Machinists union could not resolve their differences and an impasse was declared. Strong urging by the Board for the parties to resolve their remaining differences by voluntary binding arbitration was rejected. After a mandatory 30-day cooling-off period, the Machinists union launched a strike in March 1989 that was supported by Eastern's other major unions. Less than a week later, management filed for Chapter 11 bankruptcy protection from creditors. As FY 1990 ended, the Eastern strike continued and management, using employees who crossed picket lines and newly hired workers to replace strikers, continued to keep the airline flying but at a substantially reduced level of operations compared to prior to the strike. Final outcome of this dispute could not be predicted as FY 1990 came to a close.

Also continuing as FY 1990 ended was final resolution of the 1988 round of national bargaining between most of the nation's Class I freight railroads and 11 major unions. The 98 railroads and terminal and switching companies involved account for nearly 95 percent of all rail freight carloads. The Board entered the case through a series of separate requests for mediation filed between October 13, 1988 and July 28, 1989 by the various unions and the National Railway Labor Conference, the railroads' negotiating arm.

Although mediation helped resolve some disputed issues in national bargaining, there were seemingly intractable differences between the parties on a number of important issues, especially health and welfare benefits. All but one of the unions and the National Railway Labor Conference entered into an unprecedented agreement designed to settle all unresolved disputes through the creation of a Presidential Emergency Board. Emergency boards provide an effective means of aiding in the resolution of disputes if the Act's other processes—direct negotiations between the parties, Federal mediation, voluntary binding arbitration and a cooling-off

period—fail to produce peaceful settlements. As FY 1990 came to a close and FY 1991 was beginning, Presidential Emergency Board (PEB) No. 219, which was created in this case, was conducting the last of a series of scheduled hearings. Because of the complexity and number of issues, the date for PEB No. 219 to submit its report and recommendations to the President and the parties was extended to January 15, 1991. Although the potential for a disruption of rail service remains, Members of the National Mediation Board are hopeful that the process will produce agreements between the parties without any serious or lengthy disruption to interstate commerce. At the very least, the procedures will result in a clear identification of unresolved issues and a recommended settlement by PEB No. 219's three neutral experts in the resolution of the dispute.

During FY 1989 and 1990, airlines and railroads continued to increase their services to the nation while also continuing to undergo major changes propelled by strong competitive and financial pressures. These are two of the most highly unionized industries in the nation. Eighty-two percent of all railroad employees and more than 65 percent of all airline employees are organized. The challenges to these two vital industries, combined with a broad range of collective bargaining issues of concern to labor and management, require the National Mediation Board's expertise and intensive efforts in order to maintain the uninterrupted free flow of commerce.

Since the Airline Deregulation Act was enacted in 1978, the airlines' combined annual revenue passenger miles—one fare-paying passenger transported one mile—has more than doubled. The number of passengers carried also rose significantly, as did industry employment. Between 1978 and 1989, U.S. scheduled airlines' enplanements increased from 274.7 million passengers to 453.7 million. These passengers were flown 226.8 billion revenue passenger miles (RPMs) in 1978 versus 432.7 billion in 1989, according to the Air Transport Association, the industry's trade group. Industry employment was slightly more than 329,000 in 1978 and grew to 506,730 in 1989. In 1990, all three measurements continued their upward trend. Passenger enplanements climbed to 465.6 million in 1990, RPMs rose to 457.9 billion and employment reached a record 545,810.

During the two years covered by this report, the railroads also achieved new highs in freight ton-miles—one ton of freight carried one mile—even though the industry's total employment continued to decline. In 1980, when the industry was mostly deregulated by the Staggers Act, the railroads' combined employment totaled 532,000. By 1989, employment had dropped to 308,000, and in 1990 average annual employment for the first time dropped below 300,000, to 292,000. Of these, 216,000 were employed on the 14 Class I freight railroads. While employment was falling, however, productivity was increasing. For example, freight revenue ton-miles per employee rose from 1,683 in 1988 to 1,776 in 1989, and continued upward in 1990, to 1,900.

Changes in the airline and railroad industries were reflected in the Board's workload during the 24-month period covered by this report. The Board's caseload, as detailed in Tables 1, increased both in mediation and employee representation disputes. In FY 1989, 253 new mediation cases were docketed—more than double

the year-earlier level—and 102 representation cases also were received, a more than one-fourth increase from the prior year. The number of both new mediation and representation cases was the largest in seven years. FY 1990 saw decreases from 1989 levels, but the combined total of 220—136 mediation and 84 representation—remained well above the less than 200 average in the two years immediately preceding the 1989 upsurge. While new cases increased substantially, successful case closings kept the number of cases pending at the end of FY 1990 at 423—only 41 more than at the end of FY 1988, before the two-year jump in new cases. The number of cases pending is expected to decline in FY 1991 and again in FY 1992, largely because there are fewer collective bargaining agreements that are amendable during that period.

The National Mediation Board was established in 1934 to administer the Railway Labor Act (RLA), which governs labor-management relations in the railroad and airline industries. A central purpose of the Act is to serve the public interest by maintaining the flow of interstate transportation services through achieving labor peace. The RLA imposes on carriers and their employees the duty of making every effort to settle disputes through negotiation, mediation and arbitration. Neither side is denied the right to self-help to gain their respective objectives, but work stoppages are possible only after all processes of the Act have been exhausted.

Over its 56-year history, the Board's responsibilities have been expanded by amendments to the Act. However, its two principal functions remain unchanged: mediation of collective bargaining disputes and determination of employee representatives for purposes of collective bargaining.

The Board mediates disputes involving the formation of collective bargaining agreements which define rates of pay, rules or working conditions. These are termed "major" disputes under the Act. "Minor" disputes are disputes arising over the interpretation or application of a collective bargaining agreement and commonly are called contract "grievances."

Under the RLA, collective bargaining over new or amendable contracts often is successfully completed by the parties who resolve their own differences without third-party involvement. But when they cannot, Congress has determined that the public interest in the continued availability of railroad and airline services requires the Federal Government to take an active interest and role in helping them resolve their labor-management disputes.

While the Board's best known function—mediation—involves disagreements over new or amendable collective bargaining agreements between labor and management, its second principal function—employee representation—deals with disputes that arise among employees in the two industries regarding what organization, if any, they want to represent them in collective bargaining. In these cases, the Board investigates the dispute, conducts hearings when necessary, and makes a determination. If the determination calls for conducting an election, the Board identifies the eligible voters and establishes the rules governing the balloting.

Additional information on the organization of the National Mediation Board is provided in Chapter IV. The historical perspective and details of the Railway Labor Act can be found in Chapter VI.

Board Cases Pass 18,000 Mark

The combined total of mediation and employee representation cases docketed by the Board since 1935 rose to 18,252 in FY 1989 and, then climbed to 18,472 at the end of FY 1990. At the same time, the number of settled cases reached a total of 18,049 by the end of FY 1990.

The number of new cases received in FY 1989—355—was an increase of 158, or 80 percent, compared to 197 docketed in FY 1988. As noted, mediation cases accounted for most of the increase. The surge in mediation cases is traceable to the railroad industry's tradition of national bargaining between most of the Class I freight railroads and their unions. Once each round of national bargaining is completed and amendable contracts are in place, there is a moratorium on further negotiations at the national level and on national issues at the local level until the just completed contracts become amendable again. This moratorium normally runs for three or four years, after which new surges in railroad mediation cases can be expected.

While the Board received 253 new mediation and 102 representation cases in FY 1989, it resolved and closed 246 and 100, respectively, during the same period. In FY 1990, when the Board received another 136 mediation and 84 representation cases, it resolved and closed 119 and 78, respectively, during that 12-month period.

Helping to reduce the overall caseload was the consolidation of a number of railroad cases involved in national bargaining that were filed initially as separate cases. A sizable number of cases also were administratively closed. Cases are administratively closed when there is an extended period of inactivity, but they are re-opened if requested by a party.

Importance of the Rail and Air Industries

Railroads continued to be the dominant provider of intercity freight carriage, based on ton-miles registered, and the airlines accounted for the overwhelming amount of revenue passenger miles, or RPMs, registered by business and vacation travelers.

While the railroads' share of intercity revenue freight ton-miles registered by all modes remained at about 37 percent during the 1980s (37.5 percent in 1980 vs. 37.3 percent in 1989 and 37.6 percent in 1990), their total revenue ton-miles of traffic increased, according to the Association of American Railroads. The railroads reached a milestone in 1989 when, for the first time ever, they registered more than a trillion ton-miles of traffic in one year (1,048 billion in calendar 1989 and 1,080 billion in 1990). The Board in no way minimizes the importance of other modes of transportation to the nation's economy, but it is worth noting many items moved predominantly by railroads are essential to the nation's key industries. These include commodities such as coal, grain and agricultural products, chemicals and allied products, gravel and sand, pulp paper and other lumber and wood products, as well as metallic ores, non-metallic minerals, petroleum products and waste ma-

terials. Another major service of the railroads is transportation of completed automobiles.

Many of these essential goods are bulky and weighty items moved on railroads whose average length is over 100 rail cars. It might take 500 trucks to move the same amount of goods as one train, a considerable burden on interstate highways, air pollution and fuel consumption.

Passengers using common carriers for intercity travel continued to rely mainly on the airlines. In 1989 and 1990, the airlines accounted for nearly 92 percent of all intercity passenger miles registered by all common carriers. The airline industry, however, encountered difficult financial going in 1990. Initial signs of a reversal in the industry's financial fortunes surfaced when, for the first time in years, carriers resorted to discount-fare programs during their normally heavy summer travel period. Events in the Persian Gulf in August 1990 that subsequently led to an outbreak of war further adversely affected the airlines in the closing months of FY 1990. Widespread fare-discounting, coupled with a sharp upward spike in jet fuel prices and an equally steep fall in international passenger traffic, resulted in the industry posting in calendar 1990 its worst financial performance in history. U.S. scheduled airlines registered an operating loss of \$1.9 billion and a net loss of \$3.9 billion in 1990, compared to an operating profit of \$1.8 billion and a net profit of \$127.9 million in 1989, according to the Air Transport Association.

Railroad Industry Bargaining

In the railroad industry, as mentioned earlier, mediation of the industry's national bargaining process commenced in FY 1989 after the parties were unable to reach an agreement through direct negotiations. Included in the dispute were health and welfare issues that had not been resolved in the previous 1984 round of national bargaining. These issues, along with rates of pay and work rules, made mediation of the latest round of national bargaining one of the most complex and difficult ever faced by the Board.

Board activities involving commuter rail lines posed unique challenges. More than 80 individual contracts on these carriers were open for negotiations in FY 1989 and 1990. Because multiple layers of authority exist on commuter railroads, through local, state and federal government control or subsidization, and because the labor organizations involved engage in "pattern" bargaining, these negotiations often are protracted.

Reflecting the time and work associated with resolving issues of commuter railroads is the case of the Port Authority Trans-Hudson (PATH) and its various unions. Although PATH is only a 35-mile long railroad, it carries more than 100,000 passengers to and from Manhattan each day. After more than two years of direct negotiations and mediation failed to produce agreements, a series of five different Presidential Emergency Boards were created to try to bring the parties together. During this time, the Board continued its mediatory efforts and assisted each of the Emergency Boards. Voluntary settlements ultimately were achieved without the use of self-help by any of the parties.

The Changing Airline Industry

Intense competition has dominated the actions of airlines since deregulation in late 1978. Because of this competition and the series of mergers, buy-outs and bankruptcies in the 1980s, new and involved labor-management issues and cases arose. Most notable and visible during 1989 and 1990 was the case of Eastern Air Lines, whose parent company, Texas Air Corp., also owned and controlled Continental, another financially troubled carrier.

During the final months of FY 1990, Eastern and all other major airlines were hit particularly hard with soaring fuel costs, reduced travel due to the national recession that generally is considered to have started in July 1990, and renewed fear of terrorism sparked by Iraq's August 1990 invasion of Kuwait. Roughly 18,000 employees at Eastern were in jeopardy as that company's financial position was precarious.

Since the airline industry was deregulated, 82 airlines filed for bankruptcy and more than 140 have ceased operations. Only two of the so-called "new entrants" were still operating at the end of FY 1990—Midway and America West. Both of these carriers, along with Continental and TWA, were showing signs of financial difficulties that could pose new challenges to their future financial viability and the status of their labor-management relations.

Increased unionization of commuter/regional and charter airlines, primarily by pilot unions, has led to the filing of numerous requests for mediation assistance by the nation's smaller carriers and/or their unions. Many of these mediation cases involve initial contracts and involve difficult negotiations between parties who are new to the collective bargaining process.

It was partly because of this growth in the unionization of smaller carriers, as well as their increasing importance as feeders to larger airlines, that the Board conducted a two-day National and Regional Airlines Labor Relations Conference in March 1990 in Scottsdale, Arizona. More than 225 top leaders of unions, management officials, government representatives, neutrals and arbitrators attended. The conference served as a forum to inform attendees about the workings of the Railway Labor Act and how the Board functions. The event also provided an important forum for those engaged in collective bargaining in these industry segments to exchange views in a non-confrontational setting. More details of this conference are reported in the Highlights section of this report.

High Success Rate for Mediation

During its 56 years of administering the Railway Labor Act, the Board has achieved a high rate of success in settlement of disputes. This has helped provide stability in two vital industries. Together, the two industries employ about three-quarters of a million persons who are represented by more than 75 different labor unions.

The Board has been able to achieve its successes in mediation through the efforts of a series of dedicated Board Members, an experienced staff, and strict adherence to a position of neutrality in resolving disputes. Board Members during 1989 and 1990 were Joshua M. Javits, Walter C. Wallace, and Patrick J. Cleary. Kimberly A. Madigan was appointed to the Board July 19, 1990, replacing Mr. Wallace.

The Board employs a professional staff of 57 persons (58 authorized). Twenty experienced mediators, who are strategically located around the nation, handle all airline and railroad collective bargaining and representation cases. The agency's cadre of full-time mediators average more than 15 years' service with the Board. Board Members, each of whom is well versed in mediation, frequently engage directly in the process at key times in the effort to persuade the parties to reach peaceful settlements.

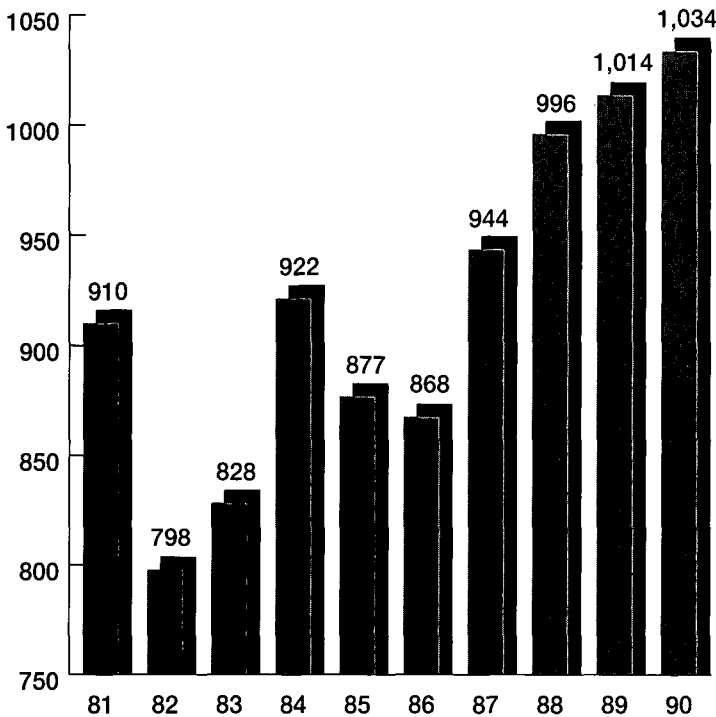
The following pages provide a more detailed account of the Board's activities and include discussions of aspects of many other responsibilities, such as legal activities, freedom of information requests, representation case hearings and highlights of important cases.

By the close of FY 1990, a number of ongoing and expected events presaged significant labor-management issues that the Board will face in the decade ahead. Several airlines are facing significant financial troubles; route transfers, buy-outs and mergers and industry globalization are on the horizon. For the railroad industry, the report of PEB No. 219 will stimulate renewed and increased focus on the national negotiations and important local negotiations at some large railroads.

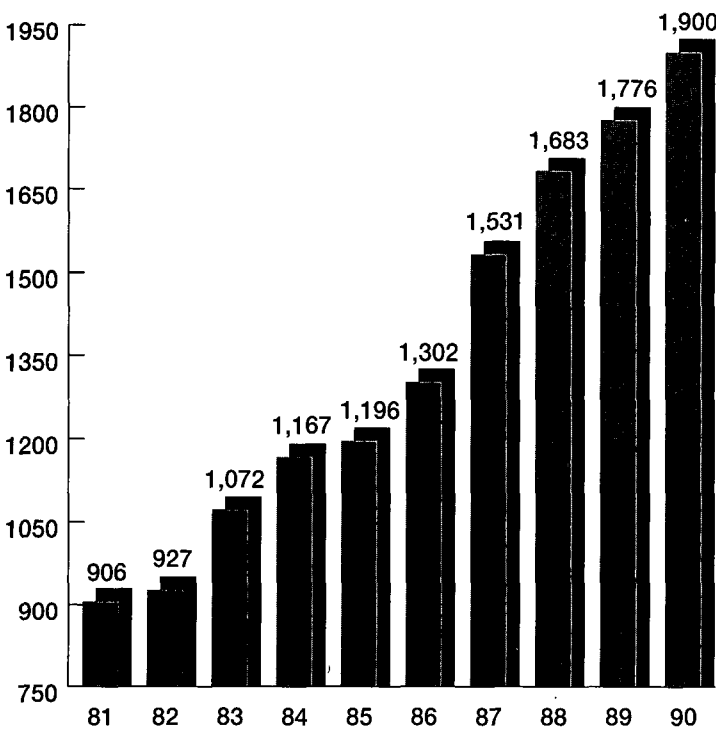
Anticipating these issues and continuing to work with the dedication shown over the past 56 years, the Board faces the coming years with confidence that the nation will continue to receive the benefits of stability in the two major transportation industries.

Overview of U.S. Railroad Industry

Freight Revenue Ton-Miles
(Amounts in Billions)



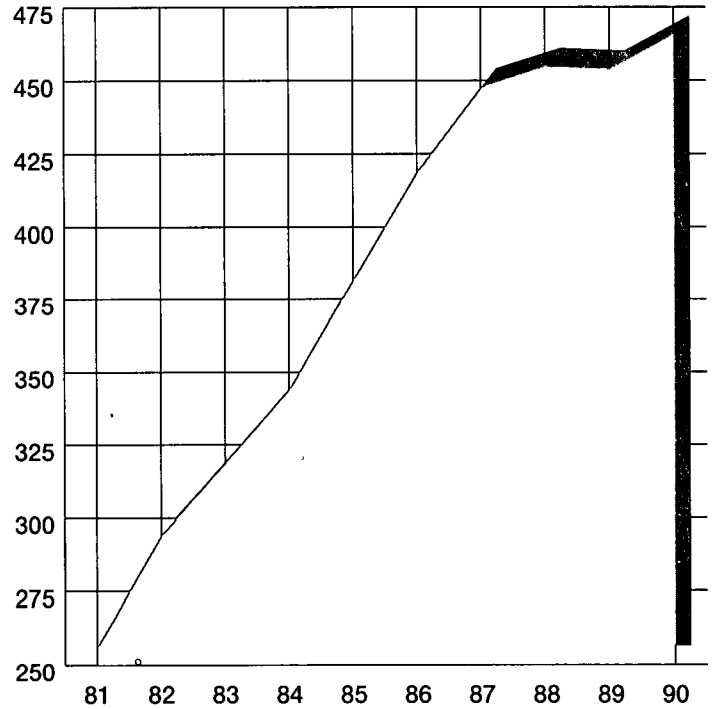
**Freight Revenue Ton-Miles
Per Employee Hour**



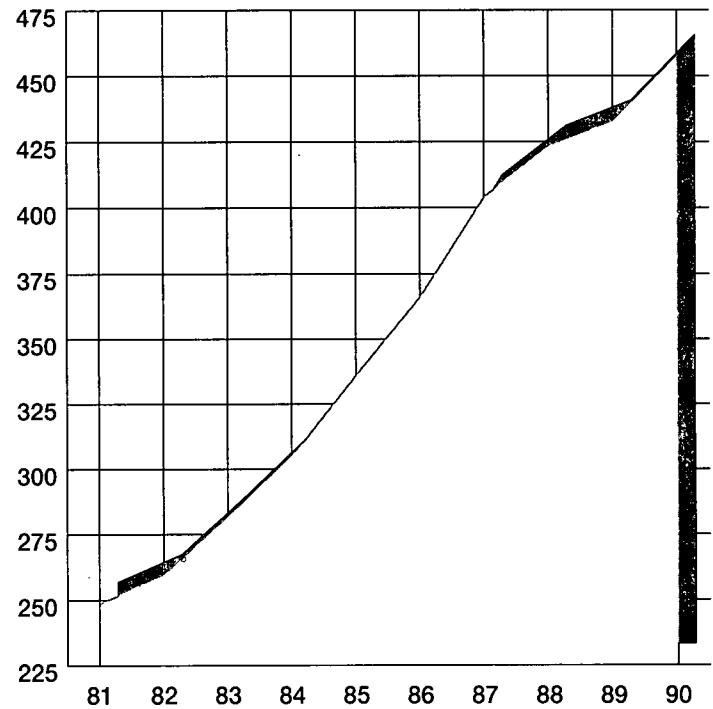
Source: Association of American Railroads.

Overview of U.S. Scheduled Airlines (Large Aircraft Operation)

**Revenue Passengers
Enplaned**
(Millions)



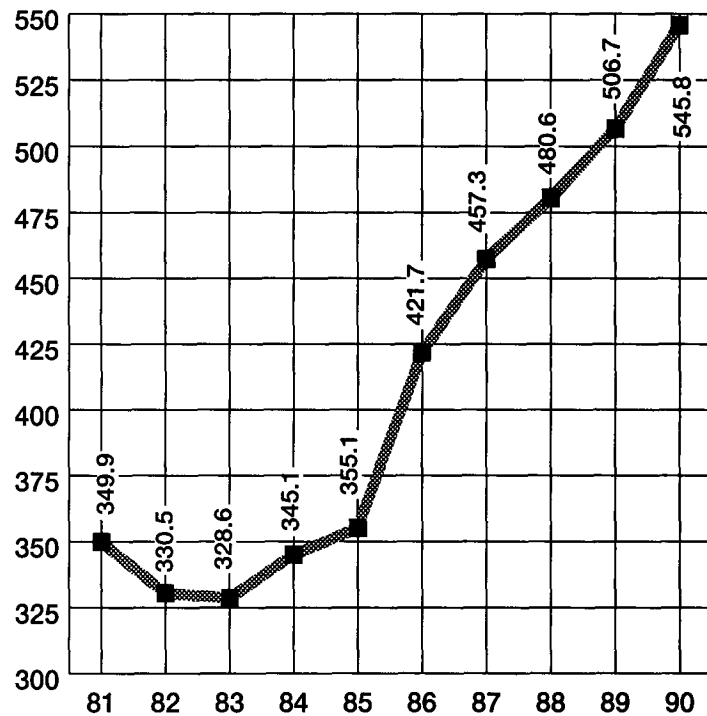
**Revenue Passenger Miles
(RPMs)**
(Billions)



Source: Air Transport Association.

Employees in the Airline Industry

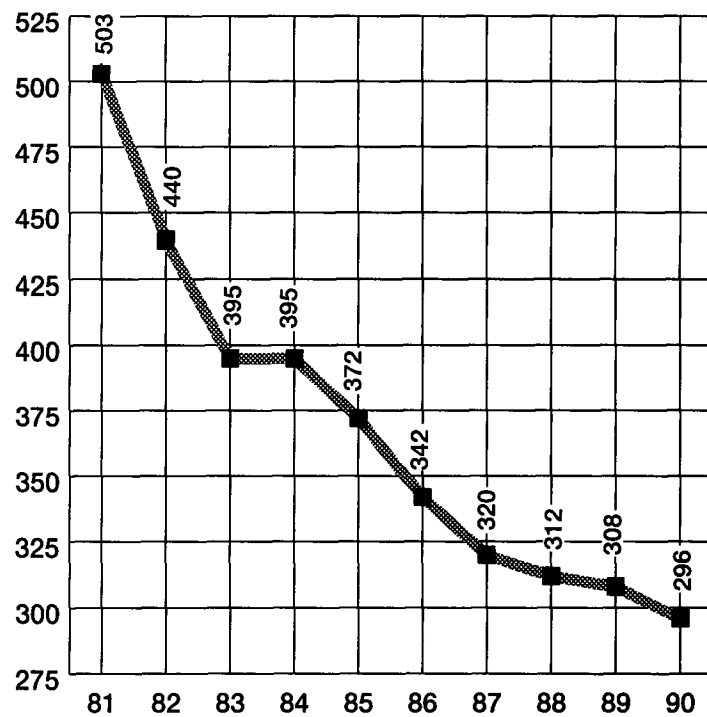
(Thousands)



Source: Air Transport Association

Employees in the Railroad Industry

(Thousands)



Note: Includes Class I, II and III Railroads, plus Amtrak.
Source: Association of American Railroads.

II. Highlights

Airline Cases

The situation at Eastern illustrates the complexity and dangers facing labor-management relations in the industry. During the collective bargaining between Eastern and the Machinists union, one of the difficulties was an insistence by management that two separate contracts be written, superseding the existing single contract covering greater and lesser skilled Eastern employees represented by the union. The company sought one contract covering mechanics represented by the union and a separate contract covering fleet service employees and others who also were represented by the same union. Another major complication was a question posed to the Board as to whether Eastern was operating as an independent entity for labor relations purposes, or if it were in reality a part of Continental Airlines, or of Texas Air Corporation, the parent company of both airlines. The Machinists, who filed the initial application, along with the Air Line Pilots Association (ALPA) and the Transport Workers Union (TWU), asserted that their representation of various crafts and classes of employees at Eastern should extend as well to Continental on the theory that both carriers were a single transportation system. Both the mediation and representation cases embodied novel and difficult problems.

Adding to the complexity of the Eastern case were attempts by the parent company, Texas Air, to sell the Eastern Shuttle portion of Eastern's operations, as well as other actual and attempted transfers of assets between the three entities—Eastern, Continental and Texas Air. More than two dozen lawsuits were filed, further complicating matters, and the Department of Transportation also commenced an investigation of allegations of safety problems with Eastern's operations.

When the Board's mediation services were invoked in January 1988 in the collective bargaining dispute between Eastern and the Machinists union, company negotiators presented more than 2,000 issues they said were in dispute. The union presented several hundred issues of its own. Many of these were resolved during 13 months of mediated negotiations but many remained and new ones surfaced. The latter included the earlier mentioned applications filed by Eastern's unions requesting the Board to determine if Eastern and Continental constituted a single transportation system for purposes of employee representation under the Railway Labor Act. Over a period of six months, the Board held hearings that were concluded in February 1989 on the single transportation system dispute. The transcript of this case exceeded 10,000 pages and more than 200,000 pages of exhibits, and 700-plus pages of briefs were filed. Some information required by the Board was obtained through court actions.

As the result of one lawsuit, the Board was granted access to various documents of Eastern and Texas Air. The successful decision in this lawsuit is significant because it upheld the Board's

right to obtain information needed for its fact-finding investigation in the form and at the location requested by the Board.

The Machinists union launched on March 4, 1989 what would become a protracted and traumatic strike against Eastern.

Prior to the start of the strike, in early February 1989, the Board declared that mediation had been unsuccessful and urged both sides to agree to binding arbitration of their dispute. The Machinists accepted the "proffer" of arbitration but it was rejected by Eastern's management. This triggered the start of a 30-day cooling-off period that was to expire March 4, after which the parties could engage in self-help actions. During the cooling-off period, Machinists' officials said a strike at Eastern would be accompanied by secondary picketing at a number of railroads where the union had large numbers of members.

Because of the imminent strike at Eastern and the threatened secondary picketing at the railroads, the Board officially notified the President prior to the March 4 deadline of a substantial threat to interstate commerce. Under the Railway Labor Act, this allowed the President to create a Presidential Emergency Board to study the dispute and submit its findings and recommendations within 30 days. During that 30-day period and for 30 days after an emergency board report is submitted, the status quo must be maintained. Recommendations of previous emergency boards were either successful in resolving labor disputes, or were used by Congress in various ways to impose settlements on the warring parties.

The President, in his discretion under the law, decided not to create an emergency board in the Eastern-Machinists case. Some railroads threatened with secondary picketing also obtained temporary court prohibitions of this type of action. The Machinists union, nonetheless, launched its strike at Eastern on March 4. In the preceding five years, there were only four cases mediated by the NMB that had progressed to a strike. All of those strikes were of relatively short duration compared to the labor-management conflict at Eastern. The carrier's pilots, represented by ALPA, and its flight attendants, represented by the Transport Workers Union (TWU), supported the Machinists' strike by refusing to cross picket lines. Although approximately 18,000 employees at the airline walked off their jobs, there was no secondary picketing at the railroads. Five days later, on March 9, 1989, Eastern filed Chapter 11 bankruptcy and sought to reorganize its operations.

Eastern struggled both operationally and financially during the early months of the strike, continuing to provide limited service with the help of workers hired to replace strikers and some employees who crossed the Machinists' picket lines to return to their jobs. The carrier's machinists, pilots and flight attendants unions also attempted to encourage outside investors to purchase Eastern from Frank Lorenzo's Texas Air Corporation. The unions said the two most promising buyout efforts were led by former baseball commissioner Peter Ueberroth and by Chicago commodities trader Joe Ritchie. Despite the assistance of the unions in offering concessions, these efforts and others were unsuccessful and the strike continued.

In November 1989, nine months after the strike began, Congress passed by a large measure legislation calling for a bipartisan Blue Ribbon Commission to investigate the lengthy labor dispute and to bring it to an end. President Bush vetoed the legislation on November 21, 1989, and the following day the Air Line Pilots Association and Association of Flight Attendants called off their sympathy strikes at Eastern. After Congress went back into session in January 1990, however, the pilots and flight attendants unions supported a lobbying effort by the Machinists and the AFL-CIO to override the President's veto.

On March 7, 1990, the veto was narrowly sustained when the House of Representatives voted 261 to 160 for the override.

On April 18, 1990, when the strike was nearly 14 months old, the bankruptcy court, at the urging of both Eastern's unions and the carrier's creditors, named an independent trustee to take over Eastern's management, replacing Lorenzo and his Texas Air holding company. The court-appointed trustee, Martin Shugrue, a former high-ranking executive at Pan American World Airways, said labor peace at the carrier was his top priority and that he also would seek a buyer to ensure the continuation of Eastern's operations.

On August 17, 1990, the Board dismissed without prejudice all the applications filed earlier by Eastern's unions regarding the question of whether that carrier and Continental constituted a single-transportation system. The appointment of a trustee, the bankruptcy court indicated, ensured Eastern's independence in pursuing a reorganization plan, as well as its independence from any decisions made by the managements of Continental and Texas Air. The NMB, by dismissing the single-transportation case without prejudice, provided an opportunity for the unions to reopen the case without having to adhere to normal time bars in the filing of such cases. Eastern's labor organizations, however, did not choose to reopen the case.

As FY 1990 ended, the outlook for Eastern was dim. The carrier and the rest of the nation's airlines suffered a severe blow when the crisis in the Persian Gulf over Iraq's invasion of Kuwait caused fuel prices to soar and sharply curtailed national and international travel.

Besides Eastern, at least three other carriers, Pan Am, Midway, and Continental, appeared to be near bankruptcy. Others, among them TWA and some commuter/regional carriers, faced possible mergers, buy-outs, bankruptcies, or closures. At United Airlines, a coalition of employee labor organizations was attempting to purchase that airline. USAir laid off 3,600 employees during the year and also cut back on its previously announced expansion plans. Some carriers with older aircraft fleets, such as TWA, faced major financial outlays to meet new federal anti-noise standards while, at the same time, having heavy debt loads and unprofitable route structures.

As Europe prepared to meet the January 1993 timetable for the European Community to liberalize trade, including airline operations, several major U.S. airlines showed increasing signs of seeking global positions. This intensified competition between the stronger and weaker U.S. carriers and there ensued a scramble to either acquire or to sell international route authority held by various carriers.

Takeovers and attempted takeovers of airlines complicated the Board's traditional role in seeking a peaceful resolution to collective bargaining disputes, while not intruding upon the ownership decision and sales of assets by carriers involved in these actions.

An example is Northwest Airlines, which acquired Republic Airlines in 1986. Over the following two years the parties tried to combine their two pilot contracts into a new single contract. This meant resolving more than 250 substantive issues, integrating skills, practices, seniority lists, union representatives and the different corporate cultures of the two groups of pilots.

Following the acquisition, a many-faceted takeover battle for control of Northwest began in the spring of 1989. This brought many uncertainties about the stability of management and ownership and hindered meaningful progress in the negotiations. This takeover struggle lasted several months. Once the ownership question was decided, however, and ended with the purchase of the airline by Wings Holdings Inc., a group led by Alfred Checchi and Gary Wilson, resolution of the contract issues involving the pilots was achieved relatively quickly, on August 28, 1989, when the two sides signed a new agreement.

Takeover attempts also involved UAL, parent company of United Airlines. In that case, initially one of the carrier's three primary unions opposed a proposed employee purchase of the company by the two other unions. Normal negotiations between United and its unions over replacement contracts effectively were suspended by the parties pending the outcome of the employee buy-out attempts. Eventually, all three of United's primary unions jointly attempted to gain control of the carrier. They were unsuccessful. In November 1990, UAL's board of directors rejected the last of a series of union proposals to purchase the carrier. Mediation resumed shortly thereafter and agreements between UAL and its pilots, machinists and flight attendants were achieved within the next nine months.

As the commuter/regional, national, and charter airlines undergo changes and try to adapt to closer affiliation with major carriers, there has been an increase in the organization of employees on these carriers, mostly among pilots. This led to the filing of many requests for mediation. Many cases involving the smaller carriers are initial contracts between an employer and employees who are new to the collective bargaining process and do not have a previous contract to build upon, causing difficult and lengthy negotiations.

To assist, the Board conducted the previously mentioned two-day National and Regional Airlines Conference in Scottsdale, Arizona in March 1990. The conference was designed specifically for persons involved in labor relations at commuter/regional and national carriers. Among other things, the conference was intended to help cultivate relationships and communications between representatives of the airlines and labor organizations in a non-confrontational setting, and to help the parties better understand the Railway Labor Act and the functions of the National Mediation Board.

Speakers to the more than 225 attendees included presidents and chief operating officers of major, national and commuter/regional airlines, presidents and other officials of labor unions, and professional mediators from the National Mediation Board. The

frank discussions provided not only useful information but also guidance for all parties. Based on comments from conference participants and published reports in the aviation trade press, the event succeeded in developing both a better understanding of the collective bargaining process and ways to improve working relationships between the parties.

Airline Representation Disputes

Forty-six new airline representation cases were received in FY 1989, while 94 cases were resolved. In FY 1990, 33 new cases were docketed and 32 were resolved that year. Besides the lengthy case involving Eastern and Continental, there were a number of other complex cases.

During 1989, for example, British Caledonia Airlines was merged into British Airways. The number of U.S.-based employees on British Airways greatly exceeded those of British Caledonia. The Board held that on the date of the merger the former U.S. employees of British Caledonia became U.S. employees of British Airways and, as such, were covered by the existing Board certifications on British Airways.

In another case, Piedmont Airlines was operationally merged into USAir in August of 1989. Unlike prior airline mergers confronting the Board, the two carriers involved in this case were of comparable size. Some of the crafts or classes of employees on each carrier also were represented and some were unrepresented. For instance, the largest of these crafts involved more than 8,000 fleet service employees. USAir, at the time, had 4,434 employees in this craft or class who were represented by the Teamsters Union; Piedmont had 4,263 who were unrepresented. The Teamsters initially sought to have the Board automatically extend the union's representation certification at USAir to include the Piedmont employees, a move opposed by USAir management. To resolve the representation issues, the Board ordered elections in four crafts or classes.

Mail ballots for the fleet service employees' election, one of the largest conducted by the Board based on the number of affected employees, were mailed on December 15, 1989, and were counted on January 30, 1990, at the Board's headquarters. The Teamsters did not receive enough votes to win, but the union filed charges of carrier interference in the election process. Following a lengthy investigation of a multitude of claims and assertions by the union, the Board found that the carrier, in the totality of its actions, had interfered unlawfully in its employees' freedom of choice of a representative. As a remedial action, the Board ordered a re-run election.

The re-run election was conducted in early FY 1991 and the Teamsters received 2,371 votes from among 8,002 eligible voters, an insufficient number to be certificated as the bargaining representative of the combined group of employees. The union, however, filed new charges of carrier interference in the election process. Investigation of these charges and a final conclusion to the case is not expected until the second half of FY 1991.

Two air freight companies also merged in early FY 1989. Flying Tigers, one of the founders of today's air cargo business, was acquired by Federal Express. The Air Line Pilots Association (ALPA) was the long-time collective bargaining agent for Flying Tigers' pi-

lots. Federal Express pilots were unrepresented. Both carriers had about the same number of pilots, 930 at Flying Tigers and 1,092 at Federal Express.

Because of this parity of size in the craft or class of pilots, the Board decided that the choice of representation should be determined by both groups of employees and an election was ordered. In making this determination, the Board declined to terminate ALPA's certification at Flying Tigers prior to the election, or to extend that certification to cover Federal Express' pilots. ALPA received 709 votes from 2,022 eligible voters and the combined airline pilot group became unrepresented. ALPA subsequently filed allegations of carrier interference in the election process. The Board investigated and dismissed the charges.

The Machinists union also filed for representation elections on the merged freight carriers. Involved were substantial numbers of employees in the crafts or classes of mechanics and related personnel, fleet service, stock clerks and flight planners. The application involving flight planners was dismissed by the Board because of a lack of showing of interest by employees in this craft or class. The remaining Machinists' representation cases were pending at the close of FY 1990.

In another representation case, the Teamsters Union filed allegations that Key Airlines interfered with its employees' right to self-organization. The union lost three separate elections to represent the carrier's pilots, flight engineers, and flight attendants. The charges filed by the union were some of the most serious allegations of carrier interference in employee rights to self-organization presented to the Board in recent years. An extensive investigation was conducted. After careful consideration of the record, the Board concluded that Key had engaged in "egregious interference" in the election process. Re-run elections were ordered, using special ballot procedures designed to obviate the taint of the carrier's interference and to allow the employees to exercise their wishes concerning collective bargaining. In the re-run elections, the Teamsters won the right to become the bargaining agent for the flight attendants but lost the two elections to represent the carrier's pilots and flight engineers.

Railroad Cases

In the railroad industry, the latest round of national bargaining commenced even though all issues in the previous 1984-1985 round had not been fully resolved. Also, there were continuing indications during the 24 months covered by this report that some major freight railroads—Class I carriers—were moving away from combined bargaining—"national handling"—through the National Railway Labor Conference (NRLC). Independent negotiations were attempted at the Burlington Northern and CSX. In the latest round of bargaining that began in 1988 with direct negotiations between the parties and major involvement of the Board in FY 1989 and 1990, these signs of disaffection with the national bargaining process were reflected by the tentative nature of delegation of authority to the NRLC by some carriers. There also was a partial, even total withdrawal by a few carriers of delegated authority to the NRLC. Potential problems to Board activities by the changing situation

have not yet been insurmountable. However, any major shift to individual carrier-by-carrier bargaining with the unions on each carrier's property—similar to the current situation in the airline industry—could create significant staffing problems for the Board.

The Board had 22 mediation cases directly involved in national bargaining that originally were filed as dozens of separate cases in FY 1989 and then consolidated for joint handling in FY 1990. Also, the Board had an additional 55 cases related to the national handling. Finalization of these cases was not expected until after completion of the national bargaining process.

Although disputes involving Class I freight railroads receive major attention, the Board applies its resources to many other railroad cases that are in various stages of handling. Among the latter during this reporting period was mediation of amendable Amtrak contracts that encompassed 17 mediation cases involving 11 unions.

In FY 1990, there were 315 open railroad cases not included in national bargaining. Some of the affected carriers included the Burlington Northern with 15 mediation cases involving 14 unions; the Pittsburgh and Lake Erie Railroad, where 15 disputes involved 12 unions; three Conrail cases involving three unions; and one case on the Atchison, Topeka & Santa Fe Railway involving one union. There also were 10 mediation cases involving six unions and the Soo Line, and four Grand Trunk Western cases involving four unions.

Competition to railroads from the trucking industry is intense and creates pressures at the bargaining table in all railroad contract negotiations. Even though the number of railroad employees continued to decline in FY 1989 and 1990, there was virtually no decline in the number of contracts to be negotiated.

The Board also faced increased activity from newly formed railroad companies. Since passage of the Staggers Act of 1980, which partially deregulated rail rates and services, about 220 new and relatively small railroad carriers, commonly called regional or short-line railroads, have been formed. The employees of many of these carriers are unionized and subject to the Act's collective bargaining process.

Emergency Boards

Even as the Board became active in the latest round of national railroad bargaining that led to creation of Presidential Emergency Board (PEB) No. 219, it was engaged in mediation of some local disputes that also required use of the emergency board provisions of the Railway Labor Act. For example, negotiations conducted in 1987–1988 between Chicago & North Western Transportation Company (CNW) and the United Transportation Union (UTU) resulted in the establishment of PEB No. 213 in April of 1988. The CNW primarily is engaged in hauling freight but it also operates, under contract, a suburban commuter passenger service in Chicago called "Merta." PEB 213 submitted its findings and recommendations to the President July 1, 1988. Recommendations of PEB No. 213 to reduce the size of CNW's crew consist were not accepted by either party. Faced with a major rail strike and disruption of Chicago-area commuter traffic, Congress first extended the

status quo for 40 days, finally adopting PEB No. 213's recommendations and imposing them by statute. Subsequent to the CNW legislation, several rail systems or portions of systems negotiated reduced crew consist agreements. These agreements affected parts of CSX, Southern Pacific Transportation Company, Atchison, Topeka and Santa Fe Railway Company, Union Pacific Railroad Corporation, and Norfolk Southern Corporation.

Parties to the railroads' latest round of national bargaining, which began in late-Spring of 1988, achieved virtually no success in narrowing their differences during more than one year of direct negotiations. Negotiators for the unions and carriers exchanged numerous and far-reaching initial contract proposals during these negotiations. Delays in direct negotiations occurred when the managements of some carriers were pursuing a course of independent bargaining.

The parties could not even agree on the scope of the national bargaining. The railroads wanted to negotiate major issues in their health and welfare programs, which they asserted were left unresolved from the 1984 round of bargaining, before holding talks on wage and rule issues, or health and welfare issues involved in the 1988 round of bargaining. The unions sought to bargain on all issues together, health and welfare and wages and rules, on the basis of 1988 contract amendments only. Unable to resolve these differing positions, the individual unions involved began filing for the mediation services of the National Mediation Board between October 13, 1988 and August 14, 1989. However, the parties, in fact, continued in direct negotiations and the NMB did not become involved in mediating the dispute until called upon by the parties to do so in November 1989.

The magnitude of the talks and importance of a peaceful settlement are reflected in the fact that the 22 mediation cases that subsequently encompassed the national bargaining involved 98 individual railroads, including all 14 Class I freight carriers and their subsidiaries, and all the major unions of the industry. (The Interstate Commerce Commission classifies Class I railroads as those with \$93.5 million or more annual operating revenue. Combined operating revenues of the Class I railroads rose to about \$28.3 billion in calendar year 1990 from \$28 billion the previous year.)

The major unions in the latest round of national bargaining were the American Train Dispatchers Association, Brotherhood of Locomotive Engineers, Brotherhood of Maintenance of Way Employees, Brotherhood of Railroad Signalmen, International Association of Machinists and Aerospace Workers, International Brotherhood of Boilermakers and Blacksmiths, International Brotherhood of Electrical Workers, International Brotherhood of Firemen and Oilers, Sheet Metal Workers International Association, Transportation Communications Union, Transportation Communications Union-Carmen Division, and United Transportation Union. These unions together represent about 188,000 railroad employees.

To progress the case expeditiously, the Board assigned two veteran mediators to try to resolve the health and welfare issues so that negotiations could proceed on other subjects. In November

1989, the Board Chairman personally began to assist the parties' negotiators and held an intensive schedule of negotiating sessions.

This intensified effort achieved resolution in some problem areas but by February, 1990 it became apparent some intractable obstacles remained. The Board advised the parties it was considering declaring an impasse in the talks and issuing a proffer of arbitration on some or all of the remaining disputes.

The carriers and 11 of the 12 national unions, with the facilitation of the Board, signed on March 6, 1990 a seven-point procedural agreement unprecedented in the modern history of rail bargaining. Terms of the agreement included that if a Presidential Emergency Board were created, the emergency board first would conduct hearings on health and welfare issues. Other terms of the agreement were that: the NMB would conduct further and expedited mediation on wage and rule issues; neither party would resort to self-help during any period that Congress was not in legislative session; all reports and recommendations by the emergency board would be issued by September 15, 1990, but that the parties would agree to any reasonable request for extension of time of the emergency board to allow ample time for hearings, mediation and formulation of recommendations.

This unprecedented agreement set the framework for a possible settlement of the health and welfare issues and wage and rules disputes. It also offered the potential for avoiding multiple major disruptions in essential rail service.

On April 2, 1990, the Board proffered arbitration and subsequently the Board notified the President that these disputes threatened to seriously disrupt essential transportation services. On May 4, the President issued emergency order 12714 creating PEB No. 219. On May 7, the President appointed nationally recognized arbitrators Robert O. Harris, Richard R. Kasher and Arthur Stark to serve on PEB No. 219. Because of the number and complexity of issues and differing positions of the parties, the emergency board requested, with the written concurrence of all the parties to the dispute, and obtained two extensions for submitting its report to the President. The reporting date first was extended to December 23, 1990, and then to January 15, 1991.

PEB No. 219 began work immediately. In mid-May, 1990, it held hearings on the dispute involving health and welfare issues and issued guidelines in July 1990 for settling these contentious issues. The following month the National Mediation Board reopened mediation with the parties on wages and work rules issues, including subcontracting, job protection and benefits. After the NMB reentered the case, some issues were resolved.

PEB No. 219 subsequently scheduled hearings on wage and work rule issues September 26-28, October 3-5, and October 9-11, 1990.

The anticipated submission to the President on January 15, 1991 of PEB No. 219's report set the stage for a renewal of intensive efforts in FY 1991 by the National Mediation Board to resolve numerous railroad cases not directly involved in the national bargaining. Finalizing by the parties of many of these cases effectively was delayed until the pace-setting national bargaining process was concluded.

Commuter Railroads

Commuter rail cases concern mostly lines serving the heavily populated Northeast region. More than 80 individual labor contracts were open for negotiations in FY 1989 or scheduled to be open in FY 1990. All crafts and classes of employees were involved.

Commuter railroad fare revenues typically cover only part of the operating costs of these lines. Financial deficits traditionally are made up by subsidies from affected state and local governments, as well as by the Federal government. There is an inevitable complexity of substantive issues in these disputes. Adding to problems generally encountered in resolving disputes on commuters are concurrent negotiations with numerous local unions on neighboring commuters carriers. These and other factors combine to frequently make negotiations for new contracts on commuter railroads both difficult and protracted.

Striving to improve the collective bargaining process involving these carriers, the Board held a three-day Commuter Railroad Conference in January 1989, in Atlantic City, New Jersey. The event brought together more than 200 of the leading management labor relations representatives, labor leaders, and neutrals in the industry. A range of issues of mutual concern were discussed. The conference, the first of its kind ever held, addressed the bargaining process and handling of employee grievance cases. Labor and management attendees candidly presented their perspectives of collective bargaining and employee grievance cases in this open and productive forum. The Board believes the conference helped to develop new avenues of communication and cooperation between the parties in the commuter railroad segment of the industry.

A major commuter effort ended successfully in 1989 when disputes between the Port Authority Trans-Hudson Railroad (PATH) and three of its unions were settled. After two years of mediation, five Presidential Emergency Boards were created, each of which received assistance from the National Mediation Board. Persistence of the Board and its staff was rewarded when the final issues in the controversy were resolved peacefully and without a strike in 1989.

In FY 1990, most of the Board's commuter cases involved services in the New York City metropolitan area. Carriers affected included Metro-North Commuter Railroad, Long Island Railroad, and the above mentioned Port Authority Trans-Hudson. The Board also worked on issues involving New Jersey Transit Operations and the Southeastern Pennsylvania Transportation Authority.

The multi-layered authority and limited state and local funds continue to cause most negotiations of commuter lines to be difficult and often lengthy. From the Board's experience, it is expected that some of these negotiations could continue into FY 1992 before settlements are reached.

With increased interest in the environment and the costs of providing adequate roadways in major population centers, commuter rail service is gaining added attention. New or expanded rail commuter service became subjects of interest in communities like Los Angeles, Dallas, Cleveland, and St. Louis. States such as Virginia and Connecticut also are showing interest in possible commuter rail service. This signals a future gain in the work of the Board in commuter and light rail industries.

Railroad Representation Disputes

During FY 1989, the Board docketed 56 new railroad representation cases. When combined with the 46 new airline representation cases also received, the total of 102 cases was the most received during any 12-month period since 1981, when 125 cases were docketed.

Some examples of cases during the 24 months covered by this report included a request by the Grand Trunk Western (GTW) to terminate representation certificates on Detroit, Toledo & Ironton Railroad and Detroit & Toledo Shore Line Railroad Company. Another example was Burlington Northern Railroad's request to terminate representation certificates issued previously on its 13 predecessor railroads. These and other cases are an outgrowth of mergers, acquisitions or consolidations in the railroad industry.

An earlier case involving the Central of Georgia Railroad, a case that was resolved in June of 1989, helps provide background for and to illustrate the complexities—and the sometimes unexpected turn of events—that railroad mergers and acquisitions have brought to labor, management and the Board.

Central of Georgia is a relatively small railroad. Although the case initially involved only the Central of Georgia, it ended up encompassing all the railroad subsidiaries of the Norfolk Southern Corporation.

The Board's investigation of the Central of Georgia revealed that the small carrier maintained its own identity for certain limited matters, but that it was an integral part of the Norfolk Southern Corporation's group of railroads. The Board also found that the Norfolk and Western Railway and the Southern Railway—the best known carriers in Norfolk Southern Corporation's group of railroads—constituted a single system for purposes of employee representation under the Railway Labor Act.

As a result of that determination, the United Transportation Union (UTU) filed for representation of locomotive engineers on the entire Norfolk Southern Corporation system. This was an attempt by the UTU to replace the Brotherhood of Locomotive Engineers (BLE), which represented Norfolk Southern's engineers. The election drew participation from more than 80 percent of the approximately 3,000 eligible voters. It was one of the largest railroad representation cases handled by the Board in the past several years. The UTU lost the election to the incumbent BLE. Issues that come before the Board in railroad merger and acquisition cases invariably are multi-faceted and involve a number of companies, organizations and individuals. In an effort to expedite such cases and to assist all of the parties, the Board on November 28, 1989, issued detailed procedures for handling employee representation matters resulting from railroad mergers and acquisitions, or consolidations. These replaced previously issued interim procedures that had been used and were adopted by the Board only after an initial draft proposal was distributed to railroad and union officials for comments.

In the Grand Trunk Western case, which was resolved during FY 1990, GTW requested that the Board terminate all of the certifications of representation issued for various crafts or classes of employees on the Detroit, Toledo & Ironton, and on the Detroit & Toledo Shore Line. In filing the request, GTW said there were several representation disputes resulting from its acquisition of the two carriers.

After conducting an investigation, the Board found that the Detroit, Toledo & Ironton and the Detroit & Toledo Shore Line had merged into GTW so as to form a single transportation system for purposes of employee representation. The various representation certificates previously issued by the Board on the two carriers were terminated. However, the Board extended the existing representation certificates on the GTW to cover the employees on the Detroit, Toledo & Ironton and the Detroit & Toledo Shore Line.

Hearing Activity

The Board holds hearings when it is necessary to compile a record sufficient to make determinations where factual differences exist between the parties. As cases have become more complex, parties customarily submit multiple and lengthy position statements with hundreds, even thousands of pages of supporting testimony. In an effort to avoid any unnecessary passage of time in reaching determinations, cases requiring hearings are carefully screened by Board Members.

Hearings sometimes are not concluded in the same fiscal year in which they begin. As an example, on the earlier described application for a determination of whether Eastern Airlines and Continental Airlines constituted a single transportation system, hearings in that case commenced in FY 1988 but were not concluded until FY 1989. There were no hearings conducted during FY 1990.

Litigation Activities

The Board's general counsel closed 24 legal cases during FY 1989. This was four more than were closed the previous year. Most cases involved challenges to representation decisions. Others involved efforts to compel the Board to terminate its mediation jurisdiction, Freedom of Information Act requests, and miscellaneous issues. In all instances, courts upheld the position of the National Mediation Board.

During FY 1990, the general counsel's office handled 39 cases and closed 23. This continued the proportionately high level of litigation directly affecting the Board's programs, most of them again dealing with arbitral immunity and challenges to representation decisions. There is a growing tendency to challenge election procedures. This may result from increased hostility between carriers and unions and between different unions, brought on by mergers, bankruptcies, buy-outs and the intense competition that followed deregulation.

Responding to Freedom of Information Requests

During FY 1989, the Board received 80 requests for information to be released under the Freedom of Information Act. The Board provided material in 67 of these cases and declined 13 in whole or in part. For FY 1990, the numbers were 84 requests, 80 fulfillments, and four denials in whole or part. Rejections occur either because documents are restricted from disclosure under specific statutory exemptions, or when not enough information by those making the requests to retrieve the particular documents is provided.

To serve the public interest, the Board's FOIA office makes available for inspection and copying a current index of materials available in the Board's offices.

A reasonable description of the material requested must be provided to permit identification and location of the record. Requests must be in writing to the Executive Director, National Mediation Board, Washington, DC 20572. Requests for records of the National Railroad Adjustment Board must be in writing to the Administrative Officer, National Railroad Adjustment Board, 175 West Jackson Blvd., Room A935, Chicago, IL 60604.

Public Information and Communications

The high visibility of the airline and railroad industries requires that clear, rapid communications be maintained between the Board and the public. Responsibility for this lies primarily in the Public Information Office.

During the period covered by this report, the public information officer assisted the Board in keeping the general public informed about the work of the Board. The Public Information Office provides factual information to the news media, supplies information to members of Congress, other government agencies, and to representatives of labor, management and shippers, as well as to the general public. This office also helps to keep Members of the Board and its staff informed of issues and other matters that might not otherwise come to their attention.

III. A Review of Case Records

As shown in Table 1, the Board's caseload remained at a relatively high level during the 24 months covered by this report, with an unusually large number of new cases received during FY 1989. As in the recent past, mediation cases dominated newly docketed cases in both fiscal years; 71 percent of the 355 total new cases in 1989, and 61 percent of the 220 total in 1990.

At the start of FY 1989, the Board had 391 mediation and employee representation cases pending and unresolved. At the close of FY 1990, there were 423 cases pending and unsettled.

The Board received no cases for interpretation during the period covered by this report, which was not unusual. Only 145 interpretation cases have been docketed in the 56-year history of the Board, the most recent being in 1985.

Interest Arbitration

An important role of the Board involves assistance in resolving "interest disputes." Section 157 of the Railway Labor Act authorizes this function of the Board. Basically, these cases involve the final and binding arbitration of major disputes over wages and/or work rules. Sometimes, interest arbitration is agreed to when the parties have reached agreement on most provisions of a new contract, but there remain a few unresolved issues concerning wages and/or work rules. There were no interest arbitration cases in FY 1989 and 12 in FY 1990.

The Board's role is to facilitate binding arbitration of the unresolved issues. However, final and binding arbitration of major disputes is voluntary and requires the agreement of both parties to arbitrate. These arbitration proceedings have proved beneficial in disposing of major disputes.

Arbitration Task Force

An agreement implemented in 1972 between the United Transportation Union and railroads represented by the National Railway Labor Conference also provides a mechanism for resolving certain disputes. The agreement covers individual carrier implementation of inter-divisional, inter-seniority districts and it provides for the carrier and the union each to designate a representative to serve on a "task force" appointed to meet and discuss implementation of the runs specified by the carrier. If the task force is unable to agree, the matter is submitted to interest arbitration for a final and binding decision. Arbitrators are appointed by the National Mediation Board.

Caboose Issue

A further agreement was reached in 1982 between the UTU and the nation's railroad companies relating to disputes over elimination of cabooses from trains. From the carriers' perspective, cabooses are expensive to purchase, maintain and supply, and are not needed on most railroad runs. The union's concern was that elimination of cabooses could adversely affect the safe operation of

a train. The agreement called for appointment of 10 arbitrators to rule on each dispute involving this issue. This board—Arbitration Board 419—remains a permanent entity until dissolved by both parties. Table 11 shows the cases handled in this manner.

IV. Organization and Finances of the National Mediation Board 1989-1990

Located at 1425 K Street NW, Washington, DC
Mailing Address: National Mediation Board
Washington, DC 20572



The National Mediation Board is comprised of three members appointed by the President with the advice and consent of the U.S. Senate. The terms of office are for three years with the exception of members appointed to fill a vacancy of an unexpired term. Terms are staggered so that on July 1 each year one of the three terms expires. A member may stay in office after the expiration of a term until a successor has been appointed and entered office. No more than two members may be of the same political party. The Railway Labor Act requires that the Board designate one member to serve as chairman.

Subject to the Board's direction, administration is the responsibility of the Executive Director. The agency has 58 civil service employees. This number includes 20 field mediators stationed at strategic locations throughout the country and 10 employees who work for the National Railroad Adjustment Board in Chicago.

Besides the two principal functions of mediating contract disputes over rates of pay, rules or working conditions, and making determinations regarding the choice of employee representatives, the Board has many other duties.

Some of these include: liaison with rail and airline labor/management representatives; legal activities involving the agency, including litigation and liaison with the Department of Justice; notification to the President when significant major disputes arise that are not likely to be resolved through mediation or arbitration; interpretation of agreements reached in mediation; appointment of neutral referees and arbitrators as required by law; administrative and legal support to the National Railroad Adjustment Board; and keeping the news media and general public informed of the Board's programs and activities.

Staff mediators in FY 1989 and 1990, all of whom were selected through Civil Service procedures, are:

Joseph E. Anderson	Thomas R. Green
Charles R. Barnes	Richard A. Hanusz
John J. Bavis	Thomas B. Ingles
Harry D. Bickford	Faye M. Landers
Robert J. Brown	Robert B. Martin
Charles H. Callahan*	E.B. Meredith*
Robert J. Cerjan	Gale Oppenberg
Paul Chorbajian	Maurice Parker
Samuel Cognata	Laurette Piculin
Ralph T. Colliander*	Andrew J. Stites
Richard P. Cosgrave*	John B. Willits*

*Mr. Callahan retired in December 1988; Mr. Colliander retired in August 1989; Mr. Cosgrave retired in June 1990; Mr. Meredith retired in April 1989, and Mr. Willits retired in January 1990.

National Mediation Board staff mediators are well experienced in the field of labor-management relations. Except for the substitution of education provided under Civil Service procedures, applicants for a mediator's position must have had six years of progressively responsible experience in making or interpreting labor agreements covering a large number of employees or a number of different crafts or classes, on such matters as wages, hours of work, and working conditions, or in mediating between or negotiating with, management and employee representatives in application of labor agreements.

This experience must show that the applicant has been a responsible participant in the negotiation or mediation of labor agreements involving difficult matters, or has assisted in the resolution of large and complex issues in the field.

**NMB Financial Statement
for FY 1989**

In fiscal year 1989, the Congress appropriated \$6,472,000. Accounting for all moneys appropriated by Congress for the fiscal year 1989, pursuant to the authority conferred by the Railway Labor Act approved May 20, 1926 (amended June 21, 1934):

	<u>1989 Actual</u>
Expenses and obligations:	
Personnel compensation	\$4,242,000
Personnel benefits	352,000
Travel and transportation of persons	460,000
Transportation of things	4,000
Rental payments to GSA	388,000
Other rent, communications and utilities	183,000
Printing and reproduction	31,000
Other services	93,000
Supplies and materials	50,000
Equipment	44,000
Unobligated balance, lapsing	625,000
	<u>\$6,472,000</u>

**NMB Financial Statement
for FY 1990**

In fiscal year 1990, the Congress appropriated \$6,384,000. Accounting for all moneys appropriated by Congress for the fiscal year 1990, pursuant to the authority conferred by the Railway Labor Act approved May 20, 1926 (amended June 21, 1934):

	<u>1990 Actual</u>
Expenses and obligations:	
Personnel compensation	\$4,164,000
Personnel benefits	402,000
Travel and transportation of persons	456,000
Transportation of things	8,000
Rental payments to GSA	394,000
Other rent, communications and utilities	234,000
Printing and reproduction	40,000
Other services	142,000
Supplies and materials	50,000
Equipment	56,000
Unobligated balance, lapsing	438,000
	<u>\$6,384,000</u>

V. The National Railroad Adjustment Board

Congress, in 1934, amended the Railway Labor Act. Among the changes was the establishment of the National Railroad Adjustment Board (NRAB) to handle grievances arising under the terms of collective bargaining agreements in the railroad industry. These are termed "minor disputes." Specifically, the NRAB hears and decides disputes involving railway employee grievances and questions concerning the application and interpretation of rules. Its decisions are final and binding on both parties to the dispute.

There are four divisions to the bipartisan NRAB and carriers and rail labor organizations are represented equally. A combined total of 34 members are authorized to serve on the four divisions. The NRAB and its four divisions are headquartered in Chicago.

The first division has jurisdiction over disputes involving train and yard service employees; the second division, shop crafts; the third division, clerical, maintenance-of-way, signal and dispatcher forces; and the fourth division, water transportation and miscellaneous classifications. The first division has eight members, the second and third divisions each have ten members, and the fourth division, six members.

These divisions adjust about 15 percent of the several thousand grievances filed yearly in the railroad industry. The remainder are handled by two other types of tribunals—Special Boards of Adjustment and Public Law Boards—that came into being after the NRAB and are described later in this report.

When members of any of the four divisions cannot agree on an award for a dispute being considered—because of deadlock or inability to obtain majority vote—they are required under the Railway Labor Act to attempt to agree on a neutral person within 10 days to sit with the division members and make an award. If the regular members of the division fail to agree upon a neutral person within that time period, the Act provides that the National Mediation Board will select a neutral.

Qualifications of the referee are indicated by the 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 to the appointment of arbitrators. The law requires that appointees to such positions must be wholly disinterested in the controversy, impartial and without bias as relates to the parties in dispute. Persons serving as referees of the four divisions of the NRAB are compensated by the National Mediation Board and are listed, as required by the Act, in Appendix A.

During FY 1989, the NRAB and its four divisions docketed 721 new cases and closed out 881. In FY 1990, the NRAB docketed 821 new cases and closed 702. Open cases at the close of FY 1989 totaled 1,179. At the close of FY 1990 there were 1,296 cases open and pending. Fewer cases were pending at the close of both of these years than in recent periods. During three of the four previous years the number of pending cases exceeded 1,700.

Special Boards of Adjustment— Railroads

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

Special boards usually consist of three members—a railroad member, a labor organization member, and a neutral chairperson. The National Mediation Board designates the neutral, if the parties fail to agree upon this person, and it pays for the neutral's services and expenses. The first SBA was established in 1943 at the suggestion of the National Mediation Board to expedite disposition of disputes through an adaptation of the grievance function of the NRAB divisions to help reduce the backlog of cases pending before the four divisions.

During FY 1989, the SBAs received 1,686 new cases and closed 1,628. Cases pending at the end of FY 1989 totaled 5,139. In FY 1990, these tribunals received 1,946 new cases and closed 4,613. There were 2,472 cases pending before SBAs at the end of FY 1990. The steep rise in cases closed in FY 1990 and the sharp reduction in the backlog of cases at the end of the year stemmed from changes initiated by the National Mediation Board. Included in the FY 1990 closed cases were 3,953 that either were withdrawn or decided by the parties.

Public Law Boards—Railroads

In 1966, Public Law 89-456 was enacted which amended certain provisions of the Railway Labor Act. The amendment authorizes the establishment of Special Boards of Adjustment, known as Public Law Boards, on individual railroads upon written request of either the representatives of employees of the railroad to resolve disputes otherwise referable to the National Railroad Adjustment Board or disputes pending before the Board for 12 months. Only one party need request establishment of the PL Board. In the case of Special Boards of Adjustment, both parties must agree before one is established.

The amendment also makes final all awards of the National Railroad Adjustment Board and Special Boards of Adjustment established pursuant to the amendment (including money awards) and provides opportunity for limited judicial review of such awards. The National Mediation Board has rules and regulations defining responsibilities, and prescribing related procedures under the amendment, for establishment of Special Boards of Adjustment, their designation as Public Law Boards, the filing of agreements and disposition of records.

Neutral members of Public Law Boards are appointed by the NMB only if the parties are unable to select a neutral chairperson themselves. Besides neutrals appointed to dispose of disputes involving grievances, interpretations or application of collective bargaining agreements, neutrals also may be appointed to dispose of procedural issues that arise regarding establishment of the board itself.

Employee protection provisions of the Northeast Rail Service Act of 1981 increased the caseload of Public Law Boards. Under the Act, the National Mediation Board pays for neutrals to resolve disputes stemming from negotiation of implementing agreements affecting the transfer of Consolidated Rail Corp. (Conrail) employees to commuter authorities and other railroads. In FY 1989, Public Law Boards received 6,037 new cases while closing out 10,402. Of those closed during the year, 6,377 were withdrawn or decided by the parties. At the end of FY 1989, there were 10,567 cases pending. In FY 1990, these tribunals received 5,737 new cases and closed 9,350. Included in the closed cases were 6,041 that either were withdrawn or decided by the parties. At the end of FY 1990, the Public Law Boards had 6,954 cases pending.

Amtrak Rail Workers Protection Plan

An arrangement to protect the rights of employees adversely affected by curtailment of intercity passenger service went into effect in 1971. It was designed to protect the interest of employees displaced or dismissed due to the creation of the passenger-carrying National Railroad Passenger Corp., known as Amtrak.

Under the Rail Passenger Service Act of 1970, employees adversely affected by discontinuation of intercity rail service receive prescribed protection. Among other things, these workers are considered for other employment by individual railroads on the basis of seniority rules. Because of the cutbacks in passenger service, some workers could be displaced into lower-paying jobs or dismissed. The plan is designed to provide protection for these employees for up to six years.

The plan further provides for prompt arbitration of disputes over whether a specific employee is adversely affected by train discontinuances. Under the 1970 law, neutral referees are designated by the National Mediation Board to dispose of these types of disputes.

Airline System Boards of Adjustment

Unlike the situation for railroads and their employees, no national adjustment board exists for the arbitration of airline contract grievances. The Railway Labor Act, as amended, provides for the establishment of such a board, if judged necessary by the National Mediation Board. To date, this has not been considered necessary.

The airlines and their employees, instead, have negotiated collective bargaining agreements that include individual procedures for handling contract grievances at each airline. Final jurisdiction for resolving these disputes rests with an Airline System Board of Adjustment.

Agreements between airlines and employee groups usually provide for designation of neutral referees to break deadlocks. Where the parties cannot agree on a neutral to serve as referee, the NMB is asked to name a neutral. These neutrals are compensated solely by the parties and serve without cost to the Federal government. Persons designated by the National Mediation Board to serve as referees on Airline System Boards of Adjustment are listed, as required by the Railway Labor Act, in Appendix B.

VI. The Railway Labor Act

Transportation advancements have brought social and economic gains since the invention of the wheel. For example, the railroad played a major role in settling the western United States in the 19th Century. Railroads provided a means for the West to transport grain, livestock and other products to eastern markets.

Recognizing the central importance of the railroad to the economy, several states enacted laws controlling certain aspects of rate setting and the Supreme Court in 1877 upheld those states' right to do so. Meanwhile, the Congress was considering ways to curb what some considered unlimited powers of railroads.

The First Interstate Commerce Act

In 1887, Congress passed the Interstate Commerce Act, which essentially established the principle that the Federal government had the right to regulate aspects of the economic life of industries vital to the whole economy. A year earlier, in 1886, the Supreme Court reversed its earlier position on states' rights and said only Congress could set the rates of goods traveling by railroad in interstate commerce.

But besides the problems of rate inequities, the public faced some devastating and bloody labor disputes in the industry. In 1877, for example, Federal troops were brought in to keep the railroads running during a bitter strike that affected most major lines in most parts of the country. The disruption in rail service was caused mainly by repeated wage cuts for workers following a Depression.

Widespread industrial strife broke out again in 1886, prompting President Grover Cleveland to recommend creation of a voluntary arbitration tribunal to deal with labor-management problems. It was not until two years later, when another bloody railroad strike occurred, that Congress passed the first arbitration law—the Arbitration Act of 1888—that attempted to deal with labor-management problems in the industry. Congress determined various modifications of this law were required and subsequently passed a series of replacement legislation that included the Erdman Act of 1898, the Newlands Act of 1913, the Transportation Act of 1920 and culminating in the present Railway Labor Act, as amended.

The Federal government, through the passage of this series of labor-related legislation, confirmed that the railroads were vital to the nation's economic strength and security, and also determined the public should be able to depend on the regular availability of such service. Thus, labor-management disputes were no longer isolated and private matters. They represented threats to the national economy and well-being.

Congress Passes the Railway Labor Act

With the addition of a few minor but fundamental amendments, the Railway Labor Act enacted in 1926 remains viable, proven legislation more than six decades later. Amendments to the Act in 1934 created the National Mediation Board and established a

mechanism for resolving disputes concerning representation of employees. Provisions of the Act were extended to include the airlines in 1936. In 1981, the Northeast Rail Service Act was passed by Congress and added to the RLA Emergency Dispute Procedure for dealing with labor-management problems on publicly funded and operated commuter passenger railroads, which have become increasingly important to the nation's transportation system.

The primary goal of the Railway Labor Act—administered by the National Mediation Board—is to maintain a free flow of commerce in the railroad and airline industries by promptly resolving disputes that could disrupt travel or imperil the economic health of the nation.

Created by an unusual display of unity between railroad management and labor working with legislators, the Act was based on an underlying requirement that both parties should exert every reasonable effort to reach agreements.

As one former Secretary of Labor told the Congress: "The Railway Labor Act embodies the fullest and most complete development of mediation, conciliation, voluntary agreement and arbitration that is to be found in any law governing labor relations."

Purposes of the Act

The Act has five basic purposes:

1. To avoid any interruption to commerce.
2. To ensure an unhindered right of employees to bargain collectively through representatives of their choosing.
3. To provide complete independence of organization by both parties to carry out the purposes of the Act.
4. To assist in the prompt and orderly settlement of disputes covering rates of pay, work rules, or working conditions.
5. To assist in the prompt and orderly settlement of disputes growing out of grievances or out of the interpretation or application of existing contracts covering the rates of pay, work rules or working conditions.

The Act imposes positive duties on carriers and employees alike. It defines their rights, makes provisions for their protection and prescribes methods for settling various types of disputes. It sets up machinery for adjusting differences.

Duties of the Board

The National Mediation Board is the only Federal labor relations agency to handle both mediation and employee representation disputes. Its major duties are to:

(1) Mediate disputes between carriers and organizations representing their employees concerning new agreements or changing existing agreements affecting rates of pay, rules, and working conditions. These are referred to as "major disputes" and the Board acts after the parties have been unsuccessful in their bargaining efforts.

(2) Ascertain and certify to the carrier the representative of any craft or class of employee after investigation. The Act states that the "majority of any craft or class of employee shall have the right to determine who shall be representatives of the craft or class..." Two types of elections have been held: mail-in and ballot box. In mail-in elections, each employee appearing on the eligible list is

sent a ballot along with an instruction sheet or explanation on casting a secret ballot. At ballot box elections, a staff mediator or team of mediators monitors the voting process. Any eligible voter unable to come to the polls receives a ballot by mail.

To eliminate the possibility of coercion or intimidation, the Board takes every step to ensure that each employee has the opportunity to cast a vote in complete privacy. Carriers are not a party to representation elections, but the Board notifies them of the outcome of the election and what organization or individual, if any, will be authorized to represent the employees.

Resolving Major Disputes

Either party involved may announce intentions to change an existing agreement. The procedure for this is specified in Section 6 of the Railway Labor Act and, therefore, is referred to as a "Section 6 notice." After the notice is served, the two sides must agree within 10 days to confer. The conference must be held within 30 days of the notice and may continue until a settlement or a deadlock is reached. During this period and for 10 days after conferences end, the Act provides the "status quo will be maintained and rates of pay, rules or working conditions shall not be altered by the carrier."

If negotiations reach a stalemate, either party may request the services of the National Mediation Board in settling the dispute or, in the national interest, the Board may intercede without invitation. Throughout negotiations, including mediation, the "status quo" remains in effect while the Board retains jurisdiction.

Mediation—A Success Story

Mediation under the Act frequently is termed mandatory mediation. This does not mean mandatory settlement. As a Board Chairman told a Congressional committee: "... collective bargaining can work only when both parties to a dispute want to make it work." The compulsion to settle lies in the procedures of the Act requiring the parties to keep searching for possible agreements through the mediation process—sometimes longer than a party may deem desirable.

Such procedures are important and productive. The authority of the Board to assume a role in a dispute and to require the parties to refrain from taking independent action detrimental to the nation while under the Board's jurisdiction, prevents interruption to essential commerce. It also encourages the parties to resolve their disputes without dealing a crippling blow to the economy. Only the Railway Labor Act provides this unique device.

High Settlement Rate

Since its establishment by Congress to administer the Railway Labor Act, the National Mediation Board has had a high rate of success in the mediation of contract disputes.

This achievement is a tribute to the effectiveness of the Act, to the work of a series of Board Members, staff mediators and support staff.

The overall success in maintaining relative stability in two essential industries is somewhat remarkable considering that each mediation case is different. There is no set formula that can be applied. Steps taken must be fitted to the issues involved, the time

and circumstances of the dispute, and to the personalities of the representatives of the parties involved. It is here that the skills, talents, patience of the mediator, extensive knowledge of the industries and combined experience gained over the years by Board Members and staff are put to the test.

Voluntary Arbitration

When the mediatory efforts of the Board have been exhausted without reaching a settlement, the law requires that the Board urge the parties to submit any remaining issues in dispute to arbitration for final and binding settlement. This is voluntary, not compulsory, arbitration.

If either party declines, arbitration does not go forward. If the parties accept the “proffer” of arbitration, 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 disputes not settled by mediation.

If the Board determines that further mediation will not help the parties resolve the dispute and the proffer of arbitration is rejected by either party, a 30-day countdown, commonly called a “cooling-off” period, comes into effect. During this period, the parties must maintain the status quo and refrain from self help.

Emergency Boards

The Act provides that during the cooling-off period, if the Board determines the dispute threatens “substantially to interrupt interstate commerce to a degree such as to deprive any section of the country of essential transportation services,” it shall notify the President, who may, in his discretion, “create a board to investigate and report respecting such dispute.”

If the President creates an emergency board—usually consisting of three persons—that body has 30 days to investigate the dispute and report its findings. After formation of an emergency board, and for 30 days after such boards have submitted their reports to the President, the status quo must be maintained. While the parties are not required to accept the recommendations of an emergency board, the framers of the Railway Labor Act expected that public opinion would play a strong role in forcing labor and management to abide by the recommendations of such boards, or to use them as the basis for reaching a peaceful settlement of their dispute.

Through FY 1990, there have been 211 presidentially-appointed emergency boards under Section 10 of the Act since the National Mediation Board was created to administer the Act. More than 80 percent of all the boards were created to deal with railroad services. Use of such boards has declined dramatically over the years. For example, during the 1940 through 1949 period, 72 presidential emergency boards were created under Section 10 of the Act. In contrast, during the 1960 through 1969 period, the total declined to 51, and from 1980 through 1989 there were only eight. No emergency boards were created in FY 1989, but the National Mediation Board was called upon to provide administrative support for one emergency board created by the President in FY 1990.

Only 34 Section 10 emergency boards have been created to cope with airline disputes. There has not been an airline emergency board appointed by the President since 1966. Collective bargaining resolves most disputes in this industry. When direct negotiations between labor and management fail to produce an agreement, the Act's series of steps have been successful, in general, in holding down the number of potential and actual strikes in the two industries.

In 1981, Congress added a separate emergency dispute procedure for publicly owned and operated commuter railroads through passage of the Northeast Rail Service Act (Public Law 97-35). This legislation added Section 159A to the Railway Labor Act. If a dispute involving one of these carriers is not resolved under the mediation and arbitration sections of the Act, any party to the dispute, or the Governor of a State where the carrier provides service, may request the President to establish two successive emergency boards under Section 159A. The President is required to establish an emergency board upon such request. Section 159A effectively provides an up to eight-month emergency dispute procedure during which time the status quo has to be maintained by the parties. No Section 159A emergency boards were established in Fiscal Years 1989 and 1990.

Minor Disputes

Minor disputes arise when individual carriers and employees disagree over the interpretation and application of existing contracts. The Act provides processes and machinery for resolving these disputes in both industries and under the National Railroad Adjustment Board (NRAB). Functions of the NRAB are explained in other sections of this report.

Summary

In the labor field, the railroads were the first to be governed by Federal legislation. Now there has been more than a century of experience of Federal assistance since President Cleveland signed the Arbitration Act of 1888.

The Railway Labor Act, which was enacted by Congress in 1926, has adapted well to handling two separate industries—railroads and airlines. Railroads negotiate on both a national and local basis, covering most major carriers and many unions. By contrast, airlines bargain independently with unions on a systemwide basis. There are indications that major railroads, as well as some of the railroad industry's large unions, may be moving toward negotiations on a carrier-by-carrier basis, similar to the airlines, but this is not expected to happen in the next couple of years.

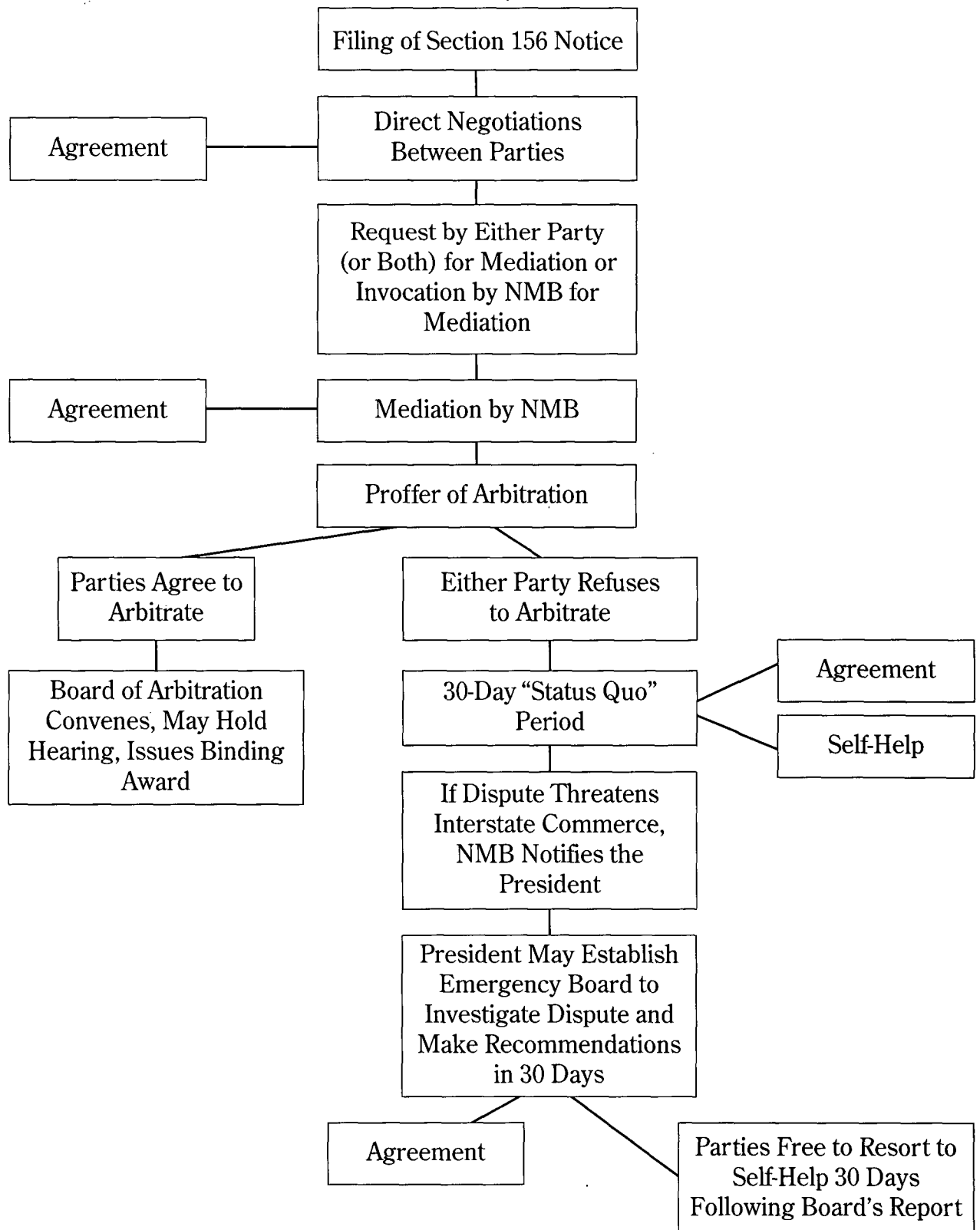
Mediation becomes involved when unresolved issues and situations come to a head in disputes and it is designed to prevent the parties from taking precipitous actions that could result in significant stoppages in the flow of people, goods and services. The result has been peaceful settlement of literally thousands of potentially volatile issues without strikes.

As with any system or plan that seeks to retain freedom of contract and the right to resort to economic force, there have been periods of labor-management crisis in the two industries. In the final analysis, the Railway Labor Act works because those it covers usu-

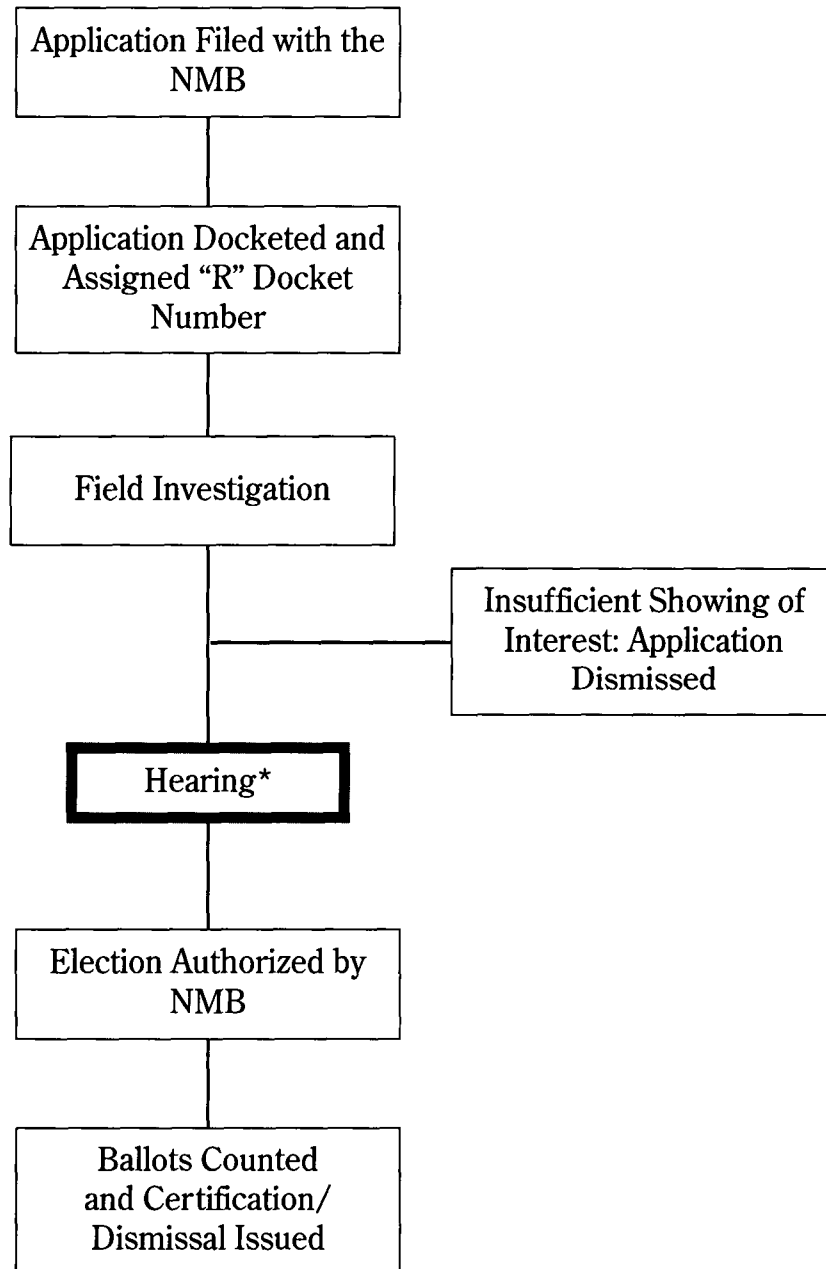
ally—over the long haul—practice the art of give-and-take and extend good will and compromise to reach final agreements.

Despite the passage of time and changing social and business philosophy, the Act and its application have withstood the tests. Now, even more than in the past, transportation is a key to economic and social well-being. The industries covered by the Railway Labor Act continue to be vital.

Collective Bargaining Process Under the Railway Labor Act

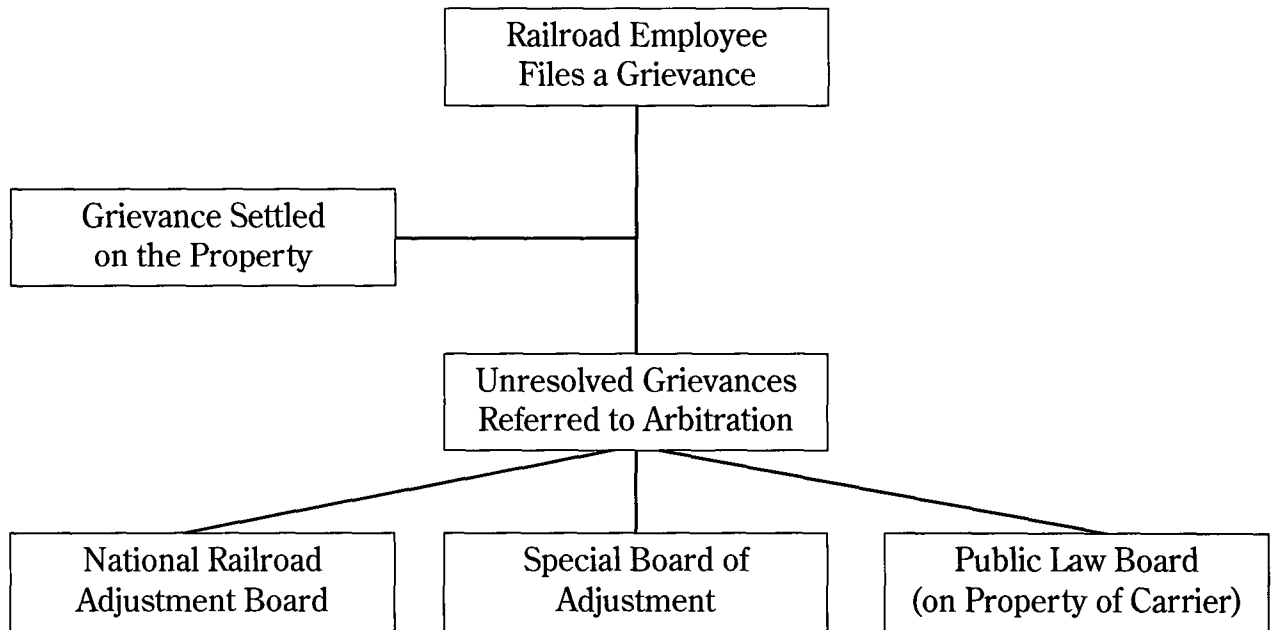


Representation Procedure Under the Railway Labor Act



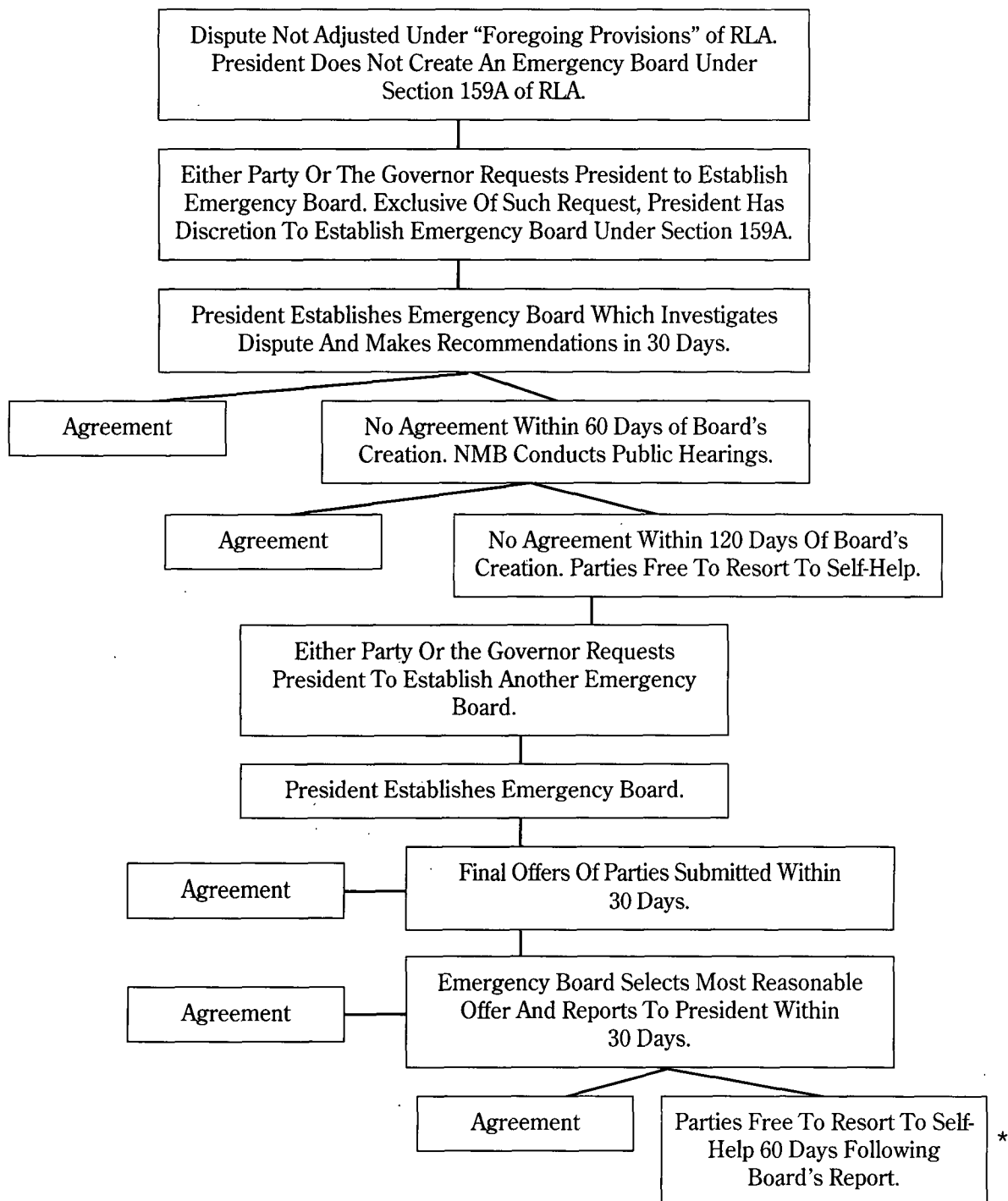
*Conducted only when determined by the Board to be necessary.

Grievance Machinery for Railroads Under the Railway Labor Act



Process Under Section 159A of the Railway Labor Act

(Publicly Owned and Operated Commuter Railroads)



* If emergency board selects carrier's final offer and employees strike, employees ineligible for railroad unemployment benefits during period of strike. If emergency board selects employees' final offer, which carrier refuses to accept, carrier ineligible for strike benefits from any agreement between carriers should employees strike.

Tables—FY 1989

TABLE 1.—Number of Cases Received and Closed Out During Fiscal Years 1935–1989

Status of Cases	55-Year Period 1935–1989	1989	1988	1987	1986	1985	1980–84 5-Year Period (Avg.)
All Types of Cases							
Cases Pending and Unsettled at Beginning of Period	96	391	346	415	344	250	269
New Cases Docketed.....	18,301	355	197	198	238	261	293
Total Cases on Hand and Received.....	18,397	746	543	613	582	511	562
Cases Closed	17,997	346	161	267	167	167	304
Cases Pending and Unsettled at End of Period	400	400	382	346	415	344	259
Representation Cases							
Cases Pending and Unsettled at Beginning of Period	24	17	11	19	18	21	33
New Cases Docketed.....	5,900	102	74	75	79	79	100
Total Cases on Hand and Received.....	5,924	119	85	94	97	100	132
Cases Closed	5,905	100	68	83	78	82	106
Cases Pending and Unsettled at End of Period	19	*19	17	11	19	18	27
Mediation Cases							
Cases Pending and Unsettled at Beginning of Period	72	*374	335	396	326	229	237
New Cases Docketed.....	12,256	253	123	123	159	181	193
Total Cases on Hand and Received.....	12,328	627	458	519	485	410	430
Cases Closed	11,947	246	93	184	89	84	198
Cases Pending and Unsettled at End of Period	381	381	365	335	396	326	232
Interpretation Cases							
Cases Pending and Unsettled at Beginning of Period	0	0	0	0	0	0	0
New Cases Docketed.....	145	0	0	0	0	1	0
Total Cases on Hand and Received.....	145	0	0	0	0	1	0
Cases Closed	145	0	0	0	0	1	0
Cases Pending and Unsettled at End of Period	0	0	0	0	0	0	0

*Pending caseload adjusted to include 15 administratively reopened mediation cases and one administratively reopened representation case.

TABLE 2.—Representation Case Disposition By Craft or Class, Employees Involved and Participating, October 1, 1988 to September 30, 1989

FY 1989	Railroads				Airlines			
	Number of Cases	Number of Crafts or Classes	Number of Employees Involved	Number of Participating Employees	Number of Cases	Number of Crafts or Classes	Number of Employees Involved	Number of Participating Employees
Total	60	60	5,477	4,344	40	40	7,928	4,526
Disposition:								
Certification	26	26	4,715	4,172	18	18	6,911	4,205
Dismissals	34	34	762	172	22	22	1,017	321
Combined Railroad & Airline Cases....	100	100	13,405	8,870				

TABLE 3.—Number of Cases Closed by Major Groups of Employees, October 1, 1988 to September 30, 1989

	All Types of Cases	Representation Cases	Mediation Cases	Interpretation Cases
Grand Total, All Groups of Employees	346	100	246	0
Railroad Total	263	60	203	0
Agents, Telegraphers & Towermen	1	1	0	0
Boilermakers and Blacksmiths	2	1	1	0
Brakemen	4	1	3	0
Carmen	9	3	6	0
Clerical, Office, Station and Storehouse	6	3	3	0
Conductors	5	3	2	0
Dining Car Employees, Train and Pullman Porters	0	0	0	0
Electricians	51	3	48	0
Engineers	30	12	18	0
Firemen and Oilers	11	4	7	0
Machinists	46	8	38	0
Maintenance of Equipment	0	0	0	0
Maintenance of Way	6	4	2	0
Marine Service	6	2	4	0
Mechanical Foremen and/or Supervisors of Mechanics	1	1	0	0
Police Officers Below the Rank of Captain	3	3	0	0
Sheet Metal Workers	1	0	1	0
Signalmen	7	2	5	0
Subordinate Officials in Maintenance of Way Dept	0	0	0	0
Technical Engineers, Architects, Draftsmen and Allied Workers ..	0	0	0	0
Train Dispatchers	3	1	2	0
Train, Engine and Yard Service	58	3	55	0
Yardmasters	3	1	2	0
Combined Groups, Railroad	3	0	3	0
Miscellaneous Railroad	7	4	3	0

**TABLE 3.—Number of Cases Closed by Major Groups of Employees,
October 1, 1988 to September 30, 1989—Continued**

	All Types of Cases	Representa- tion Cases	Mediation Cases	Interpre- tation Cases
Airline Total.....	83	40	43	0
Commissary/Catering Employees	0	0	0	0
Fleet and Passenger Service	2	0	2	0
Fleet Service.....	3	2	1	0
Flight Attendants.....	8	4	4	0
Flight Deck Crew Members	10	10	0	0
Flight Dispatchers	2	0	2	0
Flight Engineers	3	2	1	0
Guards	5	4	1	0
Mechanics and Related	14	8	6	0
Meteorologists.....	1	0	1	0
Nurses	1	0	1	0
Office Clerical	2	1	1	0
Office Clerical, Fleet and Passenger Service	2	0	2	0
Passenger Service	2	1	1	0
Pilots.....	16	5	11	0
Port Stewards.....	0	0	0	0
Radio and Teletype Operators.....	1	0	1	0
Stock and Stores	3	0	3	0
Combined Groups, Airline	3	0	3	0
Miscellaneous Airline	5	3	2	0

**TABLE 4.—Number of Craft or Class Determinations and Number of Employees Involved in
Representation Cases, By Major Groups of Employees, October 1, 1988 to September 30, 1989**

Major Groups of Employees	Number of Cases	Number of Craft or Class Determina- tions	Em- ployees Number	Involved Percent
Grand Total, All Groups of Employees	100	100	13,4051	100
Railroad Total.....	60	60	5,477	41
Agents,Telegraphers & Towermen	1	1	2	(*)
Boilermakers and Blacksmiths.....	1	1	2	(*)
Brakemen	1	1	0	0
Carmen	3	3	899	7
Clerical, Office, Station and Storehouse Employees	3	3	43	3
Conductors	3	3	38	(*)
Dining Car Employees, Train and Pullman Porters	0	0	0	0
Electricians	3	3	19	(*)
Engineers	12	12	2,974	22
Firemen & Oilers	4	4	20	(*)
Machinists.....	8	8	14	(*)

TABLE 4.—Number of Craft or Class Determinations and Number of Employees Involved in Representation Cases, By Major Groups of Employees, October 1, 1988 to September 30, 1989—Con.

Major Groups of Employees	Number of Cases	Number of Craft or Class Determinations	Employees Number	Involved ¹ Percent
Maintenance of Equipment	0	0	0	0
Maintenance of Way.....	4	4	9	(*)
Marine Service	2	2	604	4
Mech. Dept. Foremen and/or Supervisors of Mechanics	1	1	0	0
Police Officers Below the Rank of Captain	3	3	813	6
Sheet Metal Workers	0	0	0	0
Signalmen	2	2	0	0
Subordinate Officials, Maintenance of Way	0	0	0	0
Tech. Engineers, Architects, Draftsmen and Allied Workers	0	0	0	0
Train Dispatchers.....	1	1	0	0
Train, Engine & Yard Service	3	3	18	(*)
Yardmasters	1	1	0	0
Combined Groups, Railroad	0	0	0	0
Miscellaneous, Railroad	4	4	22	(*)
Airline Total	40	40	7,928	59
Commissary Employees.....	0	0	0	0
Fleet and Passenger Service	0	0	0	0
Fleet Service Employees	2	2	3,733	28
Flight Attendants.....	4	4	433	3
Flight Deck Crew Members	10	10	1,620	12
Flight Dispatchers	0	0	0	0
Flight Engineers	2	2	21	(*)
Guards	4	4	0	0
Mechanics and Related	8	8	1,519	11
Meteorologists.....	0	0	0	0
Office Clerical Employees	1	1	0	0
Office, Clerical, Fleet and Passenger Service Employees	0	0	0	0
Passenger Service Employees	1	1	0	0
Pilots.....	5	5	437	3
Radio and Teletype Operators.....	0	0	0	0
Stock and Stores Employees	0	0	0	0
Miscellaneous, Airline.....	3	3	165	1

*Less than 1 percent.

¹ Percent listing for each group represents the percentage of the 13,405 employees involved in all railroad and airline cases in fiscal 1989.

**TABLE 5.—Number of Crafts or Classes Certified and Employees Involved in Various Types of Representation Cases,
October 1, 1988 to September 30, 1989**

	National Organizations			Local Unions and/or Individuals			Total		
	Craft or Class	Employees Involved		Craft or Class	Employees Involved		Craft or Class	Employees Involved	
		Number	Percent ¹		Number	Percent ¹		Number	Percent ¹
Railroads									
Representation Acquired:									
Elections.	11	150	1	0	0	0	11	150	1
Proved Authorizations	0	0	0	0	0	0	0	0	0
Representation Changed:									
Elections.	10	975	7	4	695	5	14	1,670	12
Proved Authorizations	0	0	0	0	0	0	0	0	0
Representation Unchanged:									
Elections.	1	2,895	21	0	0	0	1	2,895	21
Proved Authorizations	0	0	0	0	0	0	0	0	0
Total, Railroad.	22	4,020	30	4	695	5	26	4,715	35
Airlines									
Representation Acquired:									
Elections.	12	1,392	10	0	0	0	12	1,392	10
Proved Authorizations	0	0	0	0	0	0	0	0	0
Representation Changed:									
Elections.	4	1,582	12	0	0	0	4	1,582	12
Proved Authorizations	0	0	0	0	0	0	0	0	0
Representation Unchanged:									
Elections.	2	3,937	29	0	0	0	2	3,937	29
Proved Authorizations	0	0	0	0	0	0	0	0	0
Total, Airline	18	6,911	51	0	0	0	18	6,911	51
Total, Combined Railroad and Airlines ...	40	10,931	81	4	695	5	44	11,626	86

*Less than one percent.

¹ Percent listing for each group represents the percentage of the 13,405 employees involved in all railroad and airline cases in fiscal 1989.

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.—Employee Representation on Selected Rail Carriers as of September 30, 1989

Railroad	Engi- neers	Firemen and Hostlers	Con- ductors	Brakemen, Flagmen & Baggagemen	Yardmen, Foremen, Helpers & Switch- tenders	Yard- masters	Cler. Off., Station & Storehouse Employees	Maint. of Way Em- ployees	Teleg- raphers	Train Dis- patchers
Atchison, Topeka & Santa Fe Rwy.	BLE	UTU	UTU	UTU	UTU	X	TCU	BMWE	TCU	X
Burlington Northern	BLE	UTU	UTU	UTU	UTU	UTU	TCU	BMWE	TCU	ATDA
Chicago & North Western Transportation Co	BLE	UTU	UTU	UTU	UTU	UTU	TCU	BMWE	TCU	ATDA
Consolidated Rail Corp	BLE	UTU	UTU	UTU	UTU	UTU	TCU	BMWE	TCU	ATDA
CSX Transportation, Inc	BLE	UTU	UTU	UTU	UTU	UTU	TCU	BMWE	TCU	ATDA
Denver & Rio Grande Western RR.	BLE	UTU	UTU	UTU	UTU	DSC	TCU	BMWE	TCU	DSC
Florida East Coast Rwy	FFRE	X	FFRE	FFRE	X	FFRE	FFRE	FFRE	FFRE	FFRE
Grand Trunk Western RR	BLE	BLE	UTU	UTU	UTU	UTU	TCU	BMWE	TCU	ATDA
Illinois Central RR	BLE	UTU	UTU	UTU	UTU	SA	TCU	BMWE	TCU	SA
Kansas City Southern Rwy	BLE	BLE	UTU	UTU	UTU	UTU	TCU	BMWE	TCU	ATDA
Missouri-Kansas-Texas RR	BLE	UTU	UTU	UTU	UTU	UTU	TCU	BMWE	TCU	ATDA
National RR Passenger Corp	BLE	BLE	(*)	(*)	(*)	UTU	TCU	BMWE	TCU	ATDA
Norfolk & Western Rwy	BLE	UTU	UTU	UTU	UTU	X	TCU	BMWE	TCU	ATDA
St. Louis Southwestern Rwy	BLE	BLE	UTU	UTU	UTU	WRSA	TCU	BMWE	TCU	ATDA
Soo Line Railroad	BLE	UTU	UTU	UTU	UTU	UTU	TCU	BMWE	TCU	(*)
Southern Pacific Transp. Co	BLE	UTU	UTU	UTU	UTU	WRSA	TCU	BMWE	TCU	ATDA
Southern Railway Co	BLE	UTU	UTU	UTU	UTU	UTU	TCU	BMWE	TCU	ATDA
Union Pacific Railroad Co	BLE	UTU	UTU	UTU	UTU	YSC	TCU	BMWE	TCU	X

*Carriers report no employees in this craft or class.

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

TABLE 6.—Employee Representation on Selected Rail Carriers as of September 30, 1989—Continued

Railroad	Machin- ists	Boiler- makers and Black- smiths	Sheet Metal Workers	Elec- trical Workers	Carmen & Coach Cleaners	Power House Em'ees and Rwy. Shop Laborers	Rwy Sig- nalmen	Mech. Dept. Foremen and/or Supv. of Mechanics	Dining Car Stewards	Dining Car Cooks and Waiters
Atchison, Topeka & Santa Fe Rwy.....	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	(*)	UTU	(*)
Burlington Northern	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	X	(*)	(*)
Chicago & North Western Transportation Co	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	HERE
Consolidated Rail Corp	IAM&AW	BB	SMWIA	IBEW	TCU/TWU	IBFO	BRS	URSA	(*)	(*)
CSX Transportation, Inc	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	TCU/HERE
Denver & Rio Grande Western RR.....	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	X	UTU	SA
Florida East Coast Rwy	FFRE	FFRE	FFRE	IBEW	FFRE	FFRE	FFRE	FFRE	(*)	(*)
Grand Trunk Western RR.....	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	HERE
Illinois Central RR.....	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	(*)	UTU	HERE
Kansas City Southern Rwy.....	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	(*)	(*)
Missouri-Kansas-Texas RR.....	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	(*)	(*)
National RR Passenger Corp	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	HERE
Norfolk & Western Rwy.....	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	HERE
St. Louis Southwestern Rwy	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	X	HERE
Soo Line Railroad	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	(*)	(*)
Southern Pacific Transp. Co	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	HERE
Southern Railway Co.....	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	TCU
Union Pacific Railroad	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	HERE

*Carriers report no employees in this craft or class.

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

TABLE 6a.—Employee Representation on Selected Rail Carriers as of September 30, 1989—MARINE

Railroad (Marine)	Licensed Deck Employees	Licensed Engineroom Employees	Unlicensed Deck Employees	Unlicensed Engineroom Employees	Captains
CSX Transportation, Inc.	MMP	GLLO	NMU	—	MMP
Grand Trunk Western RR Co.	GLLO	MEBA	NMU	—	—
Norfolk & Western Rwy.	GLLO	MEBA	USWA	MEBA	—

TABLE 6b.— Employee Representation on Selected Air Carriers as of September 30, 1989

Airline	Pilots	Flight Engineers	Flight Dispatchers	Flight Attendants	Radio and Teletype Operators	Mechanics	Off. Cler., Fleet and Pass. Serv	Stock & Stores
Air Wisconsin.	ALPA	—	—	AFA	—	IAM&AW	IAM&AW	—
Alaska Airlines, Inc.	ALPA	—	—	AFA	—	IAM&AW	IAM&AW	IAM&AW
Aloha Airlines.	ALPA	—	TWU	AFA	—	—	IAM&AW	—
American Airlines, Inc.	APA	FEIA	TWU	APFA	TWU	TWU	—	TWU
Delta Air Lines, Inc.	ALPA	—	PAFCA	—	—	—	—	—
Eastern Air Lines, Inc.	ALPA	ALPA	IAM&AW	TWU	—	IAM&AW	—	IAM&AW
Hawaiian Airlines.	ALPA	—	TWU	AFA	—	IAM&AW	IAM&AW	—
Metro Airlines.	ALPA	—	—	—	—	IBT	TWU ¹	—
Midway Airlines.	ALPA	—	—	AFA	—	IBT	—	IBT
Northwest Airlines, Inc.	ALPA	IAM&AW	TWU	IBT	TWU	IAM&AW	IAM&AW	IAM&AW
Pan American World Airways.	ALPA	FEIA	TWU	IUFA	—	TWU	IBT	IBT
Southwest Airlines, Inc.	SAPA	—	SAEA	TWU	—	IBT	IAM&AW ²	IBT
Trans World Airlines, Inc.	ALPA	ALPA	TWU	IFFA	—	IAM&AW	IAM&AW ²	IAM&AW
United Air Lines, Inc.	ALPA	ALPA	IAM&AW	AFA	IAM&AW	IAM&AW	IAM&AW ¹	IAM&AW
USAir, Inc.	ALPA	—	—	AFA	—	IAM&AW	IBT ¹	IAM&AW

¹ Fleet Service Employees only.² Passenger Service Employees only.

TABLE 7.—Unions Associated With Rail And Air Carriers

RAILROADS	
AFRP	American Federation of Railroad Police, Inc.
AMREA	Arkansas & Missouri Railroad Engineers Association
ATDA	American Train Dispatchers Association
BB	International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers & Helpers
BLE	Brotherhood of Locomotive Engineers
BMWE	Brotherhood of Maintenance of Way Employees
BRS	Brotherhood of Railroad Signalmen
CTD	Chicago Truck Drivers, Helpers & Warehousemen Workers Union
DM&IRRP	Duluth, Missabe & Iron Range Railway Patrolmen
DSC	Dispatchers' Steering Committee
FFRE	Florida Federation of Railroad Employees
FICU	First Independent Carmen's Union
FOP	Fraternal Order of Police
HERE	Hotel Employees & Restaurant Employees 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
IRSA	Independent Railway Supervisors Association
IWA	International Woodworkers of America
LIUNA	Laborers' International Union of North America
LU	Local Union
M&PSCA	M&P Shop Crafts of America
MSEA	Modesto Shop Employees Association
MTU	Metropolitan Train Union
NTSA	National Transportation Supervisors Association
PBA-LIRRP	Police Benevolent Association-Long Island Rail Road Police
ROWU	Railway Office Workers Union
SA	System Association, Committee or Individual
SMWIA	Sheet Metal Workers' International Association
TCU	Transportation Communications International Union (Also: TCU-ARSA Division and TCU-Carmen Division)
TCU-ARSA	American Railway and Airline Supervisors Association, a Division of TCU
TCU-Carmen	Brotherhood Railway Carmen, a Division of TCU
TSBREA	Tuscola & Saginaw Bay Railway Employees Association
TWU	Transport Workers Union of America
UAW	United Automobile Workers of America
UPIU	United Paperworkers International Union
URSA	United Railway Supervisors Association
USWA	United Steelworkers of America
UTU	United Transportation Union
YSC	Yardmasters Steering Committee

TABLE 7.—Unions Associated With Rail And Air Carriers—Continued

AIRLINES	
ADA	Alaska Dispatchers Association
AEA	Aviation Employees 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
ATE	Air Transport Employees
AWPA	Air Wisconsin Pilots Association
FAFC	Flight Attendants for a Free Choice
FEIA	Flight Engineers' International Association
FTTE	Freedom to the Employees
HERE	Hotel Employees & Restaurant Employees International Union
IAM&AW	International Association of Machinists & Aerospace Workers
IBT	International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America
IFFA	Independent Federation of Flight Attendants
IUFA	Independent Union of Flight Attendants
PAFCA	Professional Airline Flight Control Association
PCCA	Professional Cabin Crew Association
PFCA	Pacific Flight Crew Association
RAPA	Regional Airline Pilots Association
SAEA	Southwest Airlines Employees Association
SAM	Society of Airline Meteorologists
SAPIA	Southwest Airlines Professional Instructors Association
SCCA	Southwest Crew Controllers Association
SDA	Southwest Dispatchers Association
SJPA	Southern Jersey Pilots Association
TCU	Transportation Communications International Union
TCU-ARSA	American Railway and Airline Supervisors Association, a Division of TCU
TWU	Transport Workers Union of America
UAW	United Automobile, Aerospace, Agricultural Implement Workers of America
UFA	Union of Flight Attendants
UF&CW	United Food & Commercial Workers Union
UPGWA	United Plant Guard Workers of America
MARINE	
APDC	Association of P&C Dock Company Longshoremen
GLLO	Great Lakes Licensed Officers' Organization
ILA	International Longshoremen's Association
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

TABLE 8a.—Strikes in the Railroad Industry: Fiscal Year 1989

Carrier (Case No.)	Organi- zation	Craft or Class	Date of Strike	Date Work Resumed	No. of Days	Issues	No. of Em'ees	Disposition
NONE								

TABLE 8b.—Strikes in the Airline Industry: Fiscal Year 1989

Carrier (Case No.)	Organi- zation	Craft or Class	Date of Strike	Date Work Resumed	No. of Days	Issues	No. of Em'ees	Disposition
Eastern Air Lines, Inc. (NMB Case No. A-11965)	IAM&AW	Mechanics & Related, Flt. Dispatchers, Commissary employees, Stock Clerks, Guards and Drivers	03-04-89	—	—	Wages, Rules and Working Conditions	8,500	Strike still in progress

TABLE 9.—Interest Arbitration Cases

Arbitration Board Number	Carrier	Organization	Issue
314.....	Baltimore & Ohio RR Co.....	UTU	Switching Limits
315.....	Southern Pacific Transp. Co. (Texas & Louisiana Lines)	BLE.....	Interdivisional service
316.....	Southern Pacific Transp. Co. (Texas & Louisiana Lines)	UTU (C-T)	Interdivisional service
317.....	The Chesapeake & Ohio Ry.....	BLE.....	Switching limits
318.....	The Chesapeake & Ohio Ry.....	UTU (T-E)	Switching limits
319.....	The Central RR Co. of New Jersey	BLE.....	Switching limits
320.....	The Central RR Co. of New Jersey	UTU	Switching limits
322.....	Soo Line RR Co.....	UTU	Interdivisional service
323.....	St. Louis-San Francisco RR.....	BLE.....	Interdivisional service
325.....	Denver & Rio Grande Western	UTU	Interdivisional service and switching limits
327.....	Lehigh Valley RR Co.....	BLE.....	Interdivisional service
328.....	Penn Central Transp. Co.....	UTU (T).....	Switching limits
329.....	Atchison, Topeka & Santa Fe.....	UTU	Interdivisional service
330.....	Penn Central Transp. Co.....	UTU (E).....	Switching limits
331.....	Denver & Rio Grande Western	UTU (C-T-E).....	Interdivisional service
332.....	Penn Central Transp. Co.....	UTU (C-T-E).....	Switching limits
334.....	Penn Central Transp. Co.....	UTU (C-T-E).....	Switching limits
336.....	Norfolk & Western Ry. (Proper)	UTU (C-T)	Interdivisional service
337.....	Boston & Maine Corp	UTU	Switching limits
338.....	Penn Central Transp. Co.....	BLE.....	Switching limits

TABLE 9.—Interest Arbitration Cases—Continued

Arbitration Board Number	Carrier	Organization	Issue
339.....	Penn Central Transp. Co.....	UTU (E).....	Switching limits
340.....	Green Bay & Western RR Co.....	UTU.....	Protection of employees
342.....	Erie Lackawanna Ry. Co.....	UTU (T).....	Protection of employees
343.....	Penn Central Transp. Co.....	UTU.....	Switching limits
344.....	Penn Central Transp. Co.....	UTU.....	Switching limits
346.....	Norfolk & Western Ry. Co.....	UTU (C-T-E).....	Interdivisional service
347.....	Western Pacific RR Co.....	BLE.....	Switching limits
348.....	Reading Co.....	BLE.....	Switching limits
349.....	Lehigh Valley RR Co.....	BLE.....	Switching limits
351.....	St. Louis-San Francisco RR.....	UTU.....	Protection of employees
352.....	Norfolk & Western Ry. Co.....	UTU.....	Interdivisional service
353.....	Lehigh Valley RR Co.....	UTU.....	Switching limits
354.....	Reading Co.....	BLE.....	Switching limits
356.....	Southern Pacific Transp. Co.....	BLE.....	Switching limits
357.....	Penn Central Transp. Co.....	BLE.....	Interdivisional service
358.....	Southern Pacific Transp. Co.....	UTU.....	Switching limits
359.....	Norfolk & Western Ry. Co.....	BLE.....	Interdivisional service
360.....	Atchison, Topeka & Santa Fe.....	BLE.....	Switching limits
361.....	Atchison, Topeka & Santa Fe.....	UTU.....	Switching limits
362.....	Chicago, Rock Island & Pacific RR Co.....	BLE.....	Interdivisional service
364.....	St. Louis-San Francisco RR.....	BLE.....	Switching limits
365.....	St. Louis-San Francisco RR.....	UTU (C-T-E-Y).....	Switching limits
366.....	Grand Trunk Western RR Co.....	UTU.....	Switching limits
368.....	Denver & Rio Grande Western RR Co.....	BLE.....	Interdivisional service
372.....	Louisville & Nashville RR.....	UTU.....	Switching limits
373.....	Boston & Maine Corp.....	UTU.....	Switching limits
374.....	Seaboard Coast Line RR Co.....	BLE.....	Interdivisional service
375.....	Southern Ry. Co.....	UTU.....	Switching limits
376.....	Norfolk & Western Ry. Co.....	UTU.....	Protection of employees
378.....	Illinois Central Gulf RR.....	BLE.....	Switching limits
379.....	Grand Trunk Western RR Co.....	UTU.....	Switching limits
380.....	Illinois Central Gulf RR.....	UTU (C-T-E).....	Switching limits
381.....	Illinois Central Gulf RR.....	UTU.....	Switching limits
382.....	Norfolk & Western Ry. Co.....	UTU.....	Protection of employees
383.....	Consolidated Rail Corp.....	UTU.....	Switching limits
384.....	Richmond, Fredericksburg & Potomac RR Co.	UTU.....	Switching limits
388.....	Atchison, Topeka & Santa Fe.....	BLE.....	Interdivisional service
390.....	Consolidated Rail Corp.....	UTU.....	Switching limits
391.....	Consolidated Rail Corp.....	UTU.....	Switching limits
393.....	Consolidated Rail Corp.....	UTU.....	Interdivisional service
394.....	Consolidated Rail Corp.....	UTU.....	Switching limits
395.....	Consolidated Rail Corp.....	UTU.....	Switching limits
396.....	Consolidated Rail Corp.....	UTU.....	Switching limits
399.....	Louisiana and Arkansas Ry.....	UTU.....	Switching limits
400.....	Burlington Northern, Inc.....	UTU.....	Switching limits
401.....	Burlington Northern, Inc.....	UTU.....	Switching limits
403.....	Burlington Northern, Inc.....	BLE.....	Switching limits

TABLE 9.—Interest Arbitration Cases—Continued

Arbitration Board Number	Carrier	Organization	Issue
404.....	Illinois Central Gulf RR	BLE	Switching limits
405.....	Illinois Central Gulf RR	UTU	Interdivisional service
410.....	Consolidated Rail Corp	BLE	Switching limits
411.....	Illinois Central Gulf RR	BLE	Interdivisional service
414.....	Consolidated Rail Corp	UTU (C-T-E).....	Switching limits
418.....	Consolidated Rail Corp	UTU (C-T-E).....	Switching limits
420.....	Consolidated Rail Corp	UTU	Switching limits
421.....	Consolidated Rail Corp	UTU	Switching limits
424.....	Consolidated Rail Corp	UTU	Switching limits
426.....	Duluth, Missabe & Iron Range Ry. Co ...	UTU (C-T)	Interdivisional service
427.....	Consolidated Rail Corp	BLE	Switching limits
428.....	Consolidated Rail Corp	UTU (C-T)	Switching limits
429.....	Consolidated Rail Corp	UTU	Switching limits
430.....	Consolidated Rail Corp	UTU	Switching limits
431.....	Consolidated Rail Corp	BLE	Switching limits
432.....	Chicago, Milwaukee, St. Paul & Pacific RR Co.	UTU	Allocation of seniority between Rock Island employees & Milwaukee employees
433.....	Consolidated Rail Corp	BLE	Switching limits
434.....	Norfolk & Western Ry. Co	BLE	Switching limits
435.....	Illinois Central Gulf RR	BLE	Interconsolidated seniority district freight service between Jackson, Mississippi and Monroe, Louisiana
436.....	Southern Pacific Transp. Co.....	BLE	Interdivisional service
437.....	Missouri Pacific RR Co	BLE	Interseniority freight service between St. Louis, Missouri and Kansas City, Missouri
440.....	Alabama Great Southern Ry. Southern Railway Co.	UTU	Switching limits
441.....	Atchison, Topeka & Santa Fe.....	BLE	Interdivisional service
443.....	Consolidated Rail Corp	UTU	Switching limits
444.....	Consolidated Rail Corp	UTU (C-T-E).....	Switching limits
445.....	Consolidated Rail Corp	UTU (C-T-E).....	Switching limits
446.....	Burlington Northern RR	BLE	Interdivisional service
447.....	Illinois Central Gulf RR	UTU	Switching limits
448.....	Seaboard System RR.....	IAM&AW.....	Protection of employees
449.....	Southern Pacific Transp. Co.....	BLE	Interdivisional service
451.....	Consolidated Rail Corp	BLE	Switching limits
452.....	Chessie System RR.....	BLE	Interdivisional service
453.....	Illinois Central Gulf RR	BLE	Interdivisional service
455.....	Chessie System RR.....	UTU & BLE	Interdivisional service
457.....	Chessie System RR.....	BLE	Interdivisional service
459.....	Illinois Central Gulf RR	UTU	Interdivisional service

TABLE 9.—Interest Arbitration Cases—Continued

Arbitration Board Number	Carrier	Organization	Issue
460.....	Kansas City Southern Ry	UTU	Interdivisional service
461.....	Duluth, Missabe & Iron Range Ry	UTU & BLE	Interdivisional service
462.....	Atchison, Topeka & Santa Fe.....	UTU	Interdivisional service
463.....	Elgin, Joliet & Eastern Ry.....	UTU	Interdivisional service
464.....	Delaware & Hudson Ry Co.....	UTU	Protection of employees
465.....	Southern Railway System	UTU	Switching limits
467.....	Chicago & North Western Transportation Co.	UTU	Switching limits
468.....	Southern Pacific Transp. Co.....	BLE.....	Interdivisional service
470.....	Norfolk & Western Railway	UTU	Switching limits
471.....	Norfolk & Western Railway	BLE.....	Switching limits
472.....	Atchison, Topeka & Santa Fe.....	BLE.....	Interdivisional service
475.....	Union Pacific Railroad Co	UTU	Switching limits
476.....	Elgin, Joliet & Eastern Ry.....	BLE.....	Interdivisional service
477.....	CSX Transportation	UTU	Interdivisional service
478.....	CSX Transportation	BLE.....	Interdivisional service
479.....	Chicago & Illinois Midland.....	UTU & BLE	Switching limits
481.....	Central of Georgia RR	UTU	Switching limits
482.....	Atchison, Topeka & Santa Fe.....	UTU	Interdivisional service
483.....	Duluth, Missabe & Iron Range	UTU & BLE	Switching limits
484.....	Burlington Northern RR	UTU	Switching limits
486.....	Atchison, Topeka & Santa Fe.....	BLE.....	Interdivisional service
488.....	Burlington Northern RR	BLE.....	Interdivisional service
489.....	Norfolk Southern Corp	UTU	Interdivisional service
492.....	Atchison, Topeka & Santa Fe.....	BLE.....	Interdivisional service
493.....	Southern Pacific Transp. Co.....	BLE.....	Interdivisional service
495.....	CSX Transportation Corp	UTU	Interdivisional service
496.....	Illinois Central Railroad	UTU	Interdivisional service
497.....	Illinois Central Railroad	BLE.....	Interdivisional service
499.....	Chicago & North Western Transportation Co.	BLE.....	Switching limits
501.....	Elgin, Joliet & Eastern Rwy	UTU	Switching limits

TABLE 10.—Arbitration Task Force Decisions

Arbitration Task Force Number	Carrier	Organization	Issue
1	Penn Central Transp. Co.....	UTU	Interdivisional service
2	Southern Pacific Transp. Co.....	UTU	Interdivisional service
3	Lehigh Valley RR Co.....	UTU	Interdivisional service
4	Baltimore & Ohio RR Co.....	UTU	Interdivisional service
5	Southern Ry. Co.: Alabama Great Southern RR Co.; Cincinnati, New Orleans & Texas Pacific Ry. Co.; Georgia Southern & Florida Ry. Co.; and, Central of Georgia RR Co.	UTU	Interdivisional service
6	Denver & Rio Grande Western RR.....	UTU	Interdivisional service
7	Missouri Pacific RR Co	UTU	Interdivisional service
8	Chicago, Rock Island & Pacific Ry. Co ...	UTU	Interdivisional service
9	Norfolk & Western Ry. Co	UTU	Interdivisional service
10	Chessie System	UTU	Interdivisional service
11	Grand Trunk Western RR Co.....	UTU	Interdivisional service
12	Southern Ry. Co.....	UTU	Interdivisional service
13	Detroit & Mackinac Ry. Co.....	UTU	Interdivisional service
14	Seaboard Coast Line RR Co	UTU	Interdivisional service
15	Delaware & Hudson Ry. Co	UTU	Interdivisional service
16	Delaware & Hudson Ry. Co	UTU	Interdivisional service
17	Norfolk & Western Ry. Co	UTU	Interdivisional service
18	Delaware & Hudson Ry. Co	UTU	Interdivisional service
19	Delaware & Hudson Ry. Co	UTU	Interdivisional service
20	Missouri-Kansas-Texas RR Co.....	UTU	Interdivisional service
21	Delaware & Hudson Ry. Co	UTU	Interdivisional service
22	Norfolk & Western Ry. Co	UTU	Interdivisional service
23	Baltimore & Ohio RR Co.....	UTU (C-T-E).....	Interdivisional service
24	Illinois Central Gulf RR Co	UTU	Interdivisional service

**TABLE 11.—Appointments Made Under Arbitration Board No. 419—
Caboose Issue—as of September 30, 1989**

Carrier	Orga- nization	Name of Arbitrator	Date of Appoint- ment	Date Award Rendered
Chessie System RRs	UTU	Leverett Edwards	04-07-83	09-07-83
Interpretation of Award.....				03-22-85
Illinois Central Gulf RR	UTU	Nicholas H. Zumas.....	04-07-83	02-06-84
Southern Railway System	UTU	Robert M. O'Brien	04-13-83	12-02-83
Seaboard System RR Co.....	UTU	Robert E. Peterson.....	04-13-83	09-26-83
Interpretation of Award.....				03-28-85
Norfolk & Western Ry. Co	UTU	Gilbert H. Vernon.....	05-06-83	10-24-83
Interpretation of Award.....				08-20-85
Consolidated Rail Corp	UTU	Preston J. Moore.....	05-16-83	01-03-84
Chicago & North Western Transp. Co.	UTU	Harold M. Weston.....	06-06-83	05-19-84
Burlington Northern RR Co.....	UTU	George S. Roukis	06-20-83	12-19-83
Chicago & North Western Transp. Co.	UTU	Harold M. Weston.....	07-01-83	05-19-84
Illinois Central Gulf RR	UTU	Nicholas H. Zumas.....	07-01-83	03-02-84
Des Moines Union Ry. Co.....	UTU	John N. Gentry	07-05-83	10-31-84
Seaboard System RR Co. (former Louisville & Nashville RR Co.)	UTU	Robert E. Peterson.....	08-08-83	12-27-83
Interpretation of Award.....				03-28-85
Illinois Central Gulf RR	UTU	Nicholas H. Zumas.....	08-24-83	03-03-84
Illinois Central Gulf RR	UTU	Nicholas H. Zumas.....	08-26-83	04-09-84
Norfolk & Western Ry. Co	UTU	Gilbert H. Vernon.....	11-04-83	05-08-84
Interpretation of Award.....				05-12-86
Chicago & North Western Transp. Co.	UTU	Harold M. Weston.....	11-16-83	05-19-84
Grand Trunk Western RR Co.....	UTU	Richard R. Kasher.....	11-23-83	11-30-84
Detroit, Toledo & Ironton RR.....	—.....	Addendum	02-09-84	11-30-84
Kansas City Southern Ry	UTU	Robert E. Peterson.....	12-02-83	04-12-84
Louisiana & Arkansas Ry Co.; Norfolk & Western Ry. Co.	UTU	Gilbert H. Vernon.....	12-12-83	05-08-84
Interpretation of Award.....				12-31-85
Interpretation of Award.....				12-30-86
Interpretation of Award.....				12-17-86
Interpretation of Award.....				12-17-86
Interpretation of Award.....				12-12-87
Interpretation of Award.....				12-17-87
Consolidated Rail Corp	UTU	Preston J. Moore.....	12-15-83	03-29-84
Southern Pacific Transp. Co. (Western & Eastern Lines)	UTU	Leverett Edwards	01-10-84	06-09-84
St. Louis Southwestern Ry	UTU	Leverett Edwards	01-16-84	06-19-84
Atchison, Topeka & Santa Fe Ry.....	UTU	Preston J. Moore.....	01-13-84	05-22-84
Chicago, Milwaukee, St. Paul & Pacific RR Co.	UTU	Gilbert H. Vernon.....	01-12-84	07-03-84
Union Pacific RR Co	UTU	John N. Gentry	02-23-84	09-24-84
Interpretation of Award.....				04-10-86

**TABLE 11.—Appointments Made Under Arbitration Board No. 419—
Caboose Issue—as of September 30, 1989—Continued**

Carrier	Orga- nization	Name of Arbitrator	Date of Appoint- ment	Date Award Rendered
Duluth, Missabe & Iron Range Rwy. Co.	UTU	Leverett Edwards	03-21-84	10-02-84
Grand Trunk Western RR Co. (former Detroit, Toledo & Shore Line RR Co.)	UTU	Richard R. Kasher.....	03-12-84	01-11-86
Missouri Pacific RR Co. (Alton & Southern Rwy. Co.)	UTU	Preston J. Moore.....	04-26-84	08-04-84
Grand Trunk Western RR Co.....	UTU	Richard R. Kasher.....	03-29-84	01-11-86
Denver & Rio Grande Western Rwy. Co.	UTU	John N. Gentry	05-30-84	01-22-85
Soo Line RR Co.....	UTU	Leverett Edwards	06-11-84	10-02-84
Maine Central RR Co	UTU	George S. Roukis	06-14-84	12-06-85
Atchison, Topeka & Santa Fe Ry.....	UTU	Preston J. Moore.....	06-26-84	09-18-84
Seaboard System RR Co. (Georgia Railroad & Western Railway of Alabama)	UTU	Robert E. Peterson.....	06-28-84	11-09-84
Seaboard System RR Co. (Clinchfield RR Co.)	UTU	Robert E. Peterson.....	09-10-84	11-09-84
Delaware & Hudson Rwy. Co.....	UTU	Preston J. Moore.....	09-26-84	05-23-85
Burlington Northern RR.....	UTU	George S. Roukis	11-26-84	04-17-85
Elgin, Joliet & Eastern Rwy	UTU	John N. Gentry	11-29-84	07-31-85
Grand Trunk Western RR.....	UTU	Richard R. Kasher.....	01-02-85	01-11-86
Grand Trunk Western RR (former Detroit, Toledo & Shore Line RR Co.)	UTU	Richard R. Kasher.....	01-02-85	01-11-86
Chicago & North Western Transp. Co.	UTU	Preston J. Moore.....	06-03-85	10-04-85
Interpretation of Award.....				06-20-88
Missouri-Kansas-Texas RR	UTU	George S. Roukis	02-04-86	04-02-86
Chicago & Illinois Midland Railway..	UTU	Preston J. Moore.....	01-09-87	01-27-87
Burlington Northern RR	UTU	George S. Roukis	06-15-87	06-24-87
Manufacturers Railway Co	UTU	John N. Gentry	06-29-87	08-10-88
Norfolk & Western Rwy. Co.....	UTU	Gilbert H. Vernon.....	03-07-88	10-10-88
Union Pacific Railroad Co	UTU	George S. Roukis	02-23-89	04-12-89

**TABLE 12.—Cases Docketed and Closed by the National Railroad Adjustment Board:
October 1, 1984 to September 30, 1989**

Cases	55 Year Period	1989	1988	1987	1986	1985	1984
ALL DIVISIONS							
Open and on hand at beginning of period	—	*1,339	1,742	*1,710	*1,745	*2,036	*2,007
New cases docketed.....	89,069	721	951	916	1,025	1,084	1,284
Total number of cases on hand and docketed	89,069	1,060	2,693	2,626	2,770	3,120	3,291
Cases closed.....	87,890	881	1,343	884	1,059	1,389	1,257
Decided without referee	12,903	7	296	2	0	1	1
Decided with referee.....	48,180	766	830	837	977	1,263	1,126
Withdrawn	26,807	108	217	45	82	125	130
Open cases on hand at close of period	1,179	1,179	1,350	1,742	1,711	1,731	2,034
FIRST DIVISION							
Open and on hand at beginning of period	—	64	54	44	*45	105	*300
New cases docketed.....	43,651	71	71	38	27	24	26
Total number of cases on hand and docketed	43,651	135	125	82	72	129	326
Cases closed.....	43,577	61	61	28	28	82	221
Decided without referee	10,920	0	0	0	0	1	0
Decided with referee.....	13,023	60	53	26	24	81	157
Withdrawn	19,634	1	8	2	4	0	64
Open cases on hand at close of period	74	74	64	54	44	47	105
SECOND DIVISION							
Open and on hand at beginning of period	—	226	282	*471	*655	819	765
New cases docketed.....	11,811	188	172	165	220	311	476
Total number of cases on hand and docketed	11,811	414	454	636	875	1,130	1,241
Cases closed.....	11,582	185	228	354	403	491	422
Decided without referee	736	0	0	1	0	0	1
Decided with referee.....	9,649	172	215	335	373	406	396
Withdrawn	1,229	13	13	18	30	85	25
Open cases on hand at close of period	229	229	226	282	472	639	819

**TABLE 12.—Cases Docketed and Closed by the National Railroad Adjustment Board:
October 1, 1984 to September 30, 1989—Continued**

Cases	55 Year Period	1989	1988	1987	1986	1985	1984
THIRD DIVISION							
Open and on hand at beginning of period	—	979	1,332	1,101	924	*909	781
New cases docketed.....	28,879	410	649	648	684	629	639
Total number of cases on hand and docketed	28,879	1,389	1,981	1,749	1,608	1,538	1,420
Cases closed.....	28,042	552	1,002	417	507	614	513
Decided without referee	1,242	7	296	1	0	0	0
Decided with referee.....	22,039	455	515	401	472	588	485
Withdrawn	4,672	1	191	15	35	26	28
Open cases on hand at close of period	837	837	979	1,332	1,101	924	907
FOURTH DIVISION							
Open and on hand at beginning of period	—	*70	74	94	121	203	161
New cases docketed.....	4,728	52	59	65	94	120	143
Total number of cases on hand and docketed	4,728	122	133	159	215	323	304
Cases closed.....	4,689	89	52	85	121	202	101
Decided without referee	3	0	0	0	0	0	0
Decided with referee.....	3,497	79	47	75	108	188	88
Withdrawn	1,189	4	5	10	13	14	13
Open cases on hand at close of period	39	39	81	74	94	121	203

*Adjusted Figure.

Tables—FY 1990

TABLE 1.—Number of Cases Received and Closed Out During Fiscal Years 1935–1990

Status of Cases	56-Year Period 1935–1990	1990	1989	1988	1987	1986	1985	1980–84 5-Year Period (Avg.)
All Types of Cases								
Cases Pending and Unsettled at Beginning of Period	96	400	391	346	415	344	250	269
New Cases Docketed.....	18,376	220	355	197	198	238	261	293
Total Cases on Hand and Received.....	18,472	620	746	543	613	582	511	562
Cases Closed	18,049	197	346	161	267	167	167	304
Cases Pending and Unsettled at End of Period	423	423	400	382	346	415	344	259
Representation Cases								
Cases Pending and Unsettled at Beginning of Period	24	19	17	11	19	18	21	33
New Cases Docketed.....	5,984	84	102	74	75	79	79	100
Total Cases on Hand and Received.....	6,008	103	119	85	94	97	100	132
Cases Closed	5,983	78	100	68	83	78	82	106
Cases Pending and Unsettled at End of Period	25	25	19	17	11	19	18	27
Mediation Cases								
Cases Pending and Unsettled at Beginning of Period	72	381	374	335	396	326	229	237
New Cases Docketed.....	12,392	136	253	123	123	159	181	193
Total Cases on Hand and Received.....	12,464	517	627	458	519	485	410	430
Cases Closed	12,066	119	246	93	184	89	84	198
Cases Pending and Unsettled at End of Period	398	398	381	365	335	396	326	232
Interpretation Cases								
Cases Pending and Unsettled at Beginning of Period	0	0	0	0	0	0	0	0
New Cases Docketed.....	145	0	0	0	0	0	1	0
Total Cases on Hand and Received.....	145	0	0	0	0	0	1	0
Cases Closed	145	0	0	0	0	0	1	0
Cases Pending and Unsettled at End of Period	0	0	0	0	0	0	0	0

TABLE 2.—Representation Case Disposition By Craft or Class, Employees Involved and Participating, October 1, 1989 to September 30, 1990

FY 1990	Railroads				Airlines			
	Number of Cases	Number of Crafts or Classes	Number of Employees Involved	Number of Participating Employees	Number of Cases	Number of Crafts or Classes	Number of Employees Involved	Number of Participating Employees
Total	46	46	361	162	32	32	5,320	2,727
Disposition:								
Certification	19	19	166	124	15	15	2,092	1,770
Dismissals	27	27	195	38	17	17	3,228	957
Combined Railroad & Airline Cases....	78	78	5,681	2,889				

TABLE 3.—Number of Cases Closed by Major Groups of Employees, October 1, 1989 to September 30, 1990

	All Types of Cases	Representation Cases	Mediation Cases	Interpretation Cases
Grand Total, All Groups of Employees	197	78	119	0
Railroad Total	144	46	98	0
Agents, Telegraphers & Towermen	0	0	0	0
Boilermakers and Blacksmiths	2	1	1	0
Brakemen	2	2	0	0
Carmen	7	3	4	0
Clerical, Office, Station and Storehouse	5	2	3	0
Conductors	4	3	1	0
Dining Car Employees, Train and Pullman Porters	0	0	0	0
Electricians	31	1	30	0
Engineers	11	7	4	0
Firemen and Oilers	4	1	3	0
Machinists	7	2	5	0
Maintenance of Equipment	0	0	0	0
Maintenance of Way	11	3	8	0
Marine Service	5	1	4	0
Mechanical Foremen and/or Supervisors of Mechanics	0	0	0	0
Police Officers Below the Rank of Captain	4	2	2	0
Sheet Metal Workers	4	1	3	0
Signalmen	5	2	3	0
Subordinate Officials in Maintenance of Way Dept	0	0	0	0
Technical Engineers, Architects, Draftsmen and Allied Workers ..	1	1	0	0
Train Dispatchers	11	3	8	0
Train, Engine and Yard Service	20	4	16	0
Yardmasters	2	2	0	0
Combined Groups, Railroad	3	2	1	0
Miscellaneous Railroad	5	3	2	0

**TABLE 3.—Number of Cases Closed by Major Groups of Employees,
October 1, 1989 to September 30, 1990—Continued**

	All Types of Cases	Representa- tion Cases	Mediation Cases	Interpre- tation Cases
Airline Total	53	32	21	0
Commissary/Catering Employees	0	0	0	0
Fleet and Passenger Service	2	2	0	0
Fleet Service.....	1	1	0	0
Flight Attendants.....	2	0	2	0
Flight Deck Crew Members	3	3	0	0
Flight Dispatchers	4	3	1	0
Flight Engineers	0	0	0	0
Guards	1	0	1	0
Mechanics and Related	11	7	4	0
Meteorologists.....	0	0	0	0
Nurses	0	0	0	0
Office Clerical	2	2	0	0
Office Clerical, Fleet and Passenger Service	2	1	1	0
Passenger Service	2	1	1	0
Pilots.....	9	3	6	0
Port Stewards.....	0	0	0	0
Radio and Teletype Operators.....	0	0	0	0
Stock and Stores	6	4	2	0
Combined Groups, Airline	3	1	2	0
Miscellaneous Airline	5	4	1	0

**TABLE 4.—Number of Craft or Class Determinations and Number of Employees Involved in
Representation Cases, By Major Groups of Employees, October 1, 1989 to September 30, 1990**

Major Groups of Employees	Number of Cases	Number of Craft or Class Determina- tions	Em- ployees Number	Involved Percent
Grand Total, All Groups of Employees	78	78	5,681	100
Railroad Total	46	46	361	6
Agents,Telegraphers & Towermen.....	0	0	0	0
Boilermakers and Blacksmiths.....	1	1	4	(*)
Brakemen	2	2	17	(*)
Carmen	3	3	18	(*)
Clerical, Office, Station and Storehouse Employees	2	2	18	(*)
Conductors	3	3	26	(*)
Dining Car Employees, Train and Pullman Porters.....	0	0	0	0
Electricians	1	1	0	0
Engineers	7	7	47	(*)
Firemen & Oilers	1	1	2	(*)
Machinists.....	2	2	9	(*)

TABLE 4.—Number of Craft or Class Determinations and Number of Employees Involved in Representation Cases, By Major Groups of Employees, October 1, 1989 to September 30, 1990—Con.

Major Groups of Employees	Number of Cases	Number of Craft or Class Determinations	Em- ployees Number	Involved ¹ Percent
Maintenance of Equipment	0	0	0	0
Maintenance of Way	3	3	97	2
Marine Service	1	1	0	0
Mech. Dept. Foremen and/or Supervisors of Mechanics	0	0	0	0
Police Officers Below the Rank of Captain	2	2	7	(*)
Sheet Metal Workers	1	1	3	(*)
Signalmen	2	2	4	(*)
Subordinate Officials, Maintenance of Way	0	0	0	0
Tech. Engineers, Architects, Draftsmen and Allied Workers	1	1	3	(*)
Train Dispatchers	3	3	13	(*)
Train, Engine & Yard Service	4	4	32	(*)
Yardmasters	2	2	18	(*)
Combined Groups, Railroad	2	2	36	(*)
Miscellaneous, Railroad	3	3	7	(*)
Airline Total	32	32	5,320	94
Commissary Employees	0	0	0	0
Fleet and Passenger Service	2	2	578	10
Fleet Service Employees	1	1	91	2
Flight Attendants	0	0	0	0
Flight Deck Crew Members	3	3	912	16
Flight Dispatchers	3	3	198	3
Flight Engineers	0	0	0	0
Guards	0	0	0	0
Mechanics and Related	7	7	1,289	23
Meteorologists	0	0	0	0
Office Clerical Employees	2	2	10	(*)
Office, Clerical, Fleet and Passenger Service Employees	1	1	0	0
Passenger Service Employees	1	1	10	(*)
Pilots	3	3	2,074	37
Radio and Teletype Operators	0	0	0	0
Stock and Stores Employees	4	4	44	(*)
Combined Groups, Airline	1	1	0	0
Miscellaneous, Airline	4	4	114	2

*Less than 1 percent.

¹ Percent listing for each group represents the percentage of the 5,681 employees involved in all railroad and airline cases in fiscal 1990.

**TABLE 5.—Number of Crafts or Classes Certified and Employees Involved in Various Types of Representation Cases,
October 1, 1989 to September 30, 1990**

	National Organizations			Local Unions and/or Individuals			Total		
	Craft or Class	Employees Involved		Craft or Class	Employees Involved		Craft or Class	Employees Involved	
		Number	Percent ¹		Number	Percent ¹		Number	Percent ¹
Railroads									
Representation Acquired:									
Elections.....	12	126	2	0	0	0	12	126	2
Proved Authorizations	0	0	0	0	0	0	0	0	0
Representation Changed:									
Elections.....	1	3	(*)	5	33	(*)	6	36	1
Proved Authorizations	0	0	0	0	0	0	0	0	0
Representation Unchanged:									
Elections.....	0	0	0	1	4	(*)	1	4	(*)
Proved Authorizations	0	0	0	0	0	0	0	0	0
Total, Railroad.....	13	129	2	6	37	(*)	19	166	3
Airlines									
Representation Acquired:									
Elections.....	7	830	15	2	112	2	9	942	17
Proved Authorizations	0	0	0	0	0	0	0	0	0
Representation Changed:									
Elections.....	2	147	2	2	829	15	4	976	17
Proved Authorizations	0	0	0	0	0	0	0	0	0
Representation Unchanged:									
Elections.....	2	174	3	0	0	0	2	174	3
Proved Authorizations	0	0	0	0	0	0	0	0	0
Total, Airline	11	1,151	20	4	941	17	15	2,092	37
Total, Combined Railroad and Airlines ..	24	1,280	22	10	978	17	34	2,258	40

*Less than one percent.

¹ Percent listing for each group represents the percentage of the 5,681 employees involved in all rail and airline cases in FY 1990.

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.—Employee Representation on Selected Rail Carriers as of September 30, 1990

Railroad	Engi- neers	Firemen and Hostlers	Con- ductors	Brakemen, Flagmen & Baggagemen	Yardmen, Foremen, Helpers & Switch- tenders	Yard- masters	Cler. Off., Station & Storehouse Employees	Maint. of Way Em- ployees	Teleg- raphers	Train Dis- patchers
Atchison, Topeka & Santa Fe Rwy.....	BLE	UTU	UTU	UTU	UTU	X	TCU	BMWE	TCU	X
Burlington Northern	BLE	UTU	UTU	UTU	UTU	UTU	TCU	BMWE	TCU	ATDA
Chicago & North Western Transportation Co	BLE	UTU	UTU	UTU	UTU	UTU	TCU	BMWE	TCU	ATDA
Consolidated Rail Corp	BLE	UTU	UTU	UTU	UTU	UTU	TCU	BMWE	TCU	ATDA
CSX Transportation, Inc	BLE	UTU	UTU	UTU	UTU	UTU	TCU	BMWE	TCU	ATDA
Denver & Rio Grande Western RR.....	BLE	UTU	UTU	UTU	UTU	DSC	TCU	BMWE	TCU	DSC
Florida East Coast Rwy	FFRE	X	FFRE	FFRE	X	FFRE	FFRE	FFRE	FFRE	FFRE
Grand Trunk Western RR	BLE	BLE	UTU	UTU	UTU	UTU	TCU	BMWE	TCU	ATDA
Illinois Central RR	BLE	UTU	UTU	UTU	UTU	SA	TCU	BMWE	TCU	SA
Kansas City Southern Rwy	BLE	BLE	UTU	UTU	UTU	UTU	TCU	BMWE	TCU	ATDA
National RR Passenger Corp	BLE	BLE	(*)	(*)	(*)	UTU	TCU	BMWE	TCU	ATDA
Norfolk & Western Rwy. (operating subsidiary of Norfolk Southern Corporation)	BLE	UTU	UTU	UTU	UTU	X	TCU	BMWE	TCU	ATDA
St. Louis Southwestern Rwy	BLE	BLE	UTU	UTU	UTU	WRSA	TCU	BMWE	TCU	ATDA
Soo Line Railroad	BLE	UTU	UTU	UTU	UTU	UTU	TCU	BMWE	TCU	(*)
Southern Pacific Transp. Co	BLE	UTU	UTU	UTU	UTU	WRSA	TCU	BMWE	TCU	ATDA
Southern Railway Co. (operating subsidiary of Norfolk Southern Corporation)	BLE	UTU	UTU	UTU	UTU	UTU	TCU	BMWE	TCU	ATDA
Union Pacific Railroad Co	BLE	UTU	UTU	UTU	UTU	YSC	TCU	BMWE	TCU	X

*Carriers report no employees in this craft or class.

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

TABLE 6.—Employee Representation on Selected Rail Carriers as of September 30, 1990—Continued

Railroad	Machin- ists	Boiler- makers and Black- smiths	Sheet Metal Workers	Elec- trical Workers	Carmen & Coach Cleaners	Power House Em'ees and Rwy. Shop Laborers	Rwy Sig- nalmen	Mech. Dept. Foremen and/or Supv. of Mechanics	Dining Car Stewards	Dining Car Cooks and Waiters
Atchison, Topeka & Santa Fe Rwy.....	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	(*)	UTU	(*)
Burlington Northern	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	X	(*)	(*)
Chicago & North Western Transportation Co	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	HERE
Consolidated Rail Corp	IAM&AW	BB	SMWIA	IBEW	TCU/TWU	IBFO	BRS	URSA	(*)	(*)
CSX Transportation, Inc	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	TCU/HERE
Denver & Rio Grande Western RR.....	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	X	UTU	SA
Florida East Coast Rwy	FFRE	FFRE	IBEW	IBEW	FFRE	FFRE	FFRE	FFRE	(*)	(*)
Grand Trunk Western RR.....	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	HERE
Illinois Central RR.....	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	(*)	UTU	HERE
Kansas City Southern Rwy.....	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	(*)	(*)
National RR Passenger Corp	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	HERE
Norfolk & Western Rwy. (operating subsidiary of Norfolk Southern Corporation).....	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	HERE
St. Louis Southwestern Rwy	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	X	HERE
Soo Line Railroad	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	(*)	(*)
Southern Pacific Transp. Co	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	HERE
Southern Railway Co. (operating subsidiary of Norfolk Southern Corporation).....	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	TCU
Union Pacific Railroad	IAM&AW	BB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	HERE

*Carriers report no employees in this craft or class.

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

TABLE 6a.—Employee Representation on Selected Rail Carriers as of September 30, 1990—MARINE

Railroad (Marine)	Licensed Deck Employees	Licensed Engineroom Employees	Unlicensed Deck Employees	Unlicensed Engineroom Employees	Captains
CSX Transportation, Inc.	MMP	GLLO	NMU	—	MMP
Grand Trunk Western RR Co.	GLLO	MEBA	NMU	—	—
Norfolk & Western Rwy.	GLLO	MEBA	USWA	MEBA	—

TABLE 6b.— Employee Representation on Selected Air Carriers as of September 30, 1990

Airline	Pilots	Flight Engineers	Flight Dispatchers	Flight Attendants	Radio and Teletype Operators	Mechanics	Off. Cler., Fleet and Pass. Serv	Stock & Stores
Air Wisconsin.	ALPA	—	TWU	AFA	—	IAM&AW	IAM&AW	—
Alaska Airlines, Inc.	ALPA	—	—	AFA	—	IAM&AW	IAM&AW	IAM&AW
Aloha Airlines.	ALPA	—	TWU	AFA	—	IAM&AW	IAM&AW	—
American Airlines, Inc.	APA	FEIA	TWU	APFA	TWU	TWU	—	TWU
Continental Airlines Holdings.	—	—	TWU	UFA	—	—	—	—
Delta Air Lines, Inc.	ALPA	—	PAFCA	—	—	—	—	—
Eastern Air Lines, Inc.	ALPA ³	—	IAM&AW	TWU	—	IAM&AW ³	—	IAM&AW
Hawaiian Airlines.	ALPA	—	TWU	AFA	—	IAM&AW	IAM&AW	—
Metro Airlines.	ALPA	—	—	—	—	IBT	TWU ¹	—
Midway Airlines.	ALPA	—	—	AFA	—	IBT	—	IBT
Northwest Airlines, Inc.	ALPA	—	TWU	IBT	TWU	IAM&AW	IAM&AW	IAM&AW
Pan American World Airways.	ALPA	FEIA	TWU	IUFA	—	TWU	IBT ⁴	IBT ⁴
Southwest Airlines, Inc.	SAPA	—	SAEA	TWU	—	IBT	IAM&AW ²	IBT
Trans World Airlines, Inc.	ALPA	—	TWU	IFFA ⁴	—	IAM&AW	IAM&AW ²	IAM&AW
United Air Lines, Inc.	ALPA	ALPA	IAM&AW	AFA	IAM&AW	IAM&AW	IAM&AW ¹	IAM&AW
USAir, Inc.	ALPA	—	—	AFA	—	IAM&AW	IBT ¹	IAM&AW

¹ Fleet Service Employees only.² Passenger Service Employees only.³ Pilot agreement was abrogated by bankruptcy court; Mechanics on strike since 3-4-89.⁴ Unilateral, company-imposed work rules in effect.

TABLE 7.—Unions Associated With Rail And Air Carriers

RAILROADS	
AFRP	American Federation of Railroad Police, Inc.
AMREA	Arkansas & Missouri Railroad Engineers Association
ATDA	American Train Dispatchers Association
BB	International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers & Helpers
BLE	Brotherhood of Locomotive Engineers
BMWE	Brotherhood of Maintenance of Way Employees
BRS	Brotherhood of Railroad Signalmen
CTD	Chicago Truck Drivers, Helpers & Warehousemen Workers Union
DM&IRRP	Duluth, Missabe & Iron Range Railway Patrolmen
DSC	Dispatchers' Steering Committee
FFRE	Florida Federation of Railroad Employees
FICU	First Independent Carmen's Union
FOP	Fraternal Order of Police
HERE	Hotel Employees & Restaurant Employees 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
IRSA	Independent Railway Supervisors Association
IWA	International Woodworkers of America
LIUNA	Laborers' International Union of North America
LU	Local Union
M&PSCA	M&P Shop Crafts of America
MSEA	Modesto Shop Employees Association
MTU	Metropolitan Train Union
NTSA	National Transportation Supervisors Association
PBA-LIRRP	Police Benevolent Association-Long Island Rail Road Police
ROWU	Railway Office Workers Union
SA	System Association, Committee or Individual
SMWIA	Sheet Metal Workers' International Association
TCU	Transportation Communications International Union (Also: TCU-ARSA Division and TCU-Carmen Division)
TCU-ARSA	American Railway and Airline Supervisors Association, a Division of TCU
TCU-Carmen	Brotherhood Railway Carmen, a Division of TCU
TSBREA	Tuscola & Saginaw Bay Railway Employees Association
TWU	Transport Workers Union of America
UAW	United Automobile Workers of America
UPIU	United Paperworkers International Union
URSA	United Railway Supervisors Association
USWA	United Steelworkers of America
UTU	United Transportation Union
YSC	Yardmasters Steering Committee

TABLE 7.—Unions Associated With Rail And Air Carriers—Continued

AIRLINES	
ADA	Alaska Dispatchers Association
AEA	Aviation Employees 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
ATE	Air Transport Employees
AWPA	Air Wisconsin Pilots Association
FAFC	Flight Attendants for a Free Choice
FEIA	Flight Engineers' International Association
FTTE	Freedom to the Employees
HERE	Hotel Employees & Restaurant Employees International Union
IAM&AW	International Association of Machinists & Aerospace Workers
IBT	International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America
IFFA	Independent Federation of Flight Attendants
IUFA	Independent Union of Flight Attendants
PAFCA	Professional Airline Flight Control Association
PCCA	Professional Cabin Crew Association
PFCA	Pacific Flight Crew Association
RAPA	Regional Airline Pilots Association
SAEA	Southwest Airlines Employees Association
SAM	Society of Airline Meteorologists
SAPIA	Southwest Airlines Professional Instructors Association
SCCA	Southwest Crew Controllers Association
SDA	Southwest Dispatchers Association
SJPA	Southern Jersey Pilots Association
TCU	Transportation Communications International Union
TCU-ARSA	American Railway and Airline Supervisors Association, a Division of TCU
TWU	Transport Workers Union of America
UAW	United Automobile, Aerospace, Agricultural Implement Workers of America
UFA	Union of Flight Attendants
UF&CW	United Food & Commercial Workers Union
UPGWA	United Plant Guard Workers of America
MARINE	
APDC	Association of P&C Dock Company Longshoremen
GLLO	Great Lakes Licensed Officers' Organization
ILA	International Longshoremen's Association
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

TABLE 8.—Strikes in the Railroad and Airline Industry: Fiscal Year 1990

(NOTE: Strikes of less than 24 hours are not included in this report.)

Carrier (Case No.)	Organi- zation	Craft or Class	Date of Strike	Date Work Resumed	No. of Days	Issues	No. of Em'ees	Disposition
NONE								

TABLE 9.—Interest Arbitration Cases as of September 30, 1990

Arbitration Board Number	Carrier	Organization	Issue
314.....	Baltimore & Ohio RR Co.....	UTU	Switching Limits
315.....	Southern Pacific Transp. Co. (Texas & Louisiana Lines)	BLE.....	Interdivisional service
316.....	Southern Pacific Transp. Co. (Texas & Louisiana Lines)	UTU (C-T)	Interdivisional service
317.....	The Chesapeake & Ohio Ry.....	BLE.....	Switching limits
318.....	The Chesapeake & Ohio Ry.....	UTU (T-E)	Switching limits
319.....	The Central RR Co. of New Jersey.....	BLE.....	Switching limits
320.....	The Central RR Co. of New Jersey.....	UTU	Switching limits
322.....	Soo Line RR Co.....	UTU	Interdivisional service
323.....	St. Louis-San Francisco RR.....	BLE.....	Interdivisional service
325.....	Denver & Rio Grande Western	UTU	Interdivisional service and switching limits
327.....	Lehigh Valley RR Co.....	BLE.....	Interdivisional service
328.....	Penn Central Transp. Co.....	UTU (T).....	Switching limits
329.....	Atchison, Topeka & Santa Fe.....	UTU	Interdivisional service
330.....	Penn Central Transp. Co.....	UTU (E).....	Switching limits
331.....	Denver & Rio Grande Western	UTU (C-T-E).....	Interdivisional service
332.....	Penn Central Transp. Co.....	UTU (C-T-E).....	Switching limits
334.....	Penn Central Transp. Co.....	UTU (C-T-E).....	Switching limits
336.....	Norfolk & Western Ry. (Proper).....	UTU (C-T)	Interdivisional service
337.....	Boston & Maine Corp	UTU	Switching limits
338.....	Penn Central Transp. Co.....	BLE.....	Switching limits
339.....	Penn Central Transp. Co.....	UTU (E).....	Switching limits
340.....	Green Bay & Western RR Co.....	UTU	Protection of em'ees
342.....	Erie Lackawanna Ry. Co	UTU (T).....	Protection of em'ees
343.....	Penn Central Transp. Co.....	UTU	Switching limits
344.....	Penn Central Transp. Co.....	UTU	Switching limits
346.....	Norfolk & Western Ry. Co	UTU (C-T-E).....	Interdivisional service
347.....	Western Pacific RR Co	BLE.....	Switching limits
348.....	Reading Co	BLE.....	Switching limits
349.....	Lehigh Valley RR Co.....	BLE.....	Switching limits
351.....	St. Louis-San Francisco RR.....	UTU	Protection of em'ees
352.....	Norfolk & Western Ry. Co	UTU	Interdivisional service
353.....	Lehigh Valley RR Co.....	UTU	Switching limits
354.....	Reading Co	BLE.....	Switching limits
356.....	Southern Pacific Transp. Co.....	BLE.....	Switching limits
357.....	Penn Central Transp. Co.....	BLE.....	Interdivisional service

TABLE 9.—Interest Arbitration Cases as of September 30, 1990—Continued

Arbitration Board Number	Carrier	Organization	Issue
358.....	Southern Pacific Transp. Co.....	UTU	Switching limits
359.....	Norfolk & Western Ry. Co	BLE	Interdivisional service
360.....	Atchison, Topeka & Santa Fe.....	BLE	Switching limits
361.....	Atchison, Topeka & Santa Fe.....	UTU	Switching limits
362.....	Chicago, Rock Island & Pacific RR Co ..	BLE	Interdivisional service
364.....	St. Louis-San Francisco RR.....	BLE	Switching limits
365.....	St. Louis-San Francisco RR.....	UTU (C-T-E-Y)	Switching limits
366.....	Grand Trunk Western RR Co.....	UTU	Switching limits
368.....	Denver & Rio Grande Western RR Co ..	BLE	Interdivisional service
372.....	Louisville & Nashville RR	UTU	Switching limits
373.....	Boston & Maine Corp	UTU	Switching limits
374.....	Seaboard Coast Line RR Co	BLE	Interdivisional service
375.....	Southern Ry. Co.....	UTU	Switching limits
376.....	Norfolk & Western Ry. Co	UTU	Protection of employees
378.....	Illinois Central Gulf RR	BLE	Switching limits
379.....	Grand Trunk Western RR Co.....	UTU	Switching limits
380.....	Illinois Central Gulf RR	UTU (C-T-E).....	Switching limits
381.....	Illinois Central Gulf RR	UTU	Switching limits
382.....	Norfolk & Western Ry. Co	UTU	Protection of employees
383.....	Consolidated Rail Corp	UTU	Switching limits
384.....	Richmond, Fredericksburg & Potomac RR Co.	UTU	Switching limits
388.....	Atchison, Topeka & Santa Fe.....	BLE	Interdivisional service
390.....	Consolidated Rail Corp	UTU	Switching limits
391.....	Consolidated Rail Corp	UTU	Switching limits
393.....	Consolidated Rail Corp	UTU	Interdivisional service
394.....	Consolidated Rail Corp	UTU	Switching limits
395.....	Consolidated Rail Corp	UTU	Switching limits
396.....	Consolidated Rail Corp	UTU	Switching limits
399.....	Louisiana and Arkansas Ry.....	UTU	Switching limits
400.....	Burlington Northern, Inc	UTU	Switching limits
401.....	Burlington Northern, Inc	UTU	Switching limits
403.....	Burlington Northern, Inc	BLE	Switching limits
404.....	Illinois Central Gulf RR	BLE	Switching limits
405.....	Illinois Central Gulf RR	UTU	Interdivisional service
410.....	Consolidated Rail Corp	BLE	Switching limits
411.....	Illinois Central Gulf RR	BLE	Interdivisional service
414.....	Consolidated Rail Corp	UTU (C-T-E).....	Switching limits
418.....	Consolidated Rail Corp	UTU (C-T-E).....	Switching limits
420.....	Consolidated Rail Corp	UTU	Switching limits
421.....	Consolidated Rail Corp	UTU	Switching limits
424.....	Consolidated Rail Corp	UTU	Switching limits
426.....	Duluth, Missabe & Iron Range Ry. Co ..	UTU (C-T)	Interdivisional service
427.....	Consolidated Rail Corp	BLE	Switching limits
428.....	Consolidated Rail Corp	UTU (C-T)	Switching limits
429.....	Consolidated Rail Corp	UTU	Switching limits
430.....	Consolidated Rail Corp	UTU	Switching limits
431.....	Consolidated Rail Corp	BLE	Switching limits

TABLE 9.—Interest Arbitration Cases as of September 30, 1990—Continued

Arbitration Board Number	Carrier	Organization	Issue
432.....	Chicago, Milwaukee, St. Paul & Pacific RR Co.	UTU	Allocation of seniority between Rock Island employees & Milwaukee employees
433.....	Consolidated Rail Corp	BLE	Switching limits
434.....	Norfolk & Western Ry. Co	BLE	Switching limits
435.....	Illinois Central Gulf RR	BLE	Interconsolidated seniority district freight service between Jackson, Mississippi and Monroe, Louisiana
436.....	Southern Pacific Transp. Co.....	BLE	Interdivisional service
437.....	Missouri Pacific RR Co	BLE	Interseniority freight service between St. Louis, Missouri and Kansas City, Missouri
440.....	Alabama Great Southern Ry. Southern Railway Co.	UTU	Switching limits
441.....	Atchison, Topeka & Santa Fe.....	BLE	Interdivisional service
443.....	Consolidated Rail Corp	UTU	Switching limits
444.....	Consolidated Rail Corp	UTU (C-T-E).....	Switching limits
445.....	Consolidated Rail Corp	UTU (C-T-E).....	Switching limits
446.....	Burlington Northern RR	BLE	Interdivisional service
447.....	Illinois Central Gulf RR	UTU	Switching limits
448.....	Seaboard System RR	IAM&AW.....	Protection of em'ees
449.....	Southern Pacific Transp. Co.....	BLE	Interdivisional service
451.....	Consolidated Rail Corp	BLE	Switching limits
452.....	Chessie System RR.....	BLE	Interdivisional service
453.....	Illinois Central Gulf RR	BLE	Interdivisional service
455.....	Chessie System RR.....	UTU & BLE	Interdivisional service
457.....	Chessie System RR.....	BLE	Interdivisional service
459.....	Illinois Central Gulf RR	UTU	Interdivisional service
460.....	Kansas City Southern Ry	UTU	Interdivisional service
461.....	Duluth, Missabe & Iron Range Ry	UTU & BLE	Interdivisional service
462.....	Atchison, Topeka & Santa Fe.....	UTU	Interdivisional service
463.....	Elgin, Joliet & Eastern Ry.....	UTU	Interdivisional service
464.....	Delaware & Hudson Ry Co.....	UTU	Protection of em'ees
465.....	Southern Railway System	UTU	Switching limits
467.....	Chicago & North Western Transportation Co.	UTU	Switching limits
468.....	Southern Pacific Transp. Co.....	BLE	Interdivisional service
470.....	Norfolk & Western Railway	UTU	Switching limits
471.....	Norfolk & Western Railway	BLE	Switching limits
472.....	Atchison, Topeka & Santa Fe.....	BLE	Interdivisional service
475.....	Union Pacific Railroad Co	UTU	Switching limits
476.....	Elgin, Joliet & Eastern Ry	BLE	Interdivisional service
477.....	CSX Transportation	UTU	Interdivisional service

TABLE 9.—Interest Arbitration Cases as of September 30, 1990—Continued

Arbitration Board Number	Carrier	Organization	Issue
478.....	CSX Transportation	BLE.....	Interdivisional service
479.....	Chicago & Illinois Midland.....	UTU & BLE	Switching limits
481.....	Central of Georgia RR	UTU	Switching limits
482.....	Atchison, Topeka & Santa Fe.....	UTU	Interdivisional service
483.....	Duluth, Missabe & Iron Range	UTU & BLE	Switching limits
484.....	Burlington Northern RR.....	UTU	Switching limits
486.....	Atchison, Topeka & Santa Fe.....	BLE.....	Interdivisional service
488.....	Burlington Northern RR.....	BLE.....	Interdivisional service
489.....	Norfolk Southern Corp	UTU	Interdivisional service
492.....	Atchison, Topeka & Santa Fe.....	BLE.....	Interdivisional service
493.....	Southern Pacific Transp. Co.....	BLE.....	Interdivisional service
495.....	CSX Transportation Corp	UTU	Interdivisional service
496.....	Illinois Central Railroad	UTU	Interdivisional service
497.....	Illinois Central Railroad	BLE.....	Interdivisional service
499.....	Chicago & North Western Transportation Co.	BLE.....	Switching limits
501.....	Elgin, Joliet & Eastern Rwy	UTU	Switching limits
502.....	Elgin, Joliet & Eastern Rwy	BLE.....	Switching limits
503.....	CSX Transportation Corp	UTU	Switching limits
505.....	Southern Pacific Transp. Co.....	UTU	Interdivisional service
507.....	Southern Pacific Transp. Co.....	UTU	Interdivisional service
511.....	CSX Transportation Corp	BLE.....	Switching limits
512.....	CSX Transportation Corp	BLE.....	Switching limits
513.....	CSX Transportation Corp	UTU	Interdivisional service
514.....	Elgin, Joliet & Eastern Rwy	UTU	Switching limits
515.....	CSX Transportation Corp	BLE.....	Interdivisional service
516.....	Elgin, Joliet & Eastern Rwy	BLE.....	Interdivisional service
517.....	Union Pacific Railroad Co	BLE.....	Interdivisional service
518.....	Union Pacific Railroad Co	UTU	Interdivisional service

TABLE 10.—Arbitration Task Force Decisions as of September 30, 1990

Arbitration Task Force Number	Carrier	Organization	Issue
1	Penn Central Transp. Co.....	UTU	Interdivisional service
2	Southern Pacific Transp. Co.....	UTU	Interdivisional service
3	Lehigh Valley RR Co.....	UTU	Interdivisional service
4	Baltimore & Ohio RR Co.....	UTU	Interdivisional service
5	Southern Ry. Co.; Alabama Great Southern RR Co.; Cincinnati, New Orleans & Texas Pacific Ry. Co.; Georgia Southern & Florida Ry. Co.; and, Central of Georgia RR Co.	UTU	Interdivisional service
6	Denver & Rio Grande Western RR.....	UTU	Interdivisional service
7	Missouri Pacific RR Co	UTU	Interdivisional service
8	Chicago, Rock Island & Pacific Ry. Co ...	UTU	Interdivisional service
9	Norfolk & Western Ry. Co	UTU	Interdivisional service
10.....	Chessie System	UTU	Interdivisional service
11.....	Grand Trunk Western RR Co.....	UTU	Interdivisional service
12.....	Southern Ry. Co.....	UTU	Interdivisional service
13.....	Detroit & Mackinac Ry. Co.....	UTU	Interdivisional service
14.....	Seaboard Coast Line RR Co	UTU	Interdivisional service
15.....	Delaware & Hudson Ry. Co	UTU	Interdivisional service
16.....	Delaware & Hudson Ry. Co	UTU	Interdivisional service
17.....	Norfolk & Western Ry. Co	UTU	Interdivisional service
18.....	Delaware & Hudson Ry. Co	UTU	Interdivisional service
19.....	Delaware & Hudson Ry. Co	UTU	Interdivisional service
20.....	Missouri-Kansas-Texas RR Co.....	UTU	Interdivisional service
21.....	Delaware & Hudson Ry. Co	UTU	Interdivisional service
22.....	Norfolk & Western Ry. Co	UTU	Interdivisional service
23.....	Baltimore & Ohio RR Co.....	UTU (C-T-E).....	Interdivisional service
24.....	Illinois Central Gulf RR Co	UTU	Interdivisional service

**TABLE 11.—Appointments Made Under Arbitration Board No. 419—
Caboose Issue—as of September 30, 1990**

Carrier	Orga- nization	Name of Arbitrator	Date of Appoint- ment	Date Award Rendered
Chessie System RRs	UTU	Leverett Edwards	04-07-83	09-07-83
Interpretation of Award.....				03-22-85
Illinois Central Gulf RR	UTU	Nicholas H. Zumas	04-07-83	02-06-84
Southern Railway System	UTU	Robert M. O'Brien	04-13-83	12-02-83
Seaboard System RR Co.....	UTU	Robert E. Peterson.....	04-13-83	09-26-83
Interpretation of Award.....				03-28-85
Norfolk & Western Ry. Co	UTU	Gilbert H. Vernon.....	05-06-83	10-24-83
Interpretation of Award.....				08-20-85
Consolidated Rail Corp	UTU	Preston J. Moore.....	05-16-83	01-03-84
Chicago & North Western Transp. Co.	UTU	Harold M. Weston.....	06-06-83	05-19-84
Burlington Northern RR Co.....	UTU	George S. Roukis	06-20-83	12-19-83
Chicago & North Western Transp. Co.	UTU	Harold M. Weston.....	07-01-83	05-19-84
Illinois Central Gulf RR	UTU	Nicholas H. Zumas	07-01-83	03-02-84
Des Moines Union Ry. Co.....	UTU	John N. Gentry	07-05-83	10-31-84
Seaboard System RR Co. (former Louisville & Nashville RR Co.)	UTU	Robert E. Peterson.....	08-08-83	12-27-83
Interpretation of Award.....				03-28-85
Illinois Central Gulf RR	UTU	Nicholas H. Zumas	08-24-83	03-03-84
Illinois Central Gulf RR	UTU	Nicholas H. Zumas	08-26-83	04-09-84
Norfolk & Western Ry. Co	UTU	Gilbert H. Vernon.....	11-04-83	05-08-84
Interpretation of Award.....				05-12-86
Chicago & North Western Transp. Co.	UTU	Harold M. Weston.....	11-16-83	05-19-84
Grand Trunk Western RR Co.....	UTU	Richard R. Kasher.....	11-23-83	11-30-84
Detroit, Toledo & Ironton RR.....	—.....	Addendum	02-09-84	11-30-84
Kansas City Southern Ry	UTU	Robert E. Peterson.....	12-02-83	04-12-84
Louisiana & Arkansas Ry Co.; Norfolk & Western Ry. Co.	UTU	Gilbert H. Vernon.....	12-12-83	05-08-84
Interpretation of Award.....				12-31-85
Interpretation of Award.....				12-30-86
Interpretation of Award.....				12-17-86
Interpretation of Award.....				12-17-86
Interpretation of Award.....				12-12-87
Interpretation of Award.....				12-17-87
Consolidated Rail Corp	UTU	Preston J. Moore.....	12-15-83	03-29-84
Southern Pacific Transp. Co. (Western & Eastern Lines)	UTU	Leverett Edwards	01-10-84	06-09-84
St. Louis Southwestern Ry	UTU	Leverett Edwards	01-16-84	06-19-84
Atchison, Topeka & Santa Fe Ry.....	UTU	Preston J. Moore.....	01-13-84	05-22-84
Chicago, Milwaukee, St. Paul & Pacific RR Co.	UTU	Gilbert H. Vernon.....	01-12-84	07-03-84
Union Pacific RR Co	UTU	John N. Gentry	02-23-84	09-24-84
Interpretation of Award.....				04-10-86

**TABLE 11.—Appointments Made Under Arbitration Board No. 419—
Caboose Issue—as of September 30, 1990—Continued**

Carrier	Orga- nization	Name of Arbitrator	Date of Appoint- ment	Date Award Rendered
Duluth, Missabe & Iron Range Rwy. Co.	UTU	Leverett Edwards	03-21-84	10-02-84
Grand Trunk Western RR Co. (former Detroit, Toledo & Shore Line RR Co.)	UTU	Richard R. Kasher.....	03-12-84	01-11-86
Missouri Pacific RR Co. (Alton & Southern Rwy. Co.)	UTU	Preston J. Moore.....	04-26-84	08-04-84
Grand Trunk Western RR Co.....	UTU	Richard R. Kasher.....	03-29-84	01-11-86
Denver & Rio Grande Western Rwy. Co.	UTU	John N. Gentry	05-30-84	01-22-85
Soo Line RR Co.....	UTU	Leverett Edwards	06-11-84	10-02-84
Maine Central RR Co	UTU	George S. Roukis	06-14-84	12-06-85
Atchison, Topeka & Santa Fe Ry.....	UTU	Preston J. Moore.....	06-26-84	09-18-84
Seaboard System RR Co. (Georgia Railroad & Western Railway of Alabama)	UTU	Robert E. Peterson.....	06-28-84	11-09-84
Seaboard System RR Co. (Clinchfield RR Co.)	UTU	Robert E. Peterson.....	09-10-84	11-09-84
Delaware & Hudson Rwy. Co.....	UTU	Preston J. Moore.....	09-26-84	05-23-85
Burlington Northern RR	UTU	George S. Roukis	11-26-84	04-17-85
Elgin, Joliet & Eastern Rwy	UTU	John N. Gentry	11-29-84	07-31-85
Grand Trunk Western RR.....	UTU	Richard R. Kasher.....	01-02-85	01-11-86
Grand Trunk Western RR (former Detroit, Toledo & Shore Line RR Co.)	UTU	Richard R. Kasher.....	01-02-85	01-11-86
Chicago & North Western Transp. Co.	UTU	Preston J. Moore.....	06-03-85	10-04-85
Interpretation of Award.....				06-20-88
Missouri-Kansas-Texas RR	UTU	George S. Roukis	02-04-86	04-02-86
Chicago & Illinois Midland Railway ..	UTU	Preston J. Moore.....	01-09-87	01-27-87
Burlington Northern RR	UTU	George S. Roukis	06-15-87	06-24-87
Manufacturers Railway Co	UTU	John N. Gentry	06-29-87	08-10-88
Norfolk & Western Rwy. Co.....	UTU	Gilbert H. Vernon	03-07-88	10-10-88
Union Pacific Railroad Co	UTU	George S. Roukis	02-23-89	04-12-89
Norfolk & Western Rwy. Co.....	UTU	Gilbert H. Vernon	07-16-90	

**TABLE 12.—Cases Docketed and Closed by the National Railroad Adjustment Board:
October 1, 1985 to September 30, 1990**

Cases	56 Year Period	1990	1989	1988	1987	1986	1985
ALL DIVISIONS							
Open and on hand at beginning of period	—	*1,177	*1,339	1,742	*1,710	*1,745	*2,036
New cases docketed.....	89,888	821	721	951	916	1,025	1,084
Total number of cases on hand and docketed	89,888	1,998	1,060	2,693	2,626	2,770	3,120
Cases closed.....	88,592	702	881	1,343	884	1,059	1,389
Decided without referee	12,905	2	7	296	2	0	1
Decided with referee.....	48,800	620	766	830	837	977	1,263
Withdrawn	26,887	80	108	217	45	82	125
Open cases on hand at close of period	1,296	1,296	1,179	1,350	1,742	1,711	1,731
FIRST DIVISION							
Open and on hand at beginning of period	—	*72	64	54	44	*45	105
New cases docketed.....	43,726	77	71	71	38	27	24
Total number of cases on hand and docketed	43,726	149	135	125	82	72	129
Cases closed.....	43,653	76	61	61	28	28	82
Decided without referee	10,920	0	0	0	0	0	1
Decided with referee.....	13,096	73	60	53	26	24	81
Withdrawn	19,637	3	1	8	2	4	0
Open cases on hand at close of period	73	73	74	64	54	44	47
SECOND DIVISION							
Open and on hand at beginning of period	—	229	226	282	*471	*655	819
New cases docketed.....	11,958	147	188	172	165	220	311
Total number of cases on hand and docketed	11,958	376	414	454	636	875	1,130
Cases closed.....	11,743	161	185	228	354	403	491
Decided without referee	736	0	0	0	1	0	0
Decided with referee.....	9,796	147	172	215	335	373	406
Withdrawn	1,243	14	13	13	18	30	85
Open cases on hand at close of period	215	215	229	226	282	472	639

**TABLE 12.—Cases Docketed and Closed by the National Railroad Adjustment Board:
October 1, 1985 to September 30, 1990—Continued**

Cases	56 Year Period	1990	1989	1988	1987	1986	1985
THIRD DIVISION							
Open and on hand at beginning of period	—	837	979	1,332	1,101	924	*909
New cases docketed	29,425	546	410	649	648	684	629
Total number of cases on hand and docketed	29,425	1,383	1,389	1,981	1,749	1,608	1,538
Cases closed	28,475	433	552	1,002	417	507	614
Decided without referee	1,243	1	7	296	1	0	0
Decided with referee	22,411	372	455	515	401	472	588
Withdrawn	4,732	60	1	191	15	35	26
Open cases on hand at close of period	950	950	837	979	1,332	1,101	924
FOURTH DIVISION							
Open and on hand at beginning of period	—	39	*70	74	94	121	203
New cases docketed	4,789	51	52	59	65	94	120
Total number of cases on hand and docketed	4,789	90	122	133	159	215	323
Cases closed	4,721	32	89	52	85	121	202
Decided without referee	4	1	0	0	0	0	0
Decided with referee	3,525	28	79	47	75	108	188
Withdrawn	1,192	3	4	5	10	13	14
Open cases on hand at close of period	58	58	39	81	74	94	121

*Adjusted Figure.

Appendix A—FY 1989

Fifty-Fifth Annual Report of the National Railroad Adjustment Board Chicago, Illinois



National Railroad Adjustment Board Chicago, Illinois

J. E. Yost, Chairman

W. R. Miller, Vice Chairman

R. J. Carvatta, Staff Director/Grievances

N. J. Dever, Executive Secretary

Accounting for all moneys appropriated by Congress for the fiscal year 1989 pursuant to the authority conferred by the Railway Labor Act, as amended (Public Law 442, 73d Congress—Approved June 21, 1934).

Regular appropriation: National Railroad Adjustment Board

Board's portions of Salaries and Expenses, National Mediation Board	\$804,000.00
Expenditure:	
Salaries of employes	280,369.00
Salaries of Referees	241,000.00
Personnel benefits	49,037.00
Travel expenses (including referees)	32,596.00
Transportation of Things	875.00
Other Rent	20,273.00
Communication Services	32,924.00
Standard Level user charges	107,314.00
Postage	15,468.00
Other contractual services	6,990.00
Supplies and materials	12,154.00
Equipment	5,000.00
Total Expenditures	*\$804,000.00

*Approximately 19% of this amount other than Referee Salary and travel is expended for Public Law Boards and Special Boards of Adjustment.

NRAB Government Employees, Salaries and Duties

Name	Title	Salary Paid	Duties
Administration			
Carvatta, Roy J.	Staff Director/ Grievances	\$35,231.50	*Subject to direction of National Mediation Board, Administrators, N.R.A.B. Governmental affairs
Swanson, Ronald A.	Asst. Adm. Officer	*16,900.38	Accounting and auditing
Szewczyk, Bernice A.	Clerical Assistant	*12,239.62	Assists in accounting and auditing
Llamas, Florencio M.	Clerk	*9,169.66	Clerical
Loughrin, Catherine A.	AIS Coordinator	*11,916.52	Coordinates Automated Information System
Marsden, Virginia A.	Clerk (Typing)	7,455.76	Clerical
Ramirez, Michele	Clerk (Typing)	7,176.38	Clerical
Divisional			
Dever, Nancy J.	Exec. Secretary	30,108.00	Executive Secretary responsible for all Divisions
Vorphal, Joan A.	Clerk (Typing)	21,595.62	Clerical
Woods, Linda A.	Clerk (Typing)	18,546.00	Clerical

*Portion of salary relating to Public Law Boards and Special Boards of Adjustment not included.

National Railroad Adjustment Board Referee Salaries
From 10/1/88 to 9/30/89

Duties: The following referees sat with divisions as members to make awards upon failure of division to agree or secure majority vote.

	Referee Name	Salary Paid
Division—1	BENN, E. H	1,980.00
	FLETCHER, J. C.	5,060.00
	FREDENBERGER, W. E., JR	1,540.00
	GOLDSTEIN, E. H.	1,320.00
	LAROCCO, J. B.	6,270.00
	TWOMEY, D. P	7,920.00
Division—2	BENN, E. H	1,100.00
	CANNAVO, J. S.	2,200.00
	CAREY, T. F.	3,850.00
	CARTER, P. C	5,060.00
	FLETCHER, J. C.	6,820.00
	KLEIN, J. I	440.00
	MCALLISTER, R. W	110.00
	MCALPIN, R. E.	3,410.00
	MEYERS, P. R.	330.00
	MILLER, R. L.	3,520.00
	MUESSIG, E	1,815.00
	ROUKIS, G. S	3,850.00
	SUNTRUP, E. L.	4,620.00
	ZUSMAN, M. E.	5,527.50
Division—3	BENN, E. H	5,830.00
	CARTER, P. C	4,840.00
	CLONEY, J. E	4,042.50
	DENNIS, R. E	14,080.00
	EISCHEN, D. E.	11,660.00
	EUKER, W. F.	4,070.00
	FLETCHER, J. C.	8,360.00
	GOLD, C. H	8,360.00
	GOLDSTEIN, E. H.	14,740.00
	KEARNEY, M. H	1,540.00
	KRAVIT, S. E.	4,840.00
	LIEBERMAN, I. M.	5,720.00
	MARX, H. L., JR	3,410.00
	MCALLISTER, R. W	10,945.00
	MEYERS, P. R.	4,950.00
	MILLER, R. L.	880.00
	MUESSIG, E	2,585.00
	ROUKIS, G. S	2,200.00
	SCHEINMAN, M. F.	11,000.00
	SICKLES, J. A	2,750.00
	SIMON, B. E	2,200.00
	SUNTRUP, E. L.	7,260.00

VERNON, G. H.....	1,100.00
ZUSMAN, M. E.....	10,532.50

Division—4

CARTER, P. C.....	2,640.00
EUKER, W. F.....	3,520.00
FLETCHER, J. C.....	1,980.00
MARX, H. L., JR.....	5,500.00
MCALLISTER, R. W.....	660.00
VERNON, G. H.....	2,860.00
ZUSMAN, M. E.....	660.00

**Fifty-Fifth
Annual Report of the
First Division
of the
National Railroad
Adjustment Board
to the
National Mediation Board**

**For the Fiscal Year Ended
September 30, 1989**

Membership

M.W. Fingerhut, Chairman

R. K. Radek, Vice Chairman

G. T. DuBose

G. D. DeBolt

D. H. Hise

M. Humphrey

L. W. Swert

D. H. Patterson

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 employees or groups of employees and carriers involving train and yard service employees; that is, engineers, firemen, hostlers, and outside hostler helpers, conductors, trainmen and yard service employees.

Operations

The tables attached set out results of operations of the division during fiscal year 1988–1989.

Workload Report—Docketed Cases
Division 1
From 10/1/88 to 9/30/89

	No. of Cases
Total Caseloads	
On hand at beginning of year	64
New cases docketed.....	71
Cases disposed of	61
On hand at end of year	74
Breakdown of Cases Disposed of	
Decided without Referee	0
Decided with Referee	60
Otherwise closed (withdrawn)	1
Breakdown of Cases on Hand	
In Referee Assignment	44
Record not closed	14
Record closed but not assigned to Referee.....	16
Other Totals	
Cases heard by referee	46
Cases deadlocked.....	40

Carriers Party to Docketed Cases
Division 1
From 10/1/88 to 9/30/89

Atchison, Topeka and Santa Fe	10
Belt Railway Company of Chicago	3
Burlington Northern.....	10
Boston and Maine	1
CSX	10
Chicago and North Western.....	12
Chicago and Illinois Midland	1
Chicago, South Shore and South Bend.....	1
Elgin, Joliet and Eastern	1
Grand Trunk Western.....	5
Iowa Interstate	2
Kansas City Southern.....	1
Metra.....	3
Montana Rail Link.....	1
National Railroad Passenger Corporation	2
Norfolk Southern.....	3
Soo	1
Southern Pacific Transportation	2
Union Pacific.....	2
Total Docketed Cases.....	<hr/> 71

Unions Party to Docketed Cases
Division 1
From 10/1/88 to 9/30/89

Brotherhood of Locomotive Engineers.....	38
Miscellaneous.....	8
United Transportation Union.....	25
Total Docketed Cases.....	<hr/> 71

**Fifty-Fifth
Annual Report of the
Second Division
of the
National Railroad
Adjustment Board
to the
National Mediation Board**

**For the Fiscal Year Ended
September 30, 1989**

Membership

P. V. Varga, Chairman

R. A. Johnson, Vice Chairman

M. Filipovic

J. K. Beatty

D. A. Hampton

A. D. Dula

R. E. Kowalski

R. L. Hicks

B. T. Proffitt

T. N. Tancula

Workload Report—Docketed Cases
Division 2
From 10/1/88 to 9/30/89

	No. of Cases
Total Caseloads	
On hand at beginning of year	226
New cases docketed.....	188
Cases disposed of	185
On hand at end of year	229
 Breakdown of Cases Disposed of	
Decided without Referee	0
Decided with Referee	172
Otherwise closed (withdrawn)	13
 Breakdown of Cases on Hand	
In Referee Assignment including cases on hand.....	180
Record not closed	20
Record closed but not assigned to Referee.....	20
 Other Totals	
Cases heard by referee including paneled cases.....	150
Cases deadlocked	239

Carriers Party to Docketed Cases
Division 2
From 10/1/88 to 9/30/89

Atchison, Topeka and Santa Fe	6
Belt Railway Company of Chicago	2
Boston and Maine	3
Burlington Northern	22
Chicago and Illinois Midland	1
Chicago and North Western	16
Chicago, Missouri and Western Illinois	1
Chicago Short Line	1
Consolidated Rail	7
CSX	16
Denver and Rio Grande Western	2
Duluth, Missabe and Iron Range	3
Elgin, Joliet and Eastern	1
Grand Trunk Western	4
Illinois Central Gulf	2
Indiana Harbor Belt	1
Kansas City Southern	2
Michigan-Wisconsin	1
Missouri Pacific	8
National Railroad Passenger Corporation	22
Norfolk Southern	27
Northeast Illinois Regional Commuter Corporation	4
Pacific Fruit Express	11
PATH	1
St. Louis-Southwestern	2
South Buffalo	1
Southern	7
Southern Pacific	11
Union Pacific	18
Total Docketed Cases	188

Unions Party to Docketed Cases
Division 2
From 10/1/88 to 9/30/89

Brotherhood Railway Carmen/Division of TCU	71
International Brotherhood of Firemen & Oilers	13
International Association of Machinists & Aerospace Workers	9
International Brotherhood of Electrical Workers	59
Miscellaneous	29
Sheet Metal Workers International Association	12
Total Docketed Cases	188

**Fifty-Fifth
Annual Report of the
Third Division
of the
National Railroad
Adjustment Board
to the
National Mediation Board**

**For the Fiscal Year Ended
September 30, 1989**

Membership

J. E. Yost, Chairman
W. R. Miller, Vice Chairman
D. D. Bartholomay
B.J.East
R. R. Foley
J. S. Godfrey
R. J. Irvin
M. D. McCarthy
E. E. Monroe
J.W. Carter
C. M. McGraw³
L. Birkshire¹
K. T. Safstrom²

¹ Replaced B. J. East 8-15-89.

² Replaced J. W. Carter 8-15-89.

³ Replaced R. R. Foley 10-1-88.

Jurisdiction

THIRD DIVISION: To have jurisdiction over disputes involving station, tower and telegraph employees, train dispatchers, maintenance of way men, clerical employees, freight handlers, express, station and store employees, signalmen, sleeping car conductors, sleeping car porters and maids, and dining car employees. This Division shall consist of 10 members, 5 of whom shall be selected by the Carriers and 5 by the national labor organizations of employees (Para. (h) and (c), Sec. 153, First, Railway Labor Act, 1934).

Workload Report—Docketed Cases
Division 3
From 10/1/88 to 9/30/89

	No. of Cases
Total Caseloads	
On hand at beginning of year	979
New cases docketed	*410
Cases disposed of	552
On hand at end of year	**837
Breakdown of Cases Disposed of	
Decided without Referee	7
Decided with Referee	455
Otherwise closed (withdrawn)	90
Breakdown of Cases on Hand	
In Referee Assignment including cases on hand	503
Record not closed	74
Record closed but not assigned to Referee	260
Other Totals	
Cases heard by referee including paneled cases	324
Cases deadlocked	405

*Adjusted figure.

**Adjusted figure.

Carriers Party to Docketed Cases
Division 3
From 10/1/88 to 9/30/89

Ashley, Drew & Northern.....	4
Atchison, Topeka and Santa Fe Railway.....	27
Belt Railway Company of Chicago.....	13
Bessemer and Lake Erie.....	1
Burlington Northern Railroad.....	10
Canadian National.....	1
Central of Georgia Railway Company.....	2
Central Vermont Railway Company.....	1
Chicago and Illinois Midland Railway Company.....	1
Chicago and North Western Transportation Company.....	4
Chicago Short Line.....	1
Chicago, South Shore and South Bend.....	1
Chicago, West Pullman and Southern.....	5
Consolidated Rail Corporation.....	30
CSX Transportation, Inc.....	77
Davenport, Rock Island and North Western.....	1
Denver and Rio Grande Western Railroad.....	2
Duluth, Missabe and Iron Range.....	14
Elgin, Joliet and Eastern Railway Company.....	21
Grand Trunk Western Railroad Company.....	4
Green Bay and Western Railroad Company.....	6
Indiana Harbor Belt Railroad.....	1
Kansas City Southern Railway Company.....	6
Lake Terminal.....	2
Louisiana & Arkansas.....	1
Missouri-Kansas-Texas Railroad Company.....	4
National Railroad Passenger Corporation.....	33
New Orleans Public Belt Railroad.....	1
Norfolk and Western Railway Company.....	7
Norfolk Southern Corporation.....	5
Northeast Illinois Regional Commuter Railroad Corporation.....	1
Oklahoma, Kansas and Texas Railroad.....	1
Port Terminal Railroad.....	1
Pittsburgh and Lake Erie Railroad.....	1
River Terminal.....	1
Richmond, Fredericksburg and Potomac Railroad.....	1
St. Louis Southwestern Railway Company.....	9
Soo Line Railroad Company.....	24
Southern Pacific Transportation Company.....	18
Southern Railway.....	2
Terminal Railroad Association of St. Louis.....	1
Union Pacific Railroad Company.....	63
Western Weighing and Inspection Bureau.....	1
Total Docketed Cases.....	410

Unions Party to Docketed Cases
Division 3
From 10/1/88 to 9/30/89

American Train Dispatchers Association	14
Brotherhood of Maintenance of Way Employees	253
Brotherhood of Railroad Signalmen.....	46
Miscellaneous.....	22
Transportation Communications International Union	75
Total Docketed Cases	<hr/> 410

**Fifty-Fifth
Annual Report of the
Fourth Division
of the
National Railroad
Adjustment Board
to the
National Mediation Board**

**For the Fiscal Year Ended
September 30, 1989**

Membership

M. C. Lesnik, Chairman
R. C. Arthur, Vice Chairman
F. Ferlin, Jr.
W. M. Cunningham
R. E. Kowalski
B. E. Simon

Statement

On June 21, 1934, by the passage of Public Law No. 440, Seventy-Third Congress, here was created the National Railroad Adjustment Board.

Members of the National Railroad Adjustment Board, selected in accordance with the Act, met on July 31, 1934, organized, and adopted rules of procedure, following which the Fourth Division met, organized and elected a Chairman, a Vice Chairman and a Secretary.

Jurisdiction

"Fourth division: To have jurisdiction over disputes involving employees of carriers directly or indirectly engaged in transportation of passengers or property by water, and all other employees of carriers over which jurisdiction is not given to the first, second and third divisions. This division shall consist of six members, three of whom shall be selected by the carriers and three by the national labor organizations of the employees." (Paragraph (h), Section 153, First, Railway Labor Act, 1934.)

Classes of Disputes to be Handled

"The disputes between an employee or group of employees and a carrier or carriers growing out of grievances or out of the interpretation or application of agreements concerning rates of pay, rules, or working conditions, including cases pending and unadjusted on June 21, 1934, shall be handled in the usual manner up to and including the chief operating officer of the carrier designated to handle such disputes; but, failing to reach an adjustment in this manner, the disputes may be referred by petition of the parties or by either party to the appropriate division of the Adjustment Board with a full statement of the facts and all supporting data bearing upon the disputes." (Paragraph (i), Section 153, First, Railway Labor Act, 1934.)

Workload Report—Docketed Cases
Division 4
From 10/1/88 to 9/30/89

	No. of Cases
Total Caseloads	
On hand at beginning of year	70
New cases docketed.....	52
Cases disposed of	83
On hand at end of year	39
Breakdown of Cases Disposed of	
Decided without Referee	0
Decided with Referee.....	79
Otherwise closed (withdrawn)	4
Breakdown of Cases on Hand	
In Referee Assignment including cases on hand.....	14
Record not closed	7
Record closed but not assigned to Referee	18
Other Totals	
Cases heard by referee including paneled cases.....	39
Cases deadlocked	49

Carriers Party to Docketed Cases
Division 4
From 10/1/88 to 9/30/89

Belt Railway Company of Chicago	4
Boston and Maine	2
Burlington Northern	5
Chicago and North Western	6
Consolidated Rail Corporation	2
CSX	10
Grand Trunk Western	2
Long Island	1
Michigan-Wisconsin Transportation	1
National Railroad Passenger Corporation	8
Norfolk Southern	1
Northeast Illinois Regional Commuter	1
Port Terminal	1
Richmond, Fredericksburg and Potomac	1
Southern Pacific Transportation	6
Soo Line	1
Total Docketed Cases	52

Unions Party to Docketed Cases
Division 4
From 10/1/88 to 9/30/89

American Railway and Airway Supervisors	24
Miscellaneous	5
United Transportation Union-Yardmasters Department	12
Transportation Communications International Union	10
United Steelworkers of America	1
Total Docketed Cases	52

Appendix A—FY 1990

Fifty-Sixth Annual Report of the National Railroad Adjustment Board Chicago, Illinois



**National Railroad Adjustment Board
Chicago, Illinois**

W. R. Miller, Chairman
J. E. Yost, Vice Chairman
R. J. Carvatta, Staff Director/Grievances
N. J. Dever, Executive Secretary

Accounting for all moneys appropriated by Congress for the fiscal year 1990 pursuant to the authority conferred by the Railway Labor Act, as amended (Public Law 442, 73d Congress—Approved June 21, 1934).

Regular appropriation: National Railroad Adjustment Board

Board's portions of Salaries and Expenses, National Mediation Board	\$821,000.00
Expenditure:	
Salaries of employees	303,899.00
Salaries of Referees	225,000.00
Personnel benefits	52,7237.00
Travel expenses (including referees)	31,526.00
Transportation of Things	1,045.00
Other Rent	20,355.00
Communication Services	31,819.00
Standard Level user charges	108,641.00
Postage	15,507.00
Other contractual services	10,230.00
Supplies and materials	9,889.00
Equipment	10,366.00
Total Expenditures	*\$821,000.00

*Approximately 19% of this amount other than Referee Salary and travel is expended for Public Law Boards and Special Boards of Adjustment.

NRAB Government Employees, Salaries and Duties

Name	Title	Salary Paid	Duties
Administration			
Carvatta, Roy J.	Staff Director/ Grievances	\$38,121.00	*Subject to direction of National Mediation Board, Administrators, N.R.A.B. Governmental affairs
Swanson, Ronald A.	Asst. Adm. Officer	*17,516.44	Accounting and auditing
Szewczyk, Bernice A.	Clerical Assistant	*12,999.76	Assists in accounting and auditing
Loughrin, Catherine A.	AIS Coordinator	*12,919.28	Coordinates Automated Information System
Llamas, Florencio M.	Clerk	*9,692.40	Clerical
Marsden, Virginia A.	Clerk(Typing)	*8,280.56	Clerical
Ramirez, Michele	Clerk(Typing)	*8,262.84	Clerical
Brasch, Rosemarie.	Admin. Assistant	*10,804.00	Assists AIS
Divisional			
Dever, Nancy J.	Exec. Secretary	31,806.00	Executive Secretary responsible for all Divisions
Vorphal, Joan A.	Clerk(Typing)	22,799.60	Clerical
Woods, Linda A.	Clerk(Typing)	19,387.80	Clerical

*Portion of salary relating to Public Law Boards and Special Boards of Adjustment not included.

National Railroad Adjustment Board Referee Salaries
From 10/01/89 to 09/30/90

Duties: The following referees sat with divisions as members to make awards upon failure of division to agree or secure majority vote.

	Referee Name	Salary Paid
Division—1	BENN, E. H	440.00
	FLETCHER, J. C.	4,620.00
	FREDENBERGER, W. E., JR	2,530.00
	GOLD, C. H	5,720.00
	GOLDSTEIN, E. H.	4,840.00
	LAROCCO, J. B.	7,975.00
	TWOMEY, D. P	5,170.00
 Division—2	 CANNAVO, J. S.	 2,200.00
	CARTER, P. C	2,420.00
	FLETCHER, J. C.	7,700.00
	HEARN, W. O	2,640.00
	MUESSIG, E	220.00
	PROVER, D. E.	1,980.00
	ROUKIS, G. S	6,490.00
	STALLWORTH, L. E.	3,740.00
	SUNTRUP, E. L.	2,420.00
	ZUSMAN, M. E.	8,002.50
 Division—3	 BENN, E. H	 4,950.00
	CLONEY, J. E	275.00
	DENNIS, R. E	7,260.00
	EISCHEN, D. E.	2,640.00
	EUKER, W. F.	440.00
	FLETCHER, J. C.	4,840.00
	FREDENBERGER, W. E., JR	2,530.00
	GAINES, J. W	605.00
	GOLD, C. H	660.00
	GOLDSTEIN, E. H.	18,700.00
	KEARNEY, M. H	2,750.00
	LAROCCO, J. B.	6,325.00
	LIEBERMAN, I. M.	12,540.00
	MARX, H. L., JR	10,340.00
	MASON, J. E	3,080.00
	MCALLISTER, R. W	7,865.00
	MUESSIG, E	10,065.00
	ROUKIS, G. S	9,350.00
	SCHEINMAN, M. F.	1,540.00
	SICKLES, J. A	2,860.00
	SIMON, B. E	4,785.00
	STALLWORTH, L. E.	6,050.00
	SUNTRUP, E. L.	2,860.00
	TWOMEY, D. P	330.00
	VAUGHN, M. D	2,530.00

VERNON, G. H.....	440.00
ZUSMAN, M. E.....	6,847.50

Division—4

BENN, E. H.....	770.00
CARTER, P. C.....	1,760.00
EUKER, W. F.....	385.00
MCALLISTER, R. W.....	110.00
SIMON, B. E.....	3,685.00
SUNTRUP, E. L.....	220.00
WALLIN, G. E.....	2,530.00
ZUSMAN, M. E.....	6,682.50

**Fifty-Sixth
Annual Report of the
First Division
of the
National Railroad
Adjustment Board
to the
National Mediation Board**

**For the Fiscal Year Ended
September 30, 1990**

Membership

R. K. Radek, Chairman
M.W. Fingerhut, Vice Chairman
G. T. DuBose
G. D. DeBolt
D. H. Hise
M. Humphrey
L. W. Swert
D. H. Patterson

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 employees or groups of employees and carriers involving train and yard service employees; that is, engineers, firemen, hostlers, and outside hostler helpers, conductors, trainmen and yard service employees.

Operations

The tables attached set out results of operations of the division during fiscal year 1989–1990.

Workload Report—Docketed Cases
Division 1
From 10/1/89 to 9/30/90

	No. of Cases
Total Caseloads	
On hand at beginning of year	72
New cases docketed.....	77
Cases disposed of	76
On hand at end of year	73
Breakdown of Cases Disposed of	
Decided without Referee	0
Decided with Referee	73
Otherwise closed (withdrawn)	3
Breakdown of Cases on Hand	
In Referee Assignment including cases heard.....	57
Record not closed	8
Record closed but not assigned to Referee	8
Other Totals	
Cases heard by referee including paneled cases.....	70
Cases deadlocked.....	76

Carriers Party to Docketed Cases
Division 1
From 10/1/89 to 9/30/90

Amador Central RR Co.....	1
Amtrak	3
Atchison, Topeka and Santa Fe.....	3
Belt Railway Company of Chicago	1
Burlington Northern.....	8
Chicago and Illinois Midland	1
Chicago and North Western.....	29
Chicago Central and Pacific Railroad.....	3
CSX	7
Cuyahoga Valley	1
Duluth, Missabe and Iron Range	1
Elgin, Joliet and Eastern	1
Grand Trunk Western.....	5
Illinois Central Gulf.....	1
Kansas City Southern.....	1
McCloud River	1
Metropolitan Trans. Authority	1
NE Illinois Regional Commuter	1
Norfolk Southern.....	2
Red River Valley and Western RY.....	1
Soo	1
Springfield Terminal-Vermont.....	1
Union Pacific.....	3
Total Docketed Cases.....	<hr/> 77

Unions Party to Docketed Cases
Division 1
From 10/1/89 to 9/30/90

Brotherhood of Locomotive Engineers.....	35
Miscellaneous.....	7
United Transportation Union.....	35
Total Docketed Cases.....	<hr/> 77

**Fifty-Sixth
Annual Report of the
Second Division
of the
National Railroad
Adjustment Board
to the
National Mediation Board**

**For the Fiscal Year Ended
September 30, 1990**

Membership

R. A. Johnson, Chairman

P. V. Varga, Vice Chairman

M. Filipovic

J. K. Beatty

D. A. Hampton

A. D. Dula

R. E. Kowalski

R. L. Hicks

B. T. Proffitt

T. N. Tancula

Workload Report—Docketed Cases
Division 2
From 10/1/89 to 9/30/90

	No. of Cases
Total Caseloads	
On hand at beginning of year	229
New cases docketed.....	178
Cases disposed of	161
On hand at end of year	246
Breakdown of Cases Disposed of	
Decided without Referee	0
Decided with Referee	147
Otherwise closed (withdrawn)	14
Breakdown of Cases on Hand	
In Referee Assignment including cases heard.....	193
Record not closed	11
Record closed but not assigned to Referee.....	42
Other Totals	
Cases heard by referee including paneled cases.....	159
Cases deadlocked.....	162

Carriers Party to Docketed Cases
Division 2
From 10/1/89 to 9/30/90

Amtrak	9
Atchison, Topeka and Santa Fe	17
Bessemer and Lake Erie	1
Birmingham Southern	1
Boston and Maine	1
Burlington Northern.....	15
Chicago and North Western.....	20
Conrail-Consolidation Rail Corporation	3
CSX	25
Duluth, Missabe and Iron Range	4
Grand Trunk Western RW Co	3
Illinois Central Gulf.....	6
Kansas City Southern.....	3
Kansas City Terminal.....	1
Metropolitan Trans Authority	1
Michigan-Wisconsin Trans. Co	1
Missouri Pacific	1
Northeast Illinois Regional Commuter	6
Norfolk Southern.....	25
Richmond Fredericksburg and Potomac	4
Soo	1
Southern Pacific.....	9
Southern Railway.....	3
Term. RY. of Ala.-Ala. State Dock.....	2
Union Pacific.....	16
Total Docketed Cases.....	<u>178</u>

Unions Party to Docketed Cases
Division 2
From 10/1/89 to 9/30/90

Brotherhood Railway Carmen of U.S. and Canada	66
International Brotherhood of Firemen & Oilers.....	11
International Association of Machinists & Aerospace Workers.....	19
International Brotherhood of Electrical Workers.....	50
Miscellaneous.....	17
Sheet Metal Workers International Association.....	15
Total Docketed Cases.....	<u>178</u>

**Fifty-Sixth
Annual Report of the
Third Division
of the
National Railroad
Adjustment Board
to the
National Mediation Board**

**For the Fiscal Year Ended
September 30, 1990**

Membership

W. R. Miller, Chairman

J. E. Yost, Vice Chairman

D. D. Bartholomay

L. Birkshire

R. J. Irvin

J. S. Godfrey

E. E. Monroe

M. D. McCarthy

C. M. McGraw

K. T. Safstrom

L. A. Parmalee ¹

¹ Replaced R. J. Irvin 4-1-90.

Jurisdiction

THIRD DIVISION: To have jurisdiction over disputes involving station, tower and telegraph employees, train dispatchers, maintenance of way men, clerical employees, freight handlers, express, station and store employees, signalmen, sleeping car conductors, sleeping car porters and maids, and dining car employees. This Division shall consist of 10 members, 5 of whom shall be selected by the Carriers and 5 by the national labor organizations of employees (Para. (h) and (c), Sec. 153, First, Railway Labor Act, 1934).

Workload Report—Docketed Cases
Division 3
From 10/1/89 to 9/30/90

	No. of Cases
Total Caseloads	
On hand at beginning of year	*837
New cases docketed.....	546
Cases disposed of	433
On hand at end of year	950
Breakdown of Cases Disposed of	
Decided without Referee	1
Decided with Referee.....	372
Otherwise closed (withdrawn)	60
Breakdown of Cases on Hand	
In Referee Assignment including cases heard	527
Record not closed	40
Record closed but not assigned to Referee	383
Other Totals	
Cases heard by referee including paneled cases.....	454
Cases deadlocked	535

*Adjusted figure.

Carriers Party to Docketed Cases
Division 3
From 10/1/89 to 9/30/90

Alton and Southern	2
Amtrak	87
Atchison, Topeka and Santa Fe Railway	7
Bangor and Aroostook RR Co	1
Bay Colony Railroad Corp.	1
Belt Railway Company of Chicago	3
Bessemer and Lake Erie	5
Burlington Northern Railroad	12
Canadian Pacific	1
Central of Georgia Railway Company	1
Central Vermont Railway Company	1
Chicago and Illinois Midland Railway Company	7
Chicago and North Western Transportation Company	8
Chicago, Missouri and Western RY	1
Chicago, West Pullman and Southern	2
Chicago, Central and Pacific RR	2
Colorado and Wyoming RW Co	1
Conrail-Consolidated Rail Corp	53
CSX Transportation, Inc	95
Davenport, Rock Island and North Western	1
Denver and Rio Grande Western Railroad	4
Detroit and Mackinac RW Co	1
Duluth, Missabe and Iron Range	11
Elgin, Joliet and Eastern Railway Company	18
Grand Trunk Western Railroad Company	6
Green Bay and Western Railroad Company	2
Guilford Trans Ind.	1
Kansas City Southern Railway Company	22
Lake Terminal	5
Long Island Rail Road	1
Main Central RR Co	1
Missouri-Kansas-Texas Railroad Company	2
NE Illinois Regional Commuter	1
New Orleans Public Belt Railroad	2
Norfolk and Western Railway Company	1
Norfolk Southern Corporation	6
Port Terminal Railroad	1
Portland Terminal Railroad Co	1
Soo Line Railroad Company	16
Southern Pacific Transportation Company	31
Southern Railway	2
Southrail Corporation	2
Springfield Terminal-Vermont	8
St. Louis Southwestern Railway Company	9

Carriers Party to Docketed Cases
Division 3
From 10/1/89 to 9/30/90 Continued

Terminal Railroad Association of St. Louis.....	2
Texas Mexican RW.....	1
Union Pacific Railroad.....	95
Western Railroad Association.....	2
Western Weighing and Inspection Bureau.....	1
Total Docketed Cases.....	<u>546</u>

Unions Party to Docketed Cases
Division 3
From 10/1/89 to 9/30/90

Amer. Ry. Supvrs. Assn. (BRAC).....	1
American Train Dispatchers Association.....	14
Brotherhood of Maintenance of Way Employees.....	338
Brotherhood of Railroad Signalmen.....	60
Miscellaneous.....	35
Transportation Communications Union.....	95
United Steelworkers of America.....	3
Total Docketed Cases.....	<u>546</u>

**Fifty-Sixth
Annual Report of the
Fourth Division
of the
National Railroad
Adjustment Board
to the
National Mediation Board**

**For the Fiscal Year Ended
September 30, 1990**

Membership

R. C. Arthur, Chairman
M. C. Lesnik, Vice Chairman
F. Ferlin, Jr.
W. M. Cunningham
R. E. Kowalski
J. S. Gibbons ¹

¹ Replaced B. E. Simon.

Statement

On June 21, 1934, by the passage of Public Law No. 440, Seventy-Third Congress, here was created the National Railroad Adjustment Board.

Members of the National Railroad Adjustment Board, selected in accordance with the Act, met on July 31, 1934, organized, and adopted rules of procedure, following which the Fourth Division met, organized and elected a Chairman, a Vice Chairman and a Secretary.

Jurisdiction

“Fourth division: To have jurisdiction over disputes involving employees of carriers directly or indirectly engaged in transportation of passengers or property by water, and all other employees of carriers over which jurisdiction is not given to the first, second and third divisions. This division shall consist of six members, three of whom shall be selected by the carriers and three by the national labor organizations of the employees.” (Paragraph (h), Section 153, First, Railway Labor Act, 1934.)

Classes of Disputes to be Handled

“The disputes between an employee or group of employees and a carrier or carriers growing out of grievances or out of the interpretation or application of agreements concerning rates of pay, rules, or working conditions, including cases pending and unadjusted on June 21, 1934, shall be handled in the usual manner up to and including the chief operating officer of the carrier designated to handle such disputes; but, failing to reach an adjustment in this manner, the disputes may be referred by petition of the parties or by either party to the appropriate division of the Adjustment Board with a full statement of the facts and all supporting data bearing upon the disputes.” (Paragraph (i), Section 153, First, Railway Labor Act, 1934.)

Workload Report—Docketed Cases
Division 4
From 10/1/89 to 9/30/90

	No. of Cases
Total Caseloads	
On hand at beginning of year	39
New cases docketed.....	51
Cases disposed of	32
On hand at end of year	58
Breakdown of Cases Disposed of	
Decided without Referee	1
Decided with Referee.....	28
Otherwise closed (withdrawn)	3
Breakdown of Cases on Hand	
In Referee Assignment including cases heard	45
Record not closed	8
Record closed but not assigned to Referee	5
Other Totals	
Cases heard by referee including paneled cases.....	54
Cases deadlocked	51

*Adjusted figure.

**Adjusted figure.

Carriers Party to Docketed Cases
Division 4
From 10/1/89 to 9/30/90

Amador Central RR Co.....	1
Amtrak	12
Belt Railway Company of Chicago	1
Burlington Northern.....	2
Chicago and North Western.....	3
Conrail-Consolidated Rail Corporation	4
CSX	8
Grand Trunk Western	2
Long Island Rail Road.....	1
Michigan-Wisconsin Transportation	2
NE Illinois Regional Commuter	2
New Orleans Public Belt RR.....	1
Norfolk Southern.....	5
Port Terminal Railroad Assn.	1
Soo Line	1
Southern Pacific RR Co	3
Tacoma Municipal Beltline.....	1
Union Pacific.....	1
Total Docketed Cases.....	51

Unions Party to Docketed Cases
Division 4
From 10/1/89 to 9/30/90

American Ry. Supvrs. Assn. (BRAC)	21
American Fed of RR Police	1
Miscellaneous.....	8
National Maritime Union.....	1
Railroad Yardmasters of Amer.....	12
Transportation Communications Union	6
United Transportation Union.....	2
Total Docketed Cases.....	51

Appendix B—FY 1989

1.—Neutrals Appointed Pursuant to Public Law 89-456 (Public Law Boards), October 1, 1988 to September 30, 1989

Name	Type	City	State	Date of Appt.	PLB No.	Parties
MEYERS, P. R.	2	CHICAGO	IL	07/21/89	1837	NORFOLK & WESTERN RY CO./BMW
SHARP, T. P.	2	MCLEAN	VA	10/11/88	2498	ELGIN, JOLIET & EASTERN RY CO./UTU
SIMONS, J.	2	NEW YORK	NY	02/16/89	3103	AMTRAK/ASWC
MEYERS, P. R.	2	CHICAGO	IL	04/05/89	3567	AMTRAK/IBF&O
MUESSIG, E.	2	ARLINGTON	VA	02/07/89	3625	AMTRAK/JCC
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	03/20/89	3705	AMTRAK/SMWIA
WESTON, H. M.	2	HASTINGS-ON-HUDSON	NY	02/16/89	3915	ELGIN, JOLIET & EASTERN RY CO./UTU
MEYERS, P. R.	2	CHICAGO	IL	04/24/89	4236	AMTRAK/IBEW
FLETCHER, J. C.	2	MT. PROSPECT	IL	10/25/88	4256	DENVER & RIO GRANDE WESTERN RR/BRS
SIMONS, J.	2	NEW YORK	NY	01/12/89	4267	AMTRAK/ASWC
O'BRIEN, R. M.	1	MILTON	MA	04/24/89	4268	PORTLAND TERMINAL CO (MAINE CENTRAL)/UTU
LAROCCO, J. B.	2	SACRAMENTO	CA	12/12/88	4283	UNION PACIFIC RR/BLE
SICKLES, J. A.	2	BETHESDA	MD	11/21/88	4337	GALVESTON WHARVES/BRAC
MOORE, P. J.	1	OKLAHOMA CITY	OK	06/26/89	4399	MISSISSIPPI CENTRAL RW/UTU
MEYERS, P. R.	2	CHICAGO	IL	02/02/89	4424	AMTRAK/BM&BK
SICKLES, J. A.	2	BETHESDA	MD	11/21/88	4443	ILLINOIS CENTRAL GULF/UTU
FREDENBERGER, W.E.	2	STAFFORD	VA	10/11/88	4447	CHICAGO & NORTH WESTERN RW/UTU
LIEBERMAN, I. M.	2	STAMFORD	CT	10/11/88	4465	UNION PACIFIC RR/UTU
SKONIER, J. M.	2	NORRISTOWN	PA	02/15/89	4479	METRO NORTH RAILROAD (MTA)/UTU
MISERENDINO, C. R.	2	FAIRFAX	VA	10/17/88	4481	EAST ERIE COMMERCIAL RWY CO./UTU
LEFKOW, D. M.	2	CHICAGO	IL	02/14/89	4504	CSX TRANSPORTATION, INC./IAM
COOK, J., JR.	2	PORTLAND	OR	03/20/89	4516	ATCHISON, TOPEKA & SANTA FE/UTU
QUINN, F. X.	2	TULSA	OK	12/14/88	4521	UNION PACIFIC RR/IAM
CAREY, T. F.	2	JERICHO	NY	07/17/89	4532	CONRAIL-METRO NORTH COMMUTER/IAM
KLEIN, J. I.	2	CLEVELAND	OH	03/13/89	4552	SOUTHERN PACIFIC RR CO./IAM
HARRIS, R. O.	2	WASHINGTON	DC	10/24/88	4558	ILLINOIS CENTRAL GULF/UTU
MIKRUT, J. J., JR.	2	COLUMBIA	MO	04/20/89	4564	SOUTHERN PACIFIC RR CO./TCU
SICKLES, J. A.	2	BETHESDA	MD	02/02/89	4565	PORT TERMINAL RAILROAD ASSOC./TCU
HARRIS, R. O.	2	WASHINGTON	DC	12/08/88	4570	PATAPSCO & BACK RIVERS RR CO./UTU
MCALLISTER, R. W.	2	CHICAGO	IL	11/01/88	4576	CHICAGO & NORTH WESTERN RW CO./UTU
MASON, J. E.	2	PALM COAST	FL	02/03/89	4578	AMTRAK/UTU
SEIDENBERG, J.	2	FALLS CHURCH	VA	01/03/89	4581	BIRMINGHAM SOUTHERN RR CO./USWA

**1.—Neutrals Appointed Pursuant to Public Law 89-456 (Public Law Boards),
October 1, 1988 to September 30, 1989—Continued**

Name	Type	City	State	Date of Appt.	PLB No.	Parties
FREDENBERGER, W.E.	2	STAFFORD	VA	11/18/88	4582	SOUTHERN PACIFIC RR CO./BM&BK
QUINN, F. X.	2	TULSA	OK	12/30/88	4591	DENVER & RIO GRANDE WESTERN RR/UTU
WESTON, H. M.	2	HASTINGS-ON- HUDSON	NY	02/27/89	4593	PITTSBURGH & OHIO VALLEY RW CO./UTU
ZACK, A.	2	BOSTON	MA	10/07/88	4598	BELT RW CO. OF CHICAGO/TCU
MCALPIN, R. E.	2	PARK RIDGE	IL	10/11/88	4599	UNION PACIFIC RR/BRC
WARSHAW, J. A.	2	BETHESDA	MD	10/13/88	4600	AMTRAK/UTU
KLEIN, J. I.	1	CLEVELAND	OH	10/17/88	4601	CUYAHOGA VALLEY/UTU
MIKRUT, J. J., JR.	2	COLUMBIA	MO	10/24/88	4602	CEDAR RAPIDS AND IOWA CITY/IAM
DENNIS, R. E.	2	NEW YORK	NY	05/10/89	4603	CONRAIL-CONSOLIDATED RAIL CORP./BRS
BENN, E. H.	2	GLENCOE	IL	11/02/88	4604	CSX TRANSPORTATION, INC./BMWE
FREDENBERGER, W.E.	2	STAFFORD	VA	03/09/89	4607	SOUTHERN PACIFIC RR CO./TCU
FREDENBERGER, W.E.	2	STAFFORD	VA	03/09/89	4608	SOUTHERN PACIFIC RR CO./TCU
WESTON, H. M.	1	HASTINGS-ON- HUDSON	NY	02/22/89	4609	CONEMAUGH & BACK LICK RR/UTU
GOLDSTEIN, E. H.	2	CHICAGO	IL	11/04/88	4610	BELT RW CO. OF CHICAGO/ATDA
HAYS, D. B.	2	SHERMAN	TX	11/22/88	4611	UNION PACIFIC RR/UTU
WARSHAW, J. A.	2	BETHESDA	MD	12/14/88	4612	BIRMINGHAM SOUTHERN RR CO./UTU
CRISWELL, J. B.	2	STIGLER	OK	11/21/88	4613	NORFOLK & WESTERN RY CO./UTU
GOLDSTEIN, E. H.	2	CHICAGO	IL	02/03/89	4614	CONRAIL-CONSOLIDATED RAIL CORP./ATDA
MEYERS, P. R.	2	CHICAGO	IL	01/17/89	4616	AMTRAK/ATDA
HARRIS, R. O.	2	WASHINGTON	DC	12/02/88	4617	PHILA., BETHLEHEM & NEW ENG./UTU
HARKLESS, J. M.	2	WASHINGTON	DC	02/27/89	4618	CONRAIL-CONSOLIDATED RAIL CORP./UTU
MEYERS, P. R.	2	CHICAGO	IL	12/08/88	4619	NORFOLK & WESTERN RY CO./BM&BK
WEINSTOCK, B. S.	2	DIX HILLS	NY	12/02/88	4620	LONG ISLAND RAIL ROAD/UTU
LARNEY, G. E.	2	EVANSTON	IL	01/18/89	4621	ATCHISON, TOPEKA & SANTA FE RW/IBEW
MARX, H. L., JR.	2	NEW YORK	NY	12/30/88	4622	LONG ISLAND RAIL ROAD/BRS
O'BRIEN, R. M.	2	MILTON	MA	01/12/89	4623	SPRINGFIELD TERMINAL- VERMONT/UTU
ROUKIS, G. S.	2	MANHASSET HILLS	NY	01/03/89	4624	CENTRAL VERMONT RW CO./ATDA
SICKLES, J. A.	2	BETHESDA	MD	02/02/89	4625	BESSEMER AND LAKE ERIE/UTU
FREDENBERGER, W.E.	2	STAFFORD	VA	02/02/89	4626	ATCHISON, TOPEKA & SANTA FE RW/UTU
HAYS, D. B.	2	SHERMAN	TX	12/30/88	4627	DENVER & RIO GRANDE WESTERN RR/UTU
QUINN, F. X.	2	TULSA	OK	01/04/89	4628	SOO LINE/BRC
VAN WART, A. T., SR.	2	WILMINGTON	DE	02/15/89	4629	KANSAS CITY TERMINAL/UTU
SICKLES, J. A.	2	BETHESDA	MD	03/06/89	4630	ELGIN, JOLIET & EASTERN RY/UTU
MEYERS, P. R.	2	CHICAGO	IL	03/28/89	4631	NE ILLINOIS REGIONAL COMMUTER/TCU

**1.—Neutrals Appointed Pursuant to Public Law 89-456 (Public Law Boards),
October 1, 1988 to September 30, 1989—Continued**

Name	Type	City	State	Date of Appt.	PLB No.	Parties
LIEBERMAN, I. M.	2	STAMFORD	CT	01/12/89	4632	UNION PACIFIC RR/UTU
MEYERS, P. R.	2	CHICAGO	IL	02/02/89	4633	INDIANA HARBOR BELT RW/BMWE
BENN, E. H.	2	GLENCOE	IL	07/17/89	4634	SOUTHERN PACIFIC RR CO./BRS
HAYS, D. B.	2	SHERMAN	TX	02/08/89	4635	MISSOURI PACIFIC RR CO./UTU
BUSSEY, E. M.	2	MCLEAN	VA	09/21/89	4637	AMTRAK/AFRP
HAYS, D. B.	2	SHERMAN	TX	01/26/89	4638	DENVER & RIO GRANDE WESTERN RR/UTU
KAHN, R. E.	2	SOUTHFIELD	MI	02/06/89	4639	GREEN BAY & WESTERN RR CO./UTU
VAN WART, A.T., JR.	2	SALEM	NJ	02/07/89	4640	INDIANA HARBOR BELT RW/IBF&O
KELLY, D. T., INC.	2	LIVONIA	MI	02/02/89	4641	CSX TRANSPORTATION, INC./BLE
QUINN, F. X.	2	TULSA	OK	01/25/89	4642	CALIFORNIA WESTERN RR CO./UTU
VAN WART, A.T., SR.	2	WILMINGTON	DE	02/07/89	4643	CSX TRANSPORTATION, INC./BLE
DUDA, N. H., JR.	2	MANSFIELD	OH	02/08/89	4644	LAKE TERMINAL/UTU
EISCHEN, D. E.	2	ITHACA	NY	02/24/89	4645	DULUTH, MISSABE & IRON RANGE/BLE
O'BRIEN, T. H.	2	DORCHESTER	MA	02/08/89	4646	CENTRAL VERMONT RW CO./UTU
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	02/17/89	4647	ELGIN, JOLIET & EASTERN RY CO./UTU
SIMON, B. E.	2	ARLINGTON HEIGHTS	IL	05/30/89	4648	GRAND TRUNK WESTERN RW CO./BM&BK
MEYERS, P. R.	2	CHICAGO	L	04/19/89	4649	NE ILLINOIS REGIONAL COMMUTER/IAM
MEYERS, P. R.	2	CHICAGO	IL	02/14/89	4650	NORFOLK & WESTERN RY CO./BRC
MCALLISTER, R. W.	2	CHICAGO	IL	02/17/89	4651	CHICAGO & NORTH WESTERN RW CO./UTU
FREDENBERGER, W.E.	2	STAFFORD	VA	02/17/89	4653	LOWER LAKE DOCK CO./ILA
FREDENBERGER, W.	2	STAFFORD	VA	02/22/89	4655	UNION PACIFIC RR/UTU
LAROCCO, J. B.	2	SACRAMENTO	CA	02/22/89	4656	UNION PACIFIC RR/UTU
SUNTRUP, E. L.	2	EVANSTON	IL	03/10/89	4657	MISSOURI PACIFIC RR CO./TCU
EISCHEN, D. E.	2	ITHACA	NY	03/07/89	4658	LOUISIANA & ARKANSAS RW/BLE
EISCHEN, D. E.	2	ITHACA	NY	03/07/89	4659	KANSAS CITY SOUTHERN RW CO./BLE
MUESSIG, E.	2	ARLINGTON	VA	03/09/89	4660	NORFOLK & WESTERN RY CO./MEBA
BENN, E. H.	2	GLENCOE	IL	03/08/89	4661	BURLINGTON NORTHERN RR CO./ATDA
TWOMEY, D. P.	2	QUINCY	MA	03/08/89	4662	FL EAST COAST HWY DISPATCH/UTU
HAYS, D. B.	2	SHERMAN	TX	03/06/89	4663	CSX TRANSPORTATION, INC./UTU
ZACK, A.	1	BOSTON	MA	04/20/89	4664	CHICAGO & NORTH WESTERN RW UTU
FISCHETTI, M.	1	POTOMAC	MD	04/19/89	4665	MINNESOTA, DAKOTA & WESTERN/IBF&O
MCALLISTER, R. W.	2	CHICAGO	IL	03/13/89	4666	SOO LINE/SMWIA
CRISWELL, J. B.	2	STIGLER	OK	03/21/89	4667	NORFOLK & WESTERN RY CO./UTU
FLETCHER, J. C.	2	MT. PROSPECT	IL	03/21/89	4668	BELT RW CO. OF CHICAGO/UTU
BENN, E. H.	2	GLENCOE	IL	03/21/89	4669	BOSTON & MAINE CORP./BMWE
CRISWELL, J. B.	2	STIGLER	OK	03/28/89	4670	NORFOLK & WESTERN RY CO./UTU
SCEARCE, J. F.	2	ATLANTA	GA	03/29/89	4671	NORFOLK & WESTERN RY CO./IBF&O

**1.—Neutrals Appointed Pursuant to Public Law 89-456 (Public Law Boards),
October 1, 1988 to September 30, 1989—Continued**

Name	Type	City	State	Date of Appt.	PLB No.	Parties
WESTON, H. M.	2	HASTINGS-ON-HUDSON	NY	03/29/89	4672	PORT AUTHORITY TRANS-HUDSON/BRC
SUNTRUP, E. L.	2	EVANSTON	IL	03/28/89	4673	CSX TRANSPORTATION, INC./UTU
O'BRIEN, R. M.	2	MILTON	MA	03/29/89	4674	DULUTH, MISSABE & IRON RANGE/BLE
CRISWELL, J. B.	2	STIGLER	OK	03/27/89	4675	UNION PACIFIC RR/UTU
FISCHBACH, C. P.	2	CHICAGO	IL	04/24/89	4676	BURLINGTON NORTHERN RR CO./IAM
HAWKINS, R. R.	2	ALBUQUERQUE	NM	06/26/89	4678	TEXAS MEXICAN RW/IAM
HARRIS, R. O.	2	WASHINGTON	DC	06/15/89	4679	BURLINGTON NORTHERN RR CO./UTU
ZUSMAN, M. E.	2	MUNSTER	IN	04/05/89	4680	ELGIN, JOLIET & EASTERN RY/TCU
SEIDENBERG, J.	2	FALLS CHURCH	VA	04/11/89	4681	INDIANA HI-RAIL CORPORATION/UTU
MASON, J. E.	2	PALM COAST	FL	04/24/89	4682	AMTRAK/UTU
MEYERS, P. R.	2	CHICAGO	IL	04/19/89	4683	GRAND TRUNK WESTERN RW CO./IBEW
MEYERS, P. R.	2	CHICAGO	IL	04/19/89	4684	NE ILLINOIS REGIONAL COMMUTER/TCU
KASHER, R. R.	2	BRYN MAWR	PA	07/24/89	4685	ILLINOIS CENTRAL GULF/UTU
HARRIS, R. O.	2	WASHINGTON	DC	06/12/89	4686	ELGIN, JOLIET & EASTERN RY/UTU
MISERENDINO, C. R.	2	FAIRFAX	VA	04/19/89	4687	BURLINGTON NORTHERN RR CO./BRAC
HAWKINS, R. R.	2	ALBUQUERQUE	NM	05/09/89	4689	UNION PACIFIC RR/UTU
WESTON, H. M.	2	HASTINGS-ON-HUDSON	NY	05/10/89	4690	NORFOLK & WESTERN RY CO./UTU
TWOMEY, D. P.	2	QUINCY	MA	05/10/89	4691	ATCHISON, TOPEKA & SANTA FE/UTU
MOORE, P. J.	2	OKLAHOMA CITY	OK	05/02/89	4693	NORFOLK & WESTERN RY CO./UTU
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	05/10/89	4694	KANSAS CITY SOUTHERN RW CO./UTU
FISCHETTI, M.	2	POTOMAC	MD	05/23/89	4695	NEW ORLEANS PUBLIC BELT RR/IAM
MASON, J. E.	2	PALM COAST	FL	05/09/89	4696	UNION PACIFIC RR/IBT
MEYERS, P. R.	2	CHICAGO	IL	06/26/89	4697	CHICAGO & NORTH WESTERN RW/TCU
MUESSIG, E.	2	ARLINGTON	VA	05/09/89	4698	CSX TRANSPORTATION, INC./BRC
SICKLES, J. A.	2	BETHESDA	MD	05/12/89	4699	ATLANTA AND ST. ANDREWS BAY/TCU
CRISWELL, J. B.	2	STIGLER	OK	05/12/89	4701	GRAND TRUNK WESTERN RW CO./UTU
LIEBERMAN, I. M.	2	STAMFORD	CT	05/15/89	4702	NORFOLK & WESTERN RY CO./TCU
MASON, J. E.	2	PALM COAST	FL	05/31/89	4703	UNION PACIFIC RR/UTU
SCEARCE, J. F.	2	ATLANTA	GA	06/14/89	4704	BIRMINGHAM SOUTHERN RR CO./UTU
TWOMEY, D. P.	2	QUINCY	MA	05/31/89	4705	GRAND TRUNK WESTERN RW CO./UTU
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	05/31/89	4706	UNION PACIFIC RR/IBEW
WESTON, H. M.	2	HASTINGS-ON-HUDSON	NY	05/31/89	4707	PORTLAND TERMINAL RAILROAD/BLE

**1.—Neutrals Appointed Pursuant to Public Law 89-456 (Public Law Boards),
October 1, 1988 to September 30, 1989—Continued**

Name	Type	City	State	Date of Appt.	PLB No.	Parties
KAHN, R. E.	2	SOUTHFIELD	MI	06/14/89	4708	TUSCOLA & SAGINAW BAY RW/IBF&O
TOOMEY, W. A.	2	ALBANY	NY	06/13/89	4709	AMTRAK/ARSA
CASSLE, J. W.	2	CHEYENNE	WY	06/13/89	4710	SOUTHERN RAILWAY/ARASA
MOORE, P. J.	2	OKLAHOMA CITY	OK	06/13/89	4712	ALMEDA BELT LINE RR CO./UTU
CLUSTER, H. R.	2	BALTIMORE	MD	06/13/89	4714	BURLINGTON NORTHERN RR CO./UTU
MEYERS, P. R.	2	CHICAGO	IL	06/15/89	4715	NORFOLK & WESTERN RY CO./BRS
WESMAN, E. C.	2	ITHACA	NY	06/27/89	4716	UNION PACIFIC RR/BRS
HAYS, D. B.	2	SHERMAN	TX	06/26/89	4718	NORFOLK & PORTSMOUTH BELTLINE/UTU
GOLDSTEIN, E. H.	2	CHICAGO	IL	07/21/89	4720	BURLINGTON NORTHERN RR/UTU
MOORE, P. J.	2	OKLAHOMA CITY	OK	07/17/89	4721	NORFOLK & WESTERN RY CO./UTU
FREDENBERGER, W.E.	2	STAFFORD	VA	07/18/89	4724	SOUTHERN PACIFIC RR CO./UTU
KASHER, R. R.	2	BRYN MAWR	PA	07/07/89	4725	AMTRAK/IAM
KLEIN, J. I.	2	CLEVELAND	OH	07/24/89	4727	RICHMOND TERMINAL RR CO./UTU
QUIN, M. D., JR.	2	PARK FOREST	IL	07/18/89	4728	UNION PACIFIC RR/UTU
WESTON, H. M.	2	HASTINGS-ON- HUDSON	NY	07/17/89	4729	NORFOLK & WESTERN RY CO./UTU
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	07/28/89	4732	AMTRAK/IAM
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	08/02/89	4733	BOSTON & MAINE CORP./BRC
CASSLE, J. W.	2	CHEYENNE	WY	08/02/89	4736	CINCIN, NEW ORLEANS-TEXAS PACIFIC RR/UTU
TWOMEY, D. P.	2	QUINCY	MA	08/03/89	4737	NORFOLK & WESTERN RY CO./UTU
CASSLE, J. W.	2	CHEYENNE	WY	07/24/89	4739	PAC. & ARTIC RR & NAVIGA. CO. LOCAL 959
WESTON, H. M.	2	HASTINGS-ON- HUDSON	NY	08/04/89	4741	NORFOLK & WESTERN RY CO./UTU
QUINN, F. X.	2	TULSA	OK	09/26/89	4742	SOUTHERN PACIFIC RR CO.IAM
FISCHETTI, M.	2	POTOMAC	MD	08/21/89	4743	CUYAHOGA VALLEY/UTU
MISERENDINO, C. R.	2	FAIRFAX	VA	08/17/89	4744	CUYAHOGA VALLEY/UTU
KLEIN, J. I.	2	CLEVELAND	OH	08/16/89	4745	CUYAHOGA VALLEY/UTU
SIMON, B. E.	2	ARLINGTON HEIGHTS	IL	08/04/89	4746	UNION PACIFIC RR/IAM
ZAMPERINI, C. J.	2	DENVER	CO	08/15/89	4747	UNION PACIFIC RR/BMWE
HAYS, D. B.	1	SHERMAN	TX	07/25/89	4748	CSX TRANSPORTATION/UTU
WARSHAW, J. A.	2	BETHESDA	MD	08/01/89	4749	NORFOLK & WESTERN RY CO./IBEW
SUNTRUP, E. L.	2	EVANSTON	IL	08/15/89	4750	CSX TRANSPORTATION/BRC
QUINN, F. X.	2	TULSA	OK	08/17/89	4751	RIVER TERMINAL RR CO./UTU
MIKRUT, J. J., JR.	2	COLUMBIA	MO	08/17/89	4752	ILLINOIS CENTRAL GULF/SMWIA
MUESSIG, E.	2	ARLINGTON	VA	08/17/89	4754	AMTRAK/UTU
LIEBERMAN, I. M.	2	STAMFORD	CT	08/07/89	4755	NORFOLK SOUTHERN RW CO./TCU
VERNON, G. H.	2	EAU CLAIRE	WI	08/09/89	4757	SOUTHERN PACIFIC RR CO./TCU
ZUSMAN, M. E.	2	MUNSTER	IN	08/16/89	4758	CSX TRANSPORTATION/UTU
WARSHAW, J. A.	2	BETHESDA	MD	08/16/89	4759	CSX TRANSPORTATION/UTU
COOK, J., JR.	1	PORTLAND	OR	08/21/89	4761	LOS ANGELES JUNCTION RW/UTU
SEIDENBERG, J.	2	FALLS CHURCH	VA	08/30/89	4762	AMTRAK/TCU
FLETCHER, J. C.	2	MT. PROSPECT	IL	09/19/89	4769	NORFOLK & WESTERN RY CO./BRC
SEIDENBERG, J.	1	FALLS CHURCH	VA	09/15/89	4770	AMTRAK/BLE

**1.—Neutrals Appointed Pursuant to Public Law 89-456 (Public Law Boards),
October 1, 1988 to September 30, 1989—Continued**

Name	Type	City	State	Date of Appt.	PLB No.	Parties
HARRIS, R. O.	2	WASHINGTON	DC	09/20/89	4771	AMTRAK/IAM
SCHEINMAN, M. F.	2	BAYSIDE	NY	09/26/89	4772	ELGIN, JOLIET & EASTERN RY CO./TCU
O'BRIEN, R. M.	2	MILTON	MA	09/19/89	4774	CHICAGO & NORTH WESTERN RW CO./UTU
CRISWELL, J. B.	2	STIGLER	OK	09/18/89	4775	CHICAGO & NORTH WESTERN RW CO./UTU
CRISWELL, J. B.	2	STIGLER	OK	09/19/89	4776	CHICAGO & NORTH WESTERN RW CO./UTU
FREDENBERGER, W.E.	2	STAFFORD	VA	09/25/89	4777	SOUTHERN PACIFIC RR CO./BLE
SUNTRUP, E. L.	2	EVANSTON	IL	09/25/89	4778	CSX TRANSPORTATION, INC./SMWIA
SUNTRUP, E. L.	2	EVANSTON	IL	09/26/89	4779	UNION PACIFIC RR/SMWIA
WESTON, H. M.	2	HASTINGS-ON- HUDSON	NY	09/25/89	4782	NORFOLK & WESTERN RY CO./UTU
ZACK, A.	1	BOSTON	MA	11/09/88	4798	GRAND TRUNK WESTERN RW CO./UTU

2.—Arbitrators Appointed—Arbitration Boards, October 1, 1988 to September 30, 1989

Name	Residence	Date of Appt.	Arb. No.	Parties
Francis X. Quinn	Dunmore, PA	10-12-88	491	Consolidated Rail Corp. & UTU
John B. LaRocco*	Sacramento, CA	10-18-88	492	Atchison, Topeka & Santa Fe Rwy. & BLE
Richard R. Kasher*	Bryn Mawr, PA	11-22-88	494	Pan American World Airways & TWU
William E. Fredenberger* ..	Stafford, VA	11-23-88	493	Southern Pacific Transp. Co. & BLE
Jacob Seidenberg	Falls Church, VA	01-11-89	495	CSX Transp. Co. & UTU
Gilbert H. Vernon*	Eau Claire, WI	02-23-89	467	Chicago & North Western Transp. Co. & UTU (Reconvened)
William E. Fredenberger* ..	Stafford, VA	03-21-89	496	Illinois Central RR & UTU
R.W. McAllister*	Northfield, IL	06-05-89	497	Illinois Central RR & BLE
John B. LaRocco*	Sacramento, CA	08-02-89	498	Southern Pacific Transp. Co. & UTU
Arthur T. Van Wart*	Wilmington, DE	09-08-89	466	Guilford Transp. Co. & BMWE (Reconvened)
John J. Gaherin*	Centreville, MA	09-05-89	498	Southern Pacific Transp. Co. & UTU
John B. Criswell	Stigler, OK	09-08-89	499	Chicago & North Western Transp. Co. & BLE
William M. Edgett	Hunt Valley, MD	09-13-89	500	Consolidated Rail Corp. & UTU
Harold M. Weston*	Hastings-on- Hudson, NY	09-13-89	501	Elgin, Joliet & Eastern Rwy. Co. & UTU

*Selected by the parties

2a.—Arbitrators Appointed—Task Force Arbitration, October 1, 1988 to September 30, 1989

Name	Residence	Date of Appt.	Task Force Bd. No.	Parties
NONE				

2b.—Arbitrators Selected—Interest Arbitration, October 1, 1988 to September 30, 1989

Name	Residence	Date of Panel	Case No.	Parties
Richard R. Kashe	Bryn Mawr, PA	11-22-88	A-12045	Pan American World Airways & TWU
Panel submitted but parties selected their own arbitrator		03-08-89	A-11867	Metro-North Commuter RR & PBA

3.—Neutrals Appointed—Special Boards of Adjustment, October 1, 1988 to September 30, 1989

Name	Type	City	State	Date of Appt.	SBA No.	Parties
MIKRUT, J. J., JR.	2	COLUMBIA	MO	06/16/89	0235	CHICAGO & NORTH WESTERN RW/UTU
LIEBERMAN, I. M.	2	STAMFORD	CT	02/27/89	0570	NATL RAILWAY LABOR CONFERENCE/RED
EISCHEN, D. E.	2	ITHACA	NY	03/08/89	0570	NATL RAILWAY LABOR CONFERENCE/RED
HARRIS, R. O.	2	WASHINGTON	DC	07/21/89	0570	NATL RAILWAY LABOR CONFERENCE/RED
RINALDO, T. N.	2	BUFFALO	NY	07/21/89	0570	NATL RAILWAY LABOR CONFERENCE/RED
BUCHHEIT, S. E.	2	PHILADELPHIA	PA	05/05/89	0894	CONRAIL-CONSOLIDATED RAIL CORP./BLE
BENN, E. H.	2	GLENCOE	IL	05/05/89	0894	CONRAIL-CONSOLIDATED RAIL CORP./BLE
BERGMAN, I. T.	2	ROCKVILLE CENTRE	NY	05/05/89	0894	CONRAIL-CONSOLIDATED RAIL CORP./BLE
WARSHAW, J. A.	2	BETHESDA	MD	05/22/89	0909	CONRAIL-CONSOLIDATED RAIL CORP./UTU
MISERENDINO, C. R.	2	FAIRFAX	VA	05/22/89	0909	CONRAIL-CONSOLIDATED RAIL CORP./UTU
HARRIS, R. O.	2	WASHINGTON	DC	05/22/89	0909	CONRAIL-CONSOLIDATED RAIL CORP./UTU
WESTON, H. M.	2	HASTINGS-ON-HUDSON	NY	05/22/89	0909	CONRAIL-CONSOLIDATED RAIL CORP./UTU
MARX, H. L., JR.	2	NEW YORK	NY	02/01/89	0910	CONRAIL-CONSOLIDATED RAIL CORP./UTU
QUINN, F. X.	2	TULSA	OK	02/01/89	0910	CONRAIL-CONSOLIDATED RAIL CORP./UTU
TWOMEY, D. P.	2	QUINCY	MA	03/21/89	0928	AMTRAK/BLE
TWOMEY, D. P.	2	QUINCY	MA	11/21/88	0940	NEW JERSEY TRANSIT RAIL OP./BLE

**3.—Neutrals Appointed—Special Boards of Adjustment,
October 1, 1988 to September 30, 1989—Continued**

Name	Type	City	State	Date of Appt.	SBA No.	Parties
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	08/17/89	0944	METRO NORTH RAILROAD (MTA)/IBFO
WESTON, H. M.	2	HASTINGS-ON- HUDSON	NY	03/29/89	0957	SOUTHEASTERN PA. TRANS. AUTH./BMWE
RYAN, T. J.	2	WEST CHESTER	PA	11/18/88	0958	SOUTHEASTERN PA. TRANS. AUTH./BRAC
MUESSIG, E.	2	ARLINGTON	VA	02/19/89	0973	AMTRAK/BRAC
GOLD, C. H.	2	NEW YORK	NY	05/10/89	0988	CSX TRANSPORTATION, INC./BRAC
FREDENBERGER, W.E.	2	STAFFORD	VA	03/20/89	0995	SOUTHERN PACIFIC RR CO./UTU
WESTON, H. M.	2	HASTINGS-ON- HUDSON	NY	05/10/89	0998	METRO NORTH RAILROAD (MTA)/TWU
HARRIS, R. O.	2	WASHINGTON	DC	10/13/88	1012	CONRAIL-CONSOLIDATED RAIL CORP./ILA
BENN, E. H.	2	GLENCOE	IL	02/06/89	1020	AMTRAK/ASWC
BLACKWELL, F. R.	2	GAITHERSBURG	MD	02/06/89	1022	CONRAIL-CONSOLIDATED RAIL CORP./URSA
HARKLESS, J. M.	2	WASHINGTON	DC	04/11/89	1024	AMTRAK/TCU
FREDENBERGER, W.E.	2	STAFFORD	VA	08/17/89	1025	SOUTHERN PACIFIC RR CO./BMWE
HARKLESS, J. M.	2	WASHINGTON	DC	09/28/89	1026	AMTRAK/ASWC

**4.—Neutrals Nominated Pursuant to Union Shop Agreements,
October 1, 1988 to September 30, 1989**

Name	Residence	Date of Appt.	Carrier/Union	Individual Involved
NONE				

**5.—Referees Selected—System Boards of Adjustment (Airlines),
October 1, 1988 to September 30, 1989**

Name	Residence	Date of Panel	Parties
Panel submitted but parties selected their own arbitrator		10-05-88	Alaska Airlines-AFA
Ann Gosline	Litchfield, ME	10-05-88	Eastern Air Lines-TWU
Ralph S. Berger.	Brooklyn, NY.....	10-05-88	Eastern Air Lines-TWU
Anthony V. Sinicropi*	Iowa City, IA.....	10-07-88	Air Wisconsin-AFA
Panel submitted but dispute settled prior to arbitration		10-07-88	Air Wisconsin-AFA
Panel submitted but dispute settled prior to arbitration		10-07-88	Ecuatoriana Airlines-IAM&AW
Albert L. McDermott.....	Washington, DC ..	10-07-88	Eastern Air Lines-TWU
Panel submitted but no referee selected as yet		10-14-88	Air Wisconsin-AFA
Peter R. Meyers*	Chicago, IL.....	10-14-88	Air Wisconsin-AFA
Panel submitted but dispute withdrawn prior to arbitration.....		10-14-88	Piedmont Airlines-AFA
Panel submitted but dispute withdrawn prior to arbitration.....		10-14-88	Piedmont Airlines-AFA
Robert J. Ables*	Washington, DC ..	10-14-88	Piedmont Airlines-AFA
Three panels submitted but disputes withdrawn prior to arbitration..		10-14-88	Piedmont Airlines-AFA
Panel submitted but dispute settled prior to arbitration		10-14-88	Piedmont Airlines-AFA
James F. Scarce*.....	Atlanta, GA.....	10-14-88	Piedmont Airlines-AFA
George S. Ives*.....	Sarasota, FL.....	10-20-88	Pan Am World Services-UPGWA
Robert L. Douglas*	Woodmere, NY ...	10-24-88	Pan Am World Airways-TWU
Joan Stern Kiok*	Broadway, NY	10-26-88	Pan Am World Airways-TWU
Panel submitted but no referee selected		10-31-88	Alaska Airlines-AFA
Panel submitted but no referee selected as yet		11-01-88	Alaska Airlines-IAM&AW
Arthur E. Berkeley*	Baltimore, MD ...	11-03-88	Pan Am World Airways-IBT
Panel submitted but no referee selected as yet		11-09-88	Alaska Airlines-AFA
Panel submitted but no referee selected as yet		11-10-88	Air India-IBT
Panel submitted but parties selected their own arbitrator		11-10-88	Pan Am World Airways-TWU
Charles Feigenbaum*	Wheaton, MD	11-14-88	Pan Am World Airways-TWU
Panel submitted but dispute settled prior to arbitration		11-15-88	Alaska Airlines-AFA
Panel submitted but no referee selected		11-22-88	Alaska Airlines-IAM&AW
Nicholas H. Zumas.....	Washington, DC ..	11-22-88	Northwest Airlines-IBT
Robert O. Harris.....	Washington, DC ..	11-23-88	Eastern Air Lines-TWU
Richard G. Boulanger	Westboro, MA....	12-06-90	Eastern Air Lines-TWU
Panel submitted but no referee selected		12-07-88	USAir-ALPA
Howard Edelman*	Freeport, NY	12-09-88	Pan Am World Airways-IBT
David C. Randles*	Clifton Park, NY ..	12-19-88	Pan Am World Airways-TWU
Panel submitted but dispute settled prior to arbitration		12-19-88	Pan Am World Airways-TWU
Panel submitted but no referee selected		01-05-89	Alaska Airlines-AFA
Panel submitted but dispute settled prior to arbitration		01-05-89	Alaska Airlines-AFA
Robert O. Harris.....	Washington, DC ..	01-06-89	Eastern Air Lines-TWU
Francis X. Quinn.....	Tulsa, OK.....	01-06-89	Eastern Air Lines-TWU
Panel submitted but no referee selected		01-06-89	Piedmont Airlines-IAM&AW
Panel submitted but dispute settled without arbitration		01-09-89	Pan Am World Services-UPGWA
Panel submitted but dispute settled prior to arbitration		01-12-89	Aero Peru-IAM&AW
Robert L. Douglas*	Woodmere, NY ...	01-12-89	Pan Am World Airways-TWU
Panel submitted but dispute settled prior to arbitration		01-18-89	Pan Am World Airways-UPGWA
Helen M. Witt	Pittsburgh, PA....	01-23-89	AFA-Service Charge Objectors
James F. Scarce.....	Atlanta, GA.....	02-03-89	Eastern Air Lines-TWU
Clara H. Friedman	New York, NY	02-03-89	Eastern Air Lines-TWU
Barbara W. Doering.....	West Lafayette, IN.	02-03-89	Eastern Air Lines-TWU
Panel submitted but no referee selected		02-09-89	Piedmont Airlines-IAM&AW
Robert O. Harris.....	Washington, DC ..	02-10-89	Eastern Air Lines-TWU
Jerome H. Ross	McLean, VA.....	02-10-89	Eastern Air Lines-TWU
Robert M. O'Brien	Milton, MA.....	02-13-89	Eastern Air Lines-TWU
David C. Randles*	Clifton Park, NY ..	02-13-89	Pan Am World Airways-TWU

**5.—Referees Selected—System Boards of Adjustment (Airlines),
October 1, 1988 to September 30, 1989—Continued**

Name	Residence	Date of Panel	Parties
Armon Barsamian*	San Rafael, CA....	02-13-89	Varig Brazilian Airlines-IAM&AW
Panel submitted but parties selected their own arbitrator		02-28-89	Pan Am World Airways-TWU
Panel submitted but parties selected their own arbitrator		02-28-89	Pan Am World Airways-TWU
Panel submitted but no referee selected		02-28-89	USAir-IAM&AW
Panel submitted but dispute settled prior to arbitration		03-03-89	Southwest Airlines-IAM&AW
Robert J. Ables*	Washington, DC ..	03-06-89	Piedmont Airlines-IAM&AW
Panel submitted but dispute settled prior to arbitration		03-10-89	Pan Am World Airways-TWU
Panel submitted but dispute settled prior to arbitration		03-10-89	Pan Am World Airways-TWU
Daniel F. Brent*	Princeton, NJ.....	03-13-89	Pan Am World Airways-IBT
George S. Ives*	Sarasota, FL.....	03-15-89	Piedmont Airlines-IAM&AW
Patrick J. Fisher*	Indianapolis, IN...	03-21-89	Southwest Airlines-IAM&AW
Lewis R. Amis*	Washington, PA ..	03-21-89	United Parcel Service-IBT
Irwin M. Lieberman*	Chicago, IL.....	03-21-89	United Parcel Service-IBT
Edward P. Goggin*	Highland Heights, KY	03-21-89	United Parcel Service-IBT
Joseph V. McKenna*	St. Louis, MO.....	03-21-89	United Parcel Service-IBT
Stanley H. Sergeant*	Charleston, WV...	03-21-89	United Parcel Service-IBT
Panel submitted but no referee selected		03-22-89	Piedmont Airlines-IAM&AW
Patrick J. Fisher*	Indianapolis, IN...	03-22-89	Piedmont Airlines-IAM&AW
Richard R. Kasher	Bryn Mawr, PA...	04-03-89	Piedmont Airlines-AFA
Panel submitted but no referee selected		04-03-89	Piedmont Airlines-AFA
Panel submitted but dispute settled prior to arbitration		04-03-89	Piedmont Airlines-AFA
Panel submitted but no referee selected		04-03-89	Piedmont Airlines-AFA
Panel submitted but dispute withdrawn prior to arbitration.....		04-03-89	Piedmont Airlines-AFA
Panel submitted but dispute settled prior to arbitration		04-03-89	Piedmont Airlines-AFA
Panel submitted but dispute settled prior to arbitration		04-03-89	Piedmont Airlines-AFA
Panel submitted but dispute settled prior to arbitration		04-03-89	Piedmont Airlines-AFA
Panel submitted but dispute settled prior to arbitration		04-03-89	Piedmont Airlines-AFA
Panel submitted but dispute settled prior to arbitration		04-03-89	Piedmont Airlines-AFA
Robert O. Harris*	Washington, DC ..	04-03-89	Piedmont Airlines-AFA
Panel submitted but dispute settled prior to arbitration		04-03-89	Piedmont Airlines-AFA
Panel submitted but dispute settled prior to arbitration		04-03-89	Piedmont Airlines-AFA
Robert L. Douglas*	Woodmere, NY...	04-07-89	Pan Am World Airways-TWU
James F. Searce*	Atlanta, GA.....	04-11-89	Pan Am World Airways-IUFA
Robert O. Harris*	Washington, DC ..	04-13-89	United Parcel Service-IBT
Twelve panels submitted but no referees selected as yet		04-26-89	Pan Am World Airways-IBT
Panel submitted but dispute settled prior to arbitration		05-03-89	Northwest Airlines-IBT
George S. Ives*	Sarasota, FL.....	05-03-89	Pan Am World Airways-TWU
Panel submitted but dispute settled prior to arbitration		05-04-89	Northwest Airlines-IBT
Panel submitted but no referee selected as yet		05-09-89	Pan Am World Airways-IBT
Panel submitted but no referee selected as yet		05-18-89	Piedmont Airlines-IAM&AW
Panel submitted but dispute settled prior to arbitration		05-22-89	Pan Am World Airways-IBT
Panel submitted but no referee selected		05-23-89	Piedmont Airlines-IAM&AW
Panel submitted but dispute settled prior to arbitration		06-06-89	Pan Am World Airways-TWU
Panel submitted but no referee selected		06-08-89	Pan Am World Airways-TWU
Panel submitted but no referee selected		06-08-89	Pan Am World Airways-TWU
Panel submitted but no referee selected		06-08-89	Pan Am World Airways-TWU
George S. Ives*	Sarasota, FL.....	06-12-89	Pan Am World Services-UPGWA
Herbert Fishgold*	Washington, DC ..	06-12-89	Pan Am World Services-UPGWA
Panel submitted but dispute withdrawn prior to arbitration		06-15-89	Piedmont Airlines-AFA
Panel submitted but dispute withdrawn prior to arbitration		06-15-89	Piedmont Airlines-AFA
Panel submitted but no referee selected		06-15-89	Piedmont Airlines-AFA

**5.—Referees Selected—System Boards of Adjustment (Airlines),
October 1, 1988 to September 30, 1989—Continued**

Name	Residence	Date of Panel	Parties
Panel submitted but dispute settled prior to arbitration		06-15-89	Piedmont Airlines-AFA
Panel submitted but no referee selected		06-15-89	Piedmont Airlines-AFA
Panel submitted but dispute settled prior to arbitration		06-15-89	Piedmont Airlines-AFA
Panel submitted but no referee selected		06-15-89	Piedmont Airlines-AFA
Alvin L. Goldman*	Lexington, KY	06-29-89	Pan Am World Airways-TWU
David C. Randles*	Clifton Park, NY ..	07-05-89	Pan Am World Airways-TWU
Philip Harris*	Lawrence, NY	07-12-89	KLM Royal Dutch Airlines-TWU
William G. Haemmel*	Waynesville, NC ..	07-19-89	Piedmont Airlines-IAM&AW
Panel submitted but dispute settled prior to arbitration		07-20-89	Pan Am World Airways-IUFA
Panel submitted but dispute settled prior to arbitration		07-31-89	Pan Am World Airways-IBT
Peter R. Meyers*	Chicago, IL	08-01-89	Northwest Airlines-IBT
Herbert L. Haber*	Englewood, NY...	08-02-89	Pan Am World Airways-IUFA
Panel submitted but parties selected their own arbitrator		08-02-89	Pan Am World Airways-IUFA
Panel submitted but no referee selected		08-02-89	Piedmont Airlines-IAM&AW
Panel submitted but dispute withdrawn prior to arbitration		08-21-89	United Parcel Service-IBT
Panel submitted but dispute withdrawn prior to arbitration		08-21-89	United Parcel Service-IBT
Panel submitted but dispute settled prior to arbitration		08-23-89	Air Wisconsin-AFA
Harold M. Weston*	Hastings-on- Hudson, NY	08-29-89	Pan Am World Airways-IBT
James M. Harkless*	Washington, DC ..	09-05-89	Pan Am World Airways-TWU
John P. Mead*	Key Biscayne, FL ..	09-12-89	Pan Am World Airways-TWU
Gerald A. Barrett*	Chapel Hill, NC...	09-18-89	Pan Am World Airways-IBT
Eckehard Muessig*	Arlington, VA	09-18-89	Pan Am World Airways-IBT
Panel submitted but dispute settled prior to arbitration		09-21-89	Pan Am World Airways-TWU
Robert L. Douglas*	Woodmere, NY ...	09-22-89	Pan Am World Airways-TWU

*Selected from a panel submitted by the National Mediation Board.

**5a.—Arbitrators Selected—CAB Labor Protective Provisions,
October 1, 1988 to September 30, 1989**

Name	Residence	Date of Panel	Parties
Panel submitted but dispute settled prior to arbitration		11-18-88	USAir/PSA Merger and AFA
Lawrence Schultz*	La Jolla, CA	12-12-88	USAir/PSA Merger and IBT
Panel submitted but no arbitrator selected		01-04-89	USAir/Piedmont Merger and TWU
Panel submitted but no arbitrator selected		02-27-89	USAir/Piedmont Merger and IBT
Panel submitted but parties selected their own arbitrator		03-30-89	Federal Express/Flying Tiger Line (Pilots)
James F. Searce*	Atlanta, GA.	04-11-89	Pan American World Airways/Pan Am Express (Flight Attendants-Integration)
Panel submitted but parties selected their own arbitrator		04-28-89	USAir/Piedmont Merger and Nikki St. Germain
Helen M. Witt*	Pittsburgh, PA.	05-05-89	USAir v. Grisham (Allegheny & Mohawk Airlines)
Nicholas H. Zumas	Washington, DC ..	09-08-89	USAir/Piedmont Merger (Reservation Sales Agents)
Panel submitted but dispute settled prior to arbitration		09-15-89	Pan American World Airways and TWA—Route Swap
Panel submitted but parties selected their own arbitrator		09-21-89	Federal Express/Flying Tiger Line (Stock Clerks-Seniority Integration)
Panel submitted but no arbitrator selected		09-21-89	Federal Express/Flying Tiger Line (Fleet Service-Seniority Integration)
Charles M. Rehmus*	Poway, CA.	09-21-89	Federal Express/Flying Tiger Line (Mechanics & Related-Seniority Integration)
Panel submitted but no arbitrator selected		09-21-89	Federal Express/Flying Tiger Line (Job offers requiring change in location)

*Selected from a panel submitted by the National Mediation Board.

**5b.—Neutrals Appointed Pursuant to Interstate Commerce Commission's Orders,
October 1, 1988 to September 30, 1989**

Name	Residence	Date of Appt.	Parties
Jacob Seidenberg	Falls Church, VA. .	02-28-89	Norfolk & Western Railway, Des Moines Union Railway and BMW
Robert O. Harris	Washington, DC ..	03-06-89	Soo Line Railroad and UTU
Robert O. Harris	Washington, DC ..	04-21-89	CSX Transportation Corp. and J.F. MacClennan
Herbert L. Marx	New York, NY	05-02-89	CSX Transportation Corp. and UTU
Nicholas H. Zumas	Washington, DC ..	07-07-89	CSX Transportation Corp. and UTU
Robert O. Harris	Washington, DC ..	07-10-89	CSX Transportation Corp. and TCU
William E. Fredenberger	Stafford, VA	07-11-89	CSX Transportation Corp. and BRS
Francis X. Quinn	Tulsa, OK	07-14-89	Union Pacific Railroad and BRS

**5c.—Referees Selected—System Boards of Adjustment (Railroads),
October 1, 1988 to September 30, 1989**

Name	Residence	Date of Panel	Parties
NONE			

**6.—Neutral Referees Appointed to Public Law 91-518—Rail Passenger Service Act of 1970
(Amtrak), October 1, 1988 to September 30, 1989**

Name	Residence	Date of Appt.	Amtrak No.	Parties
Gilbert H. Vernon	Eau Claire, WI	03-06-89	34-11	Atchison, Topeka & Santa Fe Rwy./UTU

**7.—Arbitrators Appointed Pursuant to Public Law 93-236—Regional Rail Reorganization Act
of 1973 (ConRail), October 1, 1988 to September 30, 1989**

Name	Residence	Date of Appt.	ConRail No.	Parties
NONE				

Appendix B—FY 1990

1.—Neutrals Appointed Pursuant to Public Law 89-456 (Public Law Boards), October 1, 1989 to September 30, 1990

Name	Type	City	State	Date of Appt.	PLB No.	Parties
MISERENDINO, C. R.	2	FAIRFAX	VA	05/14/90	1870	ST. LOUIS SOUTHWESTERN/BRAC
MOORE, P. J.	2	OKLAHOMA CITY	OK	01/30/90	4343	UNION PACIFIC RR/UTU
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	06/05/90	4377	NEW JERSEY TRANSIT RAIL OP./ IBF&O
EDGETT, W. M.	2	ELLCOTT CITY	MD	10/23/89	4609	CONEMAUGH & BACK LICK RR/UTU
HARRIS, R. O.	2	WASHINGTON	DC	10/16/89	4636	PHILA., BETHLEHEM & NEW ENG./ UTU
MISERENDINO, C. R.	2	FAIRFAX	VA	02/26/90	4652	BIRMINGHAM SOUTHERN RR/ UTU (Y)
HARRIS, R. O.	2	WASHINGTON	DC	10/16/89	4654	PHILA., BETHLEHEM & NEW ENG./ UTU
VAUGHN, M. D.	2	BETHESDA	MD	11/13/89	4665	MINNESOTA, DAKOTA & WESTERN/IBF&O
MISERENDINO, C. R.	2	FAIRFAX	VA	02/26/90	4688	BIRMINGHAM SOUTHERN RR/UTU
MOORE, P. J.	2	OKLAHOMA CITY	OK	10/11/89	4700	PHILA., BETHLEHEM & NEW ENG./ UTU
MOORE, P. J.	2	OKLAHOMA CITY	OK	10/10/89	4717	PHILA., BETHLEHEM & NEW ENG./ UTU
SUNTRUP, E. L.	2	EVANSTON	IL	04/20/90	4731	SOUTHERN PACIFIC RR CO./ TCU-ALLIED SERV. DIV.
DENNIS, R. E.	2	NEW YORK	NY	10/12/89	4734	ELGIN, JOLIET & EASTERN RY CO./ UTU (T)
HARRIS, R. O.	1	WASHINGTON	DC	08/09/90	4735	TERMINAL RR ASSOC. OF ST. LOUIS/UTU
HARRIS, R. O.	2	WASHINGTON	DC	10/16/89	4738	PHILA., BETHLEHEM & NEW ENG./ UTU
HAYS, D. B.	2	SHERMAN	TX	10/10/89	4767	CSX TRANSPORTATION, INC./BLE
SELTZER, L. E.	2	PHILADELPHIA	PA	10/16/89	4780	UNION RAILWAY CO./UTU
FROST, C. H.	2	TAMPA	FL	08/03/90	4783	BIRMINGHAM SOUTHERN RR/UTU
VAN WART, A.T., SR.	2	WILMINGTON	DE	12/19/89	4787	ASHLEY, DREW & NORTHERN/UTU
MARX, H. L., JR.	2	NEW YORK	NY	10/12/89	4788	AMTRAK/ASWC
EDGETT, W. M.	2	ELLCOTT CITY	MD	10/31/89	4789	CHICAGO & NORTH WESTERN RW/ UTU
BENN, E. H.	2	GLENCOE	IL	10/11/89	4790	PORT AUTHORITY TRANS- HUDSON/BRC-TCU
HAWKINS, R. R.	2	ALBUQUERQUE	NM	10/17/89	4791	MIDSOUTH RAIL CORP./IAM
LAROCCO, J. B.	2	SACRAMENTO	CA	10/17/89	4792	ILLINOIS CENTRAL GULF/TCU
MEYERS, P. R.	2	CHICAGO	IL	10/26/89	4793	CHICAGO S. SHORE & S. BEND/TCU
PETERSEN, D. A.	2	PITTSBURGH	PA	10/26/89	4794	CAMBRIA AND INDIANA/UTU
ZACK, A.	1	BOSTON	MA	11/09/89	4796	GRAND TRUNK WESTERN RW CO./UTU
ZACK, A.	1	BOSTON	MA	11/09/89	4797	GRAND TRUNK WESTERN RW CO./UTU
PETERSEN, D. A.	2	PITTSBURGH	PA	10/26/89	4799	UNION RAILWAY CO./USWA
MOORE, P. J.	2	OKLAHOMA CITY	OK	10/23/89	4800	NORFOLK & WESTERN RY CO./UTU
CLUSTER, H. R.	2	BALTIMORE	MD	11/06/89	4801	BURLINGTON NORTHERN RR/ UTU (T)

**1.—Neutrals Appointed Pursuant to Public Law 89-456 (Public Law Boards),
October 1, 1989 to September 30, 1990—Continued**

Name	Type	City	State	Date of Appt.	PLB No.	Parties
KLEIN, J. I.	2	CLEVELAND	OH	11/09/89	4802	GRAND TRUNK WESTERN RW CO./TCU
MIKRUT, J. J., JR.	2	COLUMBIA	MO	08/22/90	4803	SOUTHERN PACIFIC RR CO./TCU
FREDENBERGER, W.E.	2	STAFFORD	VA	08/31/90	4804	SOUTHERN PACIFIC RR CO./TCU
MIKRUT, J. J., JR.	2	COLUMBIA	MO	08/27/90	4805	SOUTHERN PACIFIC RR CO./TCU
SUNTRUP, E. L.	2	EVANSTON	IL	11/06/89	4806	NE ILLINOIS REGIONAL COMMUTER/TCU-ASD
SEIDENBERG, J.	2	FALLS CHURCH	VA	11/06/89	4807	SOUTHERN RAILWAY/ATDA
MEYERS, P. R.	2	CHICAGO	IL	11/06/89	4809	UNION PACIFIC RR/IBB
KLEIN, J. I.	2	CLEVELAND	OH	03/29/90	4811	CHICAGO S. SHORE & S. BEND/UTU
LARNEY, G. E.	2	EVANSTON	IL	04/18/90	4812	BURLINGTON NORTHERN RR CO./ UTU
CASSLE, J. W.	2	CHEYENNE	WY	11/21/89	4813	DENVER & RIO GRANDE WESTERN RR/IAM
QUINN, F. X.	2	TULSA	OK	11/29/89	4817	CHICAGO & NORTH WESTERN RW/ UTU
VAN WART, A.T., SR.	2	WILMINGTON	DE	11/29/89	4818	NORFOLK & WESTERN RY CO./BLE
CASSLE, J. W.	2	CHEYENNE	WY	12/04/89	4819	NORFOLK & WESTERN RY CO./UTU (C, T, & E)
SELTZER, L. E.	2	PHILADELPHIA	PA	12/01/89	4821	AMTRAK/UTU
BLACKWELL, F. R.	2	GAITHERSBURG	MD	12/01/89	4822	CONRAIL-CONSOLIDATED RAIL CORP./BLE
GARMON, G. M.	2	LAS VEGAS	NV	11/27/89	4823	ATCHISON, TOPEKA & SANTA FE RW/MAINTENANCE OF WAY
FREDENBERGER, W.E.	2	STAFFORD	VA	12/04/89	4824	SOUTHERN PACIFIC RR CO./UTU (C, T, & E)
FREDENBERGER, W.E.	2	STAFFORD	VA	12/04/89	4825	SOUTHERN PACIFIC RR CO./UTU (C, T, & E)
SUNTRUP, E. L.	2	EVANSTON	IL	01/30/90	4829	ATCHISON, TOPEKA & SANTA FE RW/SMWIA
LIEBERMAN, I. M.	2	STAMFORD	CT	01/08/90	4830	UNION RAILWAY CO./USWA, #1913
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	01/08/90	4831	SPRINGFIELD TERMINAL- VERMONT/UTU
LIPSON, N.	2	ANN ARBOR	MI	01/08/90	4832	MICHIGAN-WISCONSIN TRANS. CO./IOMM&P
MARGASON, E. E.	2	LAKE OZARK	MO	01/30/90	4833	CSX TRANSPORTATION, INC./UTU
FLETCHER, J. C.	2	MT. PROSPECT	IL	01/29/90	4834	CSX TRANSPORTATION, INC./UTU
HARRIS, R. O.	2	WASHINGTON	DC	01/29/90	4835	CSX TRANSPORTATION, INC./UTU
ZUSMAN, M. E.	2	MUNSTER	IN	01/29/90	4836	CSX TRANSPORTATION, INC./UTU
MARX, H. L., JR.	2	NEW YORK	NY	01/29/90	4837	CSX TRANSPORTATION, INC./UTU
FISCHBACH, C. P.	2	CHICAGO	IL	02/08/90	4838	TEXAS MEXICAN RWY./UTU
ZACK, A.	2	BOSTON	MA	01/30/90	4840	IOWA INTERSTATE RAILWAY/UTU
MEYERS, P. R.	2	CHICAGO	IL	01/30/90	4841	AMTRAK/BRIS
FREDENBERGER, W.E.	2	STAFFORD	VA	08/22/90	4842	SOUTHERN PACIFIC RR CO./TCU
CRABLE, S.	2	POTOMAC	MD	02/27/90	4846	DULUTH, MISSABE & IRON RANGE/ BLE
ROUKIS, G. S.	2	MANHASSET HILLS	NY	02/20/90	4851	NORFOLK & WESTERN RY CO./TCU
LIEBERMAN, I. M.	2	STAMFORD	CT	02/27/90	4853	UNION PACIFIC RR/UTU (T, C&S)
BENN, E. H.	2	GLENCOE	IL	03/29/90	4856	SOUTHERN PACIFIC RR CO./ IAM&AW

**1.—Neutrals Appointed Pursuant to Public Law 89-456 (Public Law Boards),
October 1, 1989 to September 30, 1990—Continued**

Name	Type	City	State	Date of Appt.	PLB No.	Parties
FISHER, A. J.	2	EVANSTON	IL	07/23/90	4857	SOUTHERN PACIFIC RR CO./ IAM&AW
HAYS, D. B.	2	SHERMAN	TX	02/21/90	4858	CSX TRANSPORTATION/UTU
SICKLES, J. A.	2	BETHESDA	MD	04/09/90	4860	KANSAS CITY SOUTHERN RWY CO./TCU
FISCHBACH, C. P.	2	CHICAGO	IL	02/20/90	4861	BURLINGTON NORTHERN RR CO./ UTU
SCHEINMAN, M. F.	2	BAYSIDE	NY	02/20/90	4862	CSX TRANSPORTATION/IBF&O (#44)
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	02/26/90	4863	AMTRAK/IBF&O
BENN, E. H.	2	GLENCOE	IL	02/20/90	4864	BURLINGTON NORTHERN RR/UTU
BLACKWELL, F. R.	2	GAITHERSBURG	MD	03/01/90	4865	CONRAIL-CONSOLIDATED RAIL CORP./ATDA
MARX, H. L., JR.	2	NEW YORK	NY	03/01/90	4866	LONG ISLAND RAIL ROAD/UTU (Y)
HARRIS, R. O.	2	WASHINGTON	DC	03/01/90	4867	CHICAGO, W. PULLMAN & SOUTHERN/TCU
MIKRUT, J. J., JR.	2	COLUMBIA	MO	03/05/90	4870	CHICAGO & NORTH WESTERN RW CO./SMWIA
FLETCHER, J. C.	2	MT. PROSPECT	IL	03/05/90	4871	ELGIN, JOLIET & EASTERN RY CO./ BRC-TCU
BUCHHEIT, S. E.	2	PHILADELPHIA	PA	03/29/90	4877	CONRAIL-CONSOLIDATED RAIL CORP./FRAT. ORDER RR POLICE
EISCHEN, D. E.	2	ITHACA	NY	03/29/90	4878	ILLINOIS CENTRAL GULF/BLE
MASON, J. E.	2	PALM COAST	FL	03/27/90	4879	AMTRAK/UTU
ZUSMAN, M. E.	2	MUNSTER	IN	03/28/90	4881	INDIANA HARBOR BELT RWY/BLE
FISCHBACH, C. P.	2	CHICAGO	IL	04/20/90	4882	NE ILLINOIS REGIONAL COMMUTER/BRC-TCU
VAUGHN, M. D.	2	BETHESDA	MD	04/03/90	4884	BELT RW CO. OF CHICAGO/BLE
MOORE, P. J.	2	OKLAHOMA CITY	OK	03/28/90	4886	NORFOLK & WESTERN RY CO./UTU
CRISWELL, J. B.	2	STIGLER	OK	03/29/90	4887	ATCHISON, TOPEKA & SANTA FE RW/UTU
FREDENBERGER, W.E.	2	STAFFORD	VA	03/29/90	4888	MARYLAND & PENNSYLVANIA RR CO./UTU
TWOMEY, D. P.	1	QUINCY	MA	03/28/90	4889	LONG ISLAND RAIL ROAD/UTU
O'BRIEN, R. M.	2	MILTON	MA	03/29/90	4890	DAVENPORT, ROCK ISLAND & NW/UTU
ZACK, A.	2	BOSTON	MA	03/27/90	4892	MANUFACTURERS RY CO./UTU
SICKLES, J. A.	2	BETHESDA	MD	04/09/90	4894	AMTRAK/TCU-ARSA
SEIDENBERG, J.	2	FALLS CHURCH	VA	06/05/90	4895	PATAPSCO & BACK RIVERS RR CO./TCU-CARMEN DIV.
BENN, E. H.	2	GLENCOE	IL	04/20/90	4896	NE ILLINOIS REGIONAL COMMUTER/UTU
LIEBERMAN, I. M.	2	STAMFORD	CT	04/20/90	4897	UNION PACIFIC RR/UTU (C&T)
WARSHAW, J. A.	2	BETHESDA	MD	05/21/90	4899	ELGIN, JOLIET & EASTERN RY CO./UTU (T)
HEARN, W. O.	2	LITHONIA	GA	07/10/90	4900	ATLANTA & ST. ANDREWS BAY / IAM&AW
CLUSTER, H. R.	2	BALTIMORE	MD	05/01/90	4901	ATCHISON, TOPEKA & SANTA FE RW/UTU (C, T&Y)
MEYERS, P. R.	2	CHICAGO	IL	04/24/90	4902	MICHIGAN-WISCONSIN TRANS./IBB
SIMON, B. E.	2	ARLINGTON HEIGHTS	IL	09/11/90	4903	BURLINGTON NORTHERN RR CO./ IBB

**1.—Neutrals Appointed Pursuant to Public Law 89-456 (Public Law Boards),
October 1, 1989 to September 30, 1990—Continued**

Name	Type	City	State	Date of Appt.	PLB No.	Parties
WESTON, H. M.	2	HASTINGS-ON- HUDSON	NY	05/02/90	4904	PORT AUTHORITY TRANS- HUDSON/IBT (Local 641)
SIMON, B. E.	2	ARLINGTON HEIGHTS	IL	05/01/90	4905	TERMINAL RR ASSOC. OF ST. LOUIS/UTU
VAN WART, A.T., SR.	2	WILMINGTON	DE	06/14/90	4907	CHICAGO & ILLINOIS MIDLAND RR/TCU
EISCHEN, D. E.	2	ITHACA	NY	05/29/90	4908	SOUTHERN PACIFIC RR CO./IBB
HAWKINS, R. R.	2	ALBUQUERQUE	NM	05/22/90	4910	HOUSTON BELT & TERM. RWY/ UTU
VERNON, G. H.	2	EAU CLAIRE	WI	05/29/90	4911	SOUTHERN PACIFIC RR/UTU (T)
WESTON, H. M.	2	HASTINGS-ON- HUDSON	NY	05/15/90	4912	SOUTHERN RAILWAY/BLE
EISCHEN, D. E.	2	ITHACA	NY	06/27/90	4918	ELGIN, JOLIET & EASTERN RWY./ TCU
SIMON, B. E.	2	ARLINGTON HEIGHTS	IL	06/27/90	4919	NE ILLINOIS REGIONAL COMMUTER/SMWIA
SUNTRUP, E. L.	2	EVANSTON	IL	06/22/90	4920	BELT RWY CO. OF CHICAGO/ SMWIA
BENN, E. H.	2	GLENCOE	IL	09/13/90	4921	BURLINGTON NORTHERN RR CO./ UTU
MARX, H. L., JR.	1	NEW YORK	NY	06/19/90	4947	CSX TRANSPORTATION, INC./UTU
SEIDENBERG, J.	2	FALLS CHURCH	VA	06/22/90	4948	ST. LOUIS SOUTHWESTERN/UTU
O'BRIEN, R. M.	2	MILTON	MA	07/26/90	4949	PORT AUTHORITY TRANS- HUDSON/BLE & BRC
BUCHHEIT, S. E.	2	PHILADELPHIA	PA	07/03/90	4950	NEW JERSEY TRANSIT RAIL OP./ BMW
FROST, C. H.	2	TAMPA	FL	07/09/90	4951	S. CAROLINA PUBLIC RWY ASSN./ IAM&AW
TWOMEY, D. P.	2	QUINCY	MA	06/28/90	4952	MIDSOUTH RAIL CORP./UTU
SIMON, B. E.	2	ARLINGTON HEIGHTS	IL	07/02/90	4955	NE ILLINOIS REGIONAL COMMUTER/TCU-CARMEN DIV.
FISCHBACH, C. P.	2	CHICAGO	IL	07/03/90	4956	TERMINAL RR ASSOC. OF ST. LOUIS/UTU
SIMON, B. E.	2	ARLINGTON HEIGHTS	IL	07/16/90	4958	NE ILLINOIS REGIONAL COMMUTER/TCU
RINALDO, T. N.	2	BUFFALO	NY	07/13/90	4963	PORT AUTHORITY TRANS- HUDSON/TCU-CARMEN DIV.
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	07/18/90	4964	KANSAS CITY SOUTHERN RWY CO./ TCU-CARMEN DIV.
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	08/22/90	4965	KELLYS CREEK RR CO./UTU
KANDERIS, M. M.	2	LITTLETON	CO	07/19/90	4966	KANSAS CITY SOUTHERN RWY CO./ UTU (T&C)
LAROCCO, J. B.	2	SACRAMENTO	CA	07/19/90	4968	SOUTHERN PACIFIC RR CO./ TCU-ARASA DIV.
LAROCCO, J. B.	2	SACRAMENTO	CA	07/26/90	4969	SOUTHERN PACIFIC RR CO./BLE
SEIDENBERG, J.	2	FALLS CHURCH	VA	07/13/90	4970	AMTRAK/IAM&AW
SELTZER, L. E.	2	PHILADELPHIA	PA	07/26/90	4971	AMTRAK/CONRAIL/UTU (C&T)
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	07/19/90	4972	RICHMOND FREDERICKSBURG & POTOMAC/UTU (T)
TWOMEY, D. P.	2	QUINCY	MA	07/19/90	4973	LONG ISLAND RAIL ROAD/ TCU-ARSA DIV.

**1.—Neutrals Appointed Pursuant to Public Law 89-456 (Public Law Boards),
October 1, 1989 to September 30, 1990—Continued**

Name	Type	City	State	Date of Appt.	PLB No.	Parties
ZUSMAN, M. E.	2	MUNSTER	IN	07/19/90	4974	NORTHERN INDIANA COMM. TRANSP./TCU
HARRIS, R. O.	2	WASHINGTON	DC	07/26/90	4975	CSX TRANSPORTATION, INC./ UTU (C-E-T&Y)
STALLWORTH, L. E.	2	CHICAGO	IL	07/26/90	4976	GRAND TRUNK WESTERN RWY/UTU
LARNEY, G. E.	2	EVANSTON	IL	08/17/90	4977	TERMINAL RR ASSOC. OF ST. LOUIS/TCU
KELLY, D. T.	2	LIVONIA	MI	09/14/90	4978	DETROIT & MACKINAC RWY./UTU
MARX, H. L., JR.	2	NEW YORK	NY	08/17/90	4979	AMTRAK/BMWE
SICKLES, J. A.	2	BETHESDA	MD	07/30/90	4980	UNION PACIFIC FRUIT EXPRESS/ TCU
ZUSMAN, M. E.	2	MUNSTER	IN	08/10/90	4981	CHICAGO, W. PULLMAN & SOUTHERN/TCIU
MIKRUT, J. J., JR.	2	COLUMBIA	MO	08/22/90	4982	CHICAGO, CENTRAL & PAC. RR/UTU
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	08/22/90	4983	AMTRAK/TCU-ARASA DIV.
WESTON, H. M.	2	HASTINGS-ON- HUDSON	NY	08/06/90	4984	SOO LINE/UTU
SCEARCE, J. F.	2	ATLANTA	GA	08/13/90	4988	UNION RAILWAY CO./USWA
SEIDENBERG, J.	2	FALLS CHURCH	VA	08/27/90	4993	SOUTHERN PACIFIC RR/SMWIA
FLETCHER, J. C.	2	MT. PROSPECT	IL	09/05/90	4994	ILLINOIS CENTRAL GULF/UTU
QUINN, F. X.	2	TULSA	OK	08/27/90	4995	BURLINGTON NORTHERN RR/ UTU (T)
FLETCHER, J. C.	2	MT. PROSPECT	IL	09/13/90	5002	NE ILLINOIS REGIONAL COMMUTER/IBEW
MARX, H. L., JR.	2	NEW YORK	NY	09/13/90	5004	CONRAIL-CONSOLIDATED RAIL CORP./UTU
SEIDENBERG, J.	2	FALLS CHURCH	VA	09/13/90	5007	BURLINGTON NORTHERN RR/ BLE
SCHEINMAN, M. F.	2	BAYSIDE	NY	09/19/90	5009	CSX TRANSPORTATION, INC./ TCU-CARMEN DIV.
VERNON, G. H.	2	EAU CLAIRE	WI	09/24/90	5011	BURLINGTON NORTHERN RR/ UTU

2.—Arbitrators Appointed—Arbitration Boards, October 1, 1989 to September 30, 1990

Name	Residence	Date of Appt.	Arb. No.	Parties
Gilbert H. Vernon	Eau Claire, WI	10-13-89	461	Duluth, Missabe & Iron Range Rwy. Co. & UTU (Reconvened)
John C. Fletcher**	Mt. Prospect, IL.....	10-24-89	501	Elgin, Joliet & Eastern Rwy. Co. & UTU
John C. Fletcher.....	Mt. Prospect, IL.....	10-13-89	502	Elgin, Joliet & Eastern Rwy. Co. & UTU
Don B. Hays*	Sherman, TX.....	10-16-89	503	CSX Transportation Co. & UTU
Irwin M. Lieberman*	Stanford, CT.....	11-15-89	504	Union Pacific RR & UTU
William E. Fredenberger* ..	Stafford, VA.....	11-21-89	505	Southern Pacific Transportation Co. & UTU
William E. Fredenberger* ..	Stafford, VA.....	12-11-89	506	Duluth, Missabe & Iron Range Rwy. Co. & UTU
William E. Fredenberger* ..	Stafford, VA.....	12-12-89	507	Southern Pacific Transp. Co. & UTU
Barry E. Simon.....	Arlington Heights, IL	03-07-90	508	Burlington Northern RR & TCU-Carmen Div.
Rodney E. Dennis	New York, NY.....	03-16-90	509	Chicago & North Western Transp. Co. & UTU
Robert M. O'Brien.....	Milton, NY.....	03-16-90	509	Chicago & North Western Transp. Co. & UTU
William E. Fredenberger....	Stafford, VA.....	03-16-90	509	Chicago & North Western Transp. Co. & UTU
William E. Fredenberger* ..	Stafford, VA.....	04-04-90	510	CSX Transportation Co. & TCU-ARSA Div.
Martin F. Scheinman*	Manhasset, NY.....	04-04-90	510	CSX Transportation Co. & TCU-ARSA Div.
Arthur T. Van Wart, Sr.*	Brooksville, FL.....	04-04-90	510	CSX Transportation Co. & TCU-ARSA Div.
D. T. Kelly*	Livonia, MI	04-17-90	511	CSX Transportation Co. & BLE
D. T. Kelly*	Livonia, MI	04-17-90	512	CSX Transportation Co. & BLE
Gilbert H. Vernon	Eau Claire, WI	07-10-90	475	Union Pacific RR & UTU (Reconvened)
Jacob Seidenberg*.....	Falls Church, VA....	08-13-90	513	CSX Transportation Co. & UTU

*Selected by the parties.

**Replaced Harold M. Weston.

2a.—Arbitrators Appointed—Task Force Arbitration, October 1, 1989 to September 30, 1990

Name	Residence	Date of Appt.	Task Force Bd. No.	Parties
NONE				

2b.—Arbitrators Selected—Interest Arbitration, October 1, 1989 to September 30, 1990

Name	Residence	Date of Panel	Case No.	Parties
Dana E. Eischen*.....	Ithaca, NY	04-26-90	A-12284	Northwest Airlines and TWU

* Selected from a panel submitted by the National Mediation Board.

3.—Neutrals Appointed—Special Boards of Adjustment, October 1, 1989 to September 30, 1990

Name	Type	City	State	Date of Appt.	SBA No.	Parties
LOWRY, A. R.	2	ANNAPOLIS	MD	05/22/90	0951	METRO NORTH RAILROAD (MTA)/ BRAC-ARSA DIV.
MCDONNELL, J. R..	2	SNYDER	NY	07/23/90	0979	SOUTHEASTERN PA. TRANS. AUTH./BRAC
GARMON, G. M.	2	LAS VEGAS	NV	11/27/89	1003	ATCHISON, TOPEKA & SANTA FE RW/BRS
LAROCCO, J. B.	2	SACRAMENTO	CA	11/02/89	1027	METRO NORTH RAILROAD/ATDA
LAROCCO, J. B.	2	SACRAMENTO	CA	11/02/89	1028	METRO NORTH RAILROAD/ATDA
VERNON, G. H.	2	EAU CLAIRE	WI	05/22/90	1031	ATCHISON, TOPEKA & SANTA FE RW/TCU
GAHERIN, J. J.	2	BRADENTON	FL	02/27/90	1032	SOUTHERN PACIFIC RR CO./UTU
SEIDENBERG, J.	2	FALLS CHURCH	VA	05/02/90	1034	SOUTHERN PACIFIC RR CO./BMWE
TWOMEY, D. P.	2	QUINCY	MA	06/27/90	1035	NEW JERSEY TRANSIT RAIL OP./ ARASA
CRISWELL, J. B.	2	STIGLER	OK	06/05/90	1036	CONRAIL-CONSOLIDATED RAIL CORP/UTU
MEYERS, P. R.	2	CHICAGO	IL	06/15/90	1037	CSX TRANSPORTATION, INC./ BMWE
O'BRIEN, R. M.	2	MILTON	MA	06/11/90	1038	NY, SUSQUEHANNA & WESTERN RWY./BLE
MEYERS, P. R.	2	CHICAGO	IL	07/03/90	1039	SOO LINE/BMWE
MEYERS, P. R.	2	CHICAGO	IL	07/03/90	1040	SOO LINE/BMWE

4.—Neutrals Nominated Pursuant to Union Shop Agreements, October 1, 1989 to September 30, 1990

Name	Residence	Date of Appt.	Carrier/Union	Individual Involved
William Fredenberger	Stafford, VA.....	09-05-90	Norfolk Southern Corp. and TCU	Eugenie M. Myers

**5.—Referees Selected—System Boards of Adjustment (Airlines),
October 1, 1989 to September 30, 1990**

Name	Residence	Date of Panel	Parties
Michael H. Beck	Seattle, WA	10-03-89	Alaska Airlines-AFA
Gilbert H. Vernon*	Eau Claire, WI	10-03-89	Alaska Airlines-AFA
Panel submitted but no referee selected due to pending litigation		10-04-89	Varig Brazilian Airlines-IAM&AW
Panel submitted but no referee selected as yet		10-05-89	Pan Am World Airways-IBT
Thomas J. McDermott*	San Antonio, TX ..	10-06-89	Metro Express-ALPA
Panel submitted but dispute settled prior to arbitration		10-06-89	Transamerica Airlines-ALPA
Herbert L. Marx*	New York, NY	10-10-89	Air India-IBT
Panel submitted but no referee selected as yet		10-10-89	LAB Airlines-IBT
Panel submitted but no referee selected as yet		10-10-89	LAB Airlines-IBT
Panel submitted but dispute settled prior to arbitration		10-13-89	Pan Am World Services-UPGWA
Panel submitted but parties selected their own arbitrator		10-16-89	Alaska Airlines-AFA
Panel submitted but dispute withdrawn prior to arbitration		10-23-89	Air India-IBT
Panel submitted but no referee selected		11-09-89	Alaska Airlines-AFA
Thomas J. McDermott*	San Antonio, TX ..	11-13-89	Metro Express-ALPA
Henry L. Sisk*	Dallas, TX	11-13-89	Metro Express-ALPA
James F. Scearce*	Atlanta, GA	11-13-89	Metro Express-ALPA
Robert B. Lubic*	Washington, DC ..	11-13-89	Metro Express-ALPA
Robert E. Light*	Edison, NJ	11-13-89	Pan Am World Airways-IBT
Jerome Katz*	Great Neck, NY ..	11-16-89	Pan Am World Airways-IBT
Jonas Aarons	Rhinebeck, NY ...	11-16-89	Pan Am World Airways-IBT
Martin F. Scheinman*	Manhasset, NY ...	11-16-89	Pan Am World Airways-IBT
Dana Eischen*	Ithaca, NY	11-16-89	Pan Am World Airways-IBT
Stephen Crable*	Potomac, MD	11-16-89	Pan Am World Airways-IBT
Susan T. MacKenzie*	New York, NY	11-16-89	Pan Am World Airways-IBT
Panel submitted but no referee selected		12-05-89	Piedmont Airlines-IAM&AW
Helen M. Witt*	Pittsburgh, PA	12-11-89	Ross Aviation-ALPA
Robert E. Light*	Edison, NJ	12-13-89	Pan Am World Airways-IBT
Panel submitted but dispute settled prior to arbitration		12-18-89	Aspen Airways-ALPA
Anthony V. Sinicropi	Iowa City, IA	01-05-90	Alaska Airlines-AFA
Robert E. Light*	Edison, NJ	01-05-90	Pan Am World Airways-IUFA
Richard R. Kasher*	Bryn Mawr, PA ...	01-05-90	Pan Am World Airways-IUFA
Panel submitted but dispute settled prior to arbitration		01-05-90	Pan Am World Airways-IUFA
Panel submitted but parties selected their own arbitrator		01-05-90	Pan Am World Airways-IUFA
Panel submitted but parties selected their own arbitrator		01-05-90	Pan Am World Airways-IUFA
Gladys Gershenfeld*	Flourtown, PA	01-05-90	Pan Am World Airways-IUFA
Panel submitted but dispute settled prior to arbitration		01-22-90	Avianca Airlines-IBT
Panel submitted but dispute settled prior to arbitration		01-26-90	Dominicana Airlines-IAM&AW
Panel submitted but no referee selected as yet		01-31-90	Alaska Airlines-AFA
Panel submitted but no referee selected as yet		01-31-90	Alaska Airlines-AFA
Panel submitted but parties selected their own arbitrator		01-31-90	Alaska Airlines-AFA
Nicholas H. Zumas*	Washington, DC ..	02-05-90	ABX, Inc.-IBT
Susan T. MacKenzie*	New York, NY	02-07-90	Pan Am World Airways-IBT
Nathan Cohen*	Plainview, NY	02-12-90	Pan Am World Airways-IBT
Jerome Ross*	McLean, VA	02-13-90	Metro Express-ALPA
Henry L. Sisk*	Dallas, TX	02-13-90	Metroflight-ALPA
Andrea Wilson*	New York, NY	02-13-90	Pan Am World Airways-TWU
Robert L. Douglas*	Woodmere, NY ...	02-13-90	Pan Am World Airways-TWU
W. Lloyd Lane*	Titusville, FL	02-15-90	CCAair, Inc.-ALPA
Randall M. Kelly*	New York, NY	02-15-90	Pan Am World Airways-IBT
Joseph A. Sickles*	Bethesda, MD	02-20-90	USAir, Inc.-AFA
Panel submitted but parties requested a second panel		02-22-90	Pan Am World Airways-IBT
M. David Vaughn	Gaithersburg, MD.	02-23-90	AFA-Service Charge Objections

**5.—Referees Selected—System Boards of Adjustment (Airlines),
October 1, 1989 to September 30, 1990—Continued**

Name	Residence	Date of Panel	Parties
Panel submitted but dispute withdrawn prior to arbitration.....		02-23-90	Alaska Airlines—IAM&AW
Panel submitted but dispute withdrawn prior to arbitration.....		02-23-90	Alaska Airlines—IAM&AW
Joseph A. Sinclitico*	Carlsbad, CA	02-23-90	Markair-ALPA
Philip Tamoush*	Torrance, CA	02-23-90	Markair-ALPA
Two panels submitted but no referees selected		02-26-90	Air Wisconsin-AFA
W. Lloyd Lane*	Titusville, FL	03-01-90	United Parcel Service-IPA
Panel submitted but no referee was selected		03-06-90	Pan Am World Airways-IBT
Panel submitted but parties requested a second panel due to relocation of arbitrator.		03-09-90	Pan Am World Airways-IBT
Panel submitted but no referee selected as yet		03-29-90	Simmons Airlines-ALPA
Panel submitted but no referee selected as yet		03-29-90	Simmons Airlines-ALPA
Panel submitted but no referee selected as yet		03-29-90	Simmons Airlines-ALPA
Panel submitted but no referee selected as yet		03-29-90	Simmons Airlines-ALPA
Panel submitted but no referee selected as yet		03-29-90	Simmons Airlines-ALPA
Panel submitted but no referee selected as yet		03-29-90	Simmons Airlines-ALPA
Panel submitted but no referee selected as yet		03-29-90	Simmons Airlines-ALPA
Roger P. Kaplan*	Washington, DC ..	04-03-90	Metroflight Airlines-ALPA
Panel submitted but no referee selected		04-10-90	Pan Am World Airways-IBT
Panel submitted but dispute settled prior to arbitration		04-11-90	Alaska Airlines-AFA
Panel submitted but dispute settled prior to arbitration		04-11-90	Varig Airlines—IAM&AW
Richard R. Kasher*	Bryn Mawr, PA ..	04-11-90	Varig Airlines—IAM&AW
Steven J. Goldsmith*	Pound Ridge, NY ..	04-12-90	Pan Am World Airways-IBT
M. David Vaughn*	Gaithersburg, MD ..	04-12-90	Pan Am World Airways-IBT
Panel submitted but dispute was consolidated into another case		04-16-90	Pan Am World Airways-IBT
Martin F. Scheinman*	Manhasset, NY ..	04-16-90	Pan Am World Airways-IBT
Panel submitted but dispute withdrawn prior to arbitration		04-17-90	Air India-IBT
Panel submitted but parties selected their own arbitrator		04-25-90	Pan Am Express-IUFA
Richard R. Kasher*	Bryn Mawr, PA ..	04-27-90	Allegheny Commuter-UAW
Panel submitted but dispute settled prior to arbitration		04-30-90	Pan Am World Airways-IBT
Robert O. Harris*	Washington, DC ..	05-15-90	Atlantic SE Airlines-ALPA
James F. Searce*	Atlanta, GA	05-15-90	Atlantic SE Airlines-ALPA
Panel submitted but no referee was selected		05-15-90	United Parcel Service-IPA
Irving T. Bergman*	Houston, TX	05-22-90	Metroflight Airlines-ALPA
John F. White*	Ft. Worth, TX	05-22-90	Metroflight Airlines-ALPA
Panel submitted but dispute settled prior to arbitration		05-22-90	Metroflight Airlines-ALPA
Panel submitted but dispute settled prior to arbitration		05-22-90	Metroflight Airlines-ALPA
Panel submitted but dispute settled prior to arbitration		05-22-90	Metroflight Airlines-ALPA
Panel submitted but no referee selected as yet		05-22-90	Metroflight Airlines-ALPA
Panel submitted but no referee selected as yet		05-22-90	Metroflight Airlines-ALPA
Panel submitted but no referee selected as yet		05-22-90	Metroflight Airlines-ALPA
Panel submitted but dispute settled prior to arbitration		05-22-90	Metroflight Airlines-ALPA
Panel submitted but dispute settled prior to arbitration		05-22-90	Metroflight Airlines-ALPA
Panel submitted but no referee selected as yet		05-22-90	Metroflight Airlines-ALPA
Panel submitted but dispute settled prior to arbitration		05-22-90	Pan Am World Airways-IBT
Panel submitted but no referee selected		05-25-90	Air Canada-IBT
Panel submitted but no referee selected		05-29-90	Pan Am World Airways-IUFA
Gary L. Axon*	Ashland, OR	06-01-90	Alaska Airlines-AFA
Jacob Seidenberg*	Falls Church, VA ..	06-06-90	United Parcel Service-IPA
John P. Mead*	Key Biscayne, FL ..	06-25-90	Pan Am World Airways-IBT
Panel submitted but no referee selected		07-02-90	Atlantic SE Airlines-ALPA
Helen M. Witt*	Pittsburgh, PA	07-02-90	Pan Am Express-IUFA
Panel submitted but no referee selected		07-17-90	KLM Royal Dutch Airlines-TWU

**5.—Referees Selected—System Boards of Adjustment (Airlines),
October 1, 1989 to September 30, 1990—Continued**

Name	Residence	Date of Panel	Parties
Robert E. Light*	Edison, NJ	07-18-90	KLM Royal Dutch Airlines-TWU
Dana Eischen*	Ithaca, NY	07-24-90	Northwest Airlines-TWU
Robert J. Ables*	Washington, DC ..	07-24-90	Pan Am World Airways-TWU
Herbert Fishgold*	Washington, DC ..	07-24-90	Pan Am World Airways-TWU
Panel submitted but dispute settled prior to arbitration		07-25-90	CCair, Inc.-ALPA
Louis E. Seltzer*	Boca Raton, FL ...	07-27-90	Avianca Airlines-IBT
Ronald J. Betso*	Brooklyn, NY	07-30-90	Pan Am World Airways-IBT
Panel submitted but dispute settled prior to arbitration		07-31-90	CCair, Inc.-ALPA
Robert O. Harris*	Washington, DC ..	07-31-90	United Parcel Service-IPA
William H. Holley*	Auburn University, AL	07-31-90	United Parcel Service-IPA
Harold D. Jones*	Atlanta, GA	07-31-90	United Parcel Service-IPA
Panel submitted but no referee selected as yet		07-31-90	United Parcel Service-IPA
Sylvester Garrett*	Pittsburgh, PA ...	07-31-90	United Parcel Service-IPA
Panel submitted but no referee selected as yet		08-08-90	Pan Am Express-IBT
Panel submitted but no referee selected as yet		08-17-90	Pan Am Express-ALPA
Stanely L. Aiges*	Fort Lee, NJ	08-17-90	Varig Brazilian Airlines-IAM&AW
Gilbert H. Vernon*	Eau Claire, WI ...	08-20-90	Alaska Airlines-AFA
Martin F. Scheinman*	Bayside, NY	08-23-90	KLM Royal Dutch Airlines-TWU
Panel submitted but no referee was selected		08-30-90	United Parcel Service-IPA
Richard R. Kasher*	Bryn Mawr, PA ...	08-30-90	United Parcel Service-IPA
Edmond W. Schedler*	Dallas, TX	08-30-90	United Parcel Service-IPA
Richard H. Siegel*	Cleveland, OH ...	08-30-90	United Parcel Service-IPA
Arthur Stark*	New York, NY	08-30-90	United Parcel Service-IPA
Panel submitted but no referee selected as yet		09-04-90	Pan Am World Airways-TWU
Jeffrey R. Callahan*	Miami, FL	09-26-90	LACSA-IBT

*Selected from a panel submitted by the National Mediation Board.

**5a.—Arbitrators Selected—CAB Labor Protective Provisions,
October 1, 1989 to September 30, 1990**

Name	Residence	Date of Panel	Parties
Laurence E. Seibel	Chevy Chase, MD .	10-11-89	Federal Express and IBT (Retirement Board Dispute)
Sara Adler*	Los Angeles, CA ..	10-13-89	Federal Express/Flying Tiger Merger
William Levin*	N. Hollywood, CA ..	10-13-89	Federal Express/Flying Tiger Merger
Robert M. Leventhal*	Culver City, CA ...	10-13-89	Federal Express/Flying Tiger Merger
Edward P. Goggin*	Highland Heights, KY	11-08-89	Federal Express/Flying Tiger (John P. O'Hara)
Robert O. Harris	Washington, DC ..	11-14-89	Piedmont/USAir (Domiciled Displaced Flight Attendants)
Joseph A. Sickles*	Bethesda, MD	11-14-89	Piedmont/USAir (Domiciled Displaced Flight Attendants)
Panel submitted but parties settled prior to arbitration		11-14-89	Piedmont/USAir (Catherine Ralston)
Herbert Fishgold*	Washington, DC ..	11-15-89	Piedmont/USAir and Judy Ream
Panel submitted but parties selected their own arbitrator		12-07-89	Federal Express/Flying Tiger Line Merger (Carol Wyenn)
Robert O. Harris*	Washington, DC ..	03-02-90	USAir/Piedmont Merger and AFA (R. Frederick Casey, <i>et al.</i>)
Panel submitted but no referee selected as yet		06-07-90	USAir, Inc./Terry Sartain
Richard I. Bloch*	Key Biscayne, FL .	06-13-90	United Parcel Service-IPA
Panel submitted but no referee selected as yet		06-25-90	USAir, Inc./Kathy A. Hanoian
Panel submitted but no referee selected as yet		06-29-90	Atlantic Southeast Airlines/ALPA (Greg Ford Termination: ASE 90-05)
Panel submitted but no referee selected as yet		09-25-90	Federal Express Corp./Mullins

*Selected from a panel submitted by the National Mediation Board.

**5b.—Neutrals Appointed Pursuant to Interstate Commerce Commission's Orders,
October 1, 1989 to September 30, 1990**

Name	Residence	Date of Appt.	Parties
Robert O. Harris.....	Washington, DC ..	10-26-89	CSX Transp. Inc., Brandywine Valley RR Co. and TCU, BRS, BMW, BLE & UTU
Robert O. Harris.....	Washington, DC ..	12-27-89	Springfield Terminal Rwy. & UTU
Joseph A. Sickles	Bethesda, MD	01-04-90	Burlington Northern RR & Joseph P. Hennessey
H. Raymond Cluster.....	Baltimore, MD ...	01-18-90	Norfolk & Western Rwy. & BMW
Jacob Seidenberg	Falls Church, VA ..	05-18-90	CSX Transp. Inc. & IAM&AW
Robert O. Harris.....	Washington, DC ..	05-25-90	Burlington Northern RR & BMW
William E. Fredenberger	Stafford, VA	05-25-90	Soo Line RR & Roger Morland
Arthur T. Van Wart.....	Brooksville, FL ...	05-31-90	Chicago, Missouri and Western Rwy. & IAM&AW
Arthur T. Van Wart.....	Brooksville, FL ...	05-31-90	Chicago, Missouri and Western Rwy. & BRC
Arthur T. Van Wart.....	Brooksville, FL ...	05-31-90	Chicago, Missouri and Western Rwy. & UTU
Joseph A. Sickles	Bethesda, MD	06-07-90	Norfolk Southern Corp. & BMW
Nicholas H. Zumas.....	Washington, DC ..	06-08-90	Chicago, Missouri and Western Rwy. & UTU
Nicholas H. Zumas.....	Washington, DC ..	06-08-90	Chicago, Missouri and Western Rwy. & BRC
Nicholas H. Zumas.....	Washington, DC ..	06-08-90	Chicago, Missouri and Western Rwy. & IAM&AW
Jack W. Cassle	Cheyenne, WY ...	06-14-90	CSX Transp. Inc. & UTU
William E. Fredenberger	Stafford, VA	06-21-90	CSX Transp. Inc. & UTU, TCU, BMW, BLE and BRS
C. Richard Miserendino	Fairfax, VA	06-27-90	CSX Transp. Inc. & UTU, BLE, BRS and Indiana Hi-Rail Corp.
Michael Fischetti	Potomac, MD	06-27-90	CSX Transp. Inc. & UTU, BLE, TCU and Natchez Trace RR
Preston J. Moore	Oklahoma City, OK	08-17-90	CSX Transp. Inc., R.J. Corman RR Co./Memphis Line & TCU
Preston J. Moore	Oklahoma City, OK	08-17-90	CSX Transp. Inc., R.J. Corman RR Co./Memphis Line & BLE
Preston J. Moore	Oklahoma City, OK	08-17-90	CSX Transp. Inc., R.J. Corman RR Co./Memphis Line & BMW
Preston J. Moore	Oklahoma City, OK	08-17-90	CSX Transp. Inc., R.J. Corman RR Co./Memphis Line & UTU
Preston J. Moore	Oklahoma City, OK	08-17-90	CSX Transp. Inc., R.J. Corman RR Co./Memphis Line & BRS

**5c.—Referees Selected—System Boards of Adjustment (Railroads),
October 1, 1989 to September 30, 1990**

Name	Residence	Date of Appt.	Parties
NONE			

**6.—Neutral Referees Appointed to Public Law 91-518—Rail Passenger Service Act of 1970
(Amtrak), October 1, 1989 to September 30, 1990**

Name	Residence	Date of Appt.	Amtrak No.	Parties
Jack W. Cassle.....	Cheyenne, WY.....	10-10-89	35-11	Southern Pacific Transportation Co., National Railroad Passenger Corp. and IBEW
Robert E. Peterson	Briarcliff Manor, NY.	09-26-90	36-11	Burlington Northern Railroad and UTU

**7.—Arbitrators Appointed Pursuant to Public Law 93-236—Regional Rail Reorganization Act
of 1973 (ConRail), October 1, 1989 to September 30, 1990**

Name	Residence	Date of Appt.	ConRail No.	Parties
NONE				

