



National Mediation Board

Including the Report of the
National Railroad Adjustment
Board

Fifty-Seventh
and
Fifty-Eighth

Annual
Reports



For the Fiscal Years Ended September 30, 1991 and September 30, 1992

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Including the Report of the
National Railroad Adjustment Board

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National Mediation Board

Fiscal Years 1991 and 1992

Board Members

Kimberly A. Madigan, Chairman—1992

Patrick J. Cleary, Chairman—1991

Joshua M. Javits

William A. Gill, Jr.

Executive Director

John J. Bavis, Jr.*

Assistant Executive Director

Ronald M. Etters

General Counsel

Roland Watkins

Senior Hearing Officer/

Legal Counsel

Mary L. Johnson

Senior Hearing Officer/

Legal Counsel

Joyce M. Klein

Hearing Officer/

Assistant Legal Counsel

William A. Marsteller**

Research Analyst

Mary C. Pricci

Administrative Officer

Roy J. Carvatta

Staff Director/

Grievances

Donald L. West

Manager, Computer

Services

Lew Townsend

Public Information

Officer

* Mr. Bavis became Assistant Executive Director September 8, 1991.

** Joined NMB, May 31, 1992.



NATIONAL MEDIATION BOARD

WASHINGTON, DC 20572

OFFICE OF THE CHAIRMAN

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

Sirs:

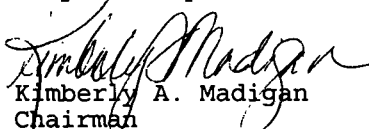
It is an honor to submit to you the Fifty-Seventh and Fifty-Eighth Annual Reports of the National Mediation Board for Fiscal Years 1991 and 1992 pursuant to the provisions of Section 4, Second, of Public Law No. 442, 73rd Congress, approved June 21, 1934.

This combined report reviews twenty-four months of the Board's activities pursuant to 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 carriers and their employees in both industries adjusted to new competitive pressures. For example, the latest round of national bargaining in the railroad industry was concluded, with the Board's backlog of cases reduced by more than 56 percent during the reporting period.

An extensive review of the Board's internal operations also was conducted during this period. Numerous productivity improvements were identified and implemented. Assisting this effort was a significant expansion of the agency's automated data programs.

Respectfully,


Kimberly A. Madigan
Chairman

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Registry of Board Members

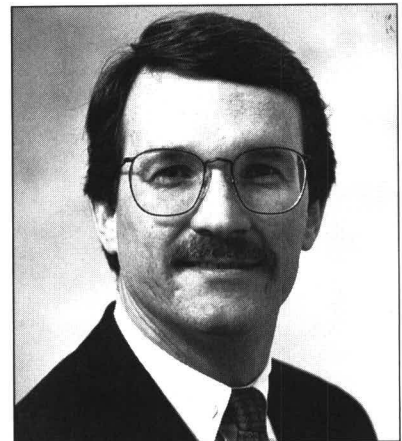
Name	Entered Office		
Kimberly A. Madigan . . .	08-20-90 . . .	Term Exp.	07-01-93
Patrick J. Cleary	12-04-89 . . .	Term Exp.	07-01-94
Joshua M. Javits	01-19-88 . . .	Term Exp.	07-01-92
Charles L. Woods	01-09-86 . . .	Resigned	01-15-88
Helen M. Witt	11-18-83 . . .	Resigned	09-18-88
Walter C. Wallace	10-12-82 . . .	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



Kimberly A. Madigan



Joshua M. Javits



Patrick J. Cleary

I. Summary of Activities, Fiscal 1991-1992

Labor-management relations were difficult the past two years in both the airline industry, reflecting marketplace turmoil, and in the railroad industry, reflecting internal restructuring.

After suffering a net loss of \$3.9 billion in 1990, the airline industry registered a net loss of \$1.94 billion in 1991 and a record \$4.03 billion loss in 1992. The significant losses during the 24 months covered by this report precipitated first a slowdown and then a near total abandonment by most major carriers of past business plans that were geared toward expanding domestic and international operations through increases in aircraft fleets and workforces. The continuing losses and shifting business strategies increased the difficulties in achieving new labor-management agreements in the airline industry.

In the railroad industry, the nation's largest carriers and the major rail unions concluded most of their latest round of national bargaining during this period but not before the exhaustion of all the dispute resolution processes available under the Railway Labor Act, including Presidential Emergency Boards and, in addition, Congressional intervention.

A central objective of the National Mediation Board is to facilitate cooperation between labor and management to peacefully resolve their disputes, avoiding, whenever possible, confrontations that result in disruptions to commerce caused by railroad and airline shutdowns. In both FY 1991 and 1992, the number of newly-docketed mediation cases was below the levels of recent years. This primarily was due to the significant number of railroad cases associated with the national bargaining process that remained open during that period. Most cases directly involved in the last round of national bargaining, which began with direct negotiations between the parties starting in 1988, were settled in FY 1992 and the early months of FY 1993.

Seventy-six new mediation cases were docketed in FY 1991, while 100 cases were resolved. In FY 1992, 58 new mediation cases were docketed, but 267 were resolved, nearly three times the number closed the previous year and roughly double the annual average from 1985 through 1990. The Board also docketed 74 employee representation cases in FY 1991 and 63 in FY 1992, while resolving 71 cases in each fiscal year.

During this reporting period, the Board ordered an extensive review of the agency's internal operations in an effort to more effectively carry out its functions. Included was an initial comprehensive study by an outside consultant of all operations. This encompassed an in-depth review of everything from organization structure and decision-making procedures to allocation of human resources, use of technology, and systems or process design. The purpose of the study was to find ways to more effectively utilize limited resources, to increase productivity and to simplify processes to better carry out the agency's mandate pursuant to the Railway Labor Act. The study included significant input from the

agency's staff and Board Members, as well as from experts outside the agency who have had extensive dealings with the National Mediation Board. Completed in July 1991, the management review produced an initial set of recommendations that were assigned to six internal task forces which, in turn, developed detailed plans for implementation of the recommendations.

Numerous changes developed and recommended by the task forces were implemented in FY 1992. Included was a streamlining of many aspects of operations through an expansion of the agency's automated data processing (ADP) program. By the end of FY 1992, all employees were trained in the use of WordPerfect software, as well as in the use of Higgins, a software package with electronic mail and scheduling capabilities. In addition, field mediators were equipped with and trained to use laptop computers that, among other things, allowed them to access needed information from headquarters and to file their reports electronically.

These improvements, along with preparations for still others to be incorporated into activities in FY 1993, were achieved while maintaining the level and quality of mediation service provided by the Board to the airline and railroad industries. They also were accomplished while the Board and its staff prepared for a move of the agency's Washington, D.C. headquarters. As related in the previous annual report, the General Services Administration (GSA) earlier informed the agency that it had to relocate its headquarters to a new site upon expiration of the lease on space it had occupied for 16 years. GSA said the leased space used for the Board's headquarters since 1976 failed to meet GSA's current standards. In conjunction with the move, most of the Board's Chicago operations were combined with those in Washington, D.C. for greater cost and administrative efficiency in meeting the Board's responsibilities. The Chicago operations provide administrative support services for the National Railroad Adjustment Board, which is headquartered in Chicago (See Chapter V for a description of the NRAB and its functions). In November 1992, shortly after the start of the new fiscal year, the Board's headquarters was relocated to 1301 K Street, N.W., Washington, D.C. 20572.

NMB's Mission

The National Mediation Board was established in 1934 by 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 58-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 without third-party involvement. But when the parties 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 to resolve labor-management disputes.

While the Board’s best known function—mediation—involves disagreements over new or amendable collective bargaining agreements, 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.

Financial Problems Plague Airlines

The 24-month period covered by this report was one of turmoil for the airline industry, causing many contract negotiations to be protracted and difficult. Chapter 11 bankruptcy proceedings were instituted in FY 1991 by three major carriers, America West, Continental Airlines and Pan American World Airways, plus two nationals, Midway Airlines and Metro Airlines, and one regional, USAir Express feeder carrier CCAir Inc. During FY 1991, one major carrier, Eastern Airlines, also ceased operations altogether.

In 1992, the industry’s third consecutive year of significant financial losses, there was more: Pan Am and Midway followed Eastern in completely shutting down their operations and Trans World Airlines joined the list of carriers filing Chapter 11 reorganization proceedings for protection from creditors. The Chapter 11 filings and cessation of operations by Eastern, Pan Am and Midway were accompanied by numerous proposed and actual asset sales, actions that had and continue to have a direct impact at the bargaining table.

Despite the turmoil, there were noteworthy successes for mediation of labor-management disputes involving large groups of employees in the airline industry. Less than four months into FY 1991, the Board resumed mediation of open contracts between United Airlines and its three largest unions, which represent the carrier’s pilots, mechanics and related personnel, and flight attendants. Earlier mediation of these cases effectively was suspended by the parties, pending the outcome of a lengthy joint effort by the three employee groups to gain control of UAL Corp., United’s parent company.

Two months into FY 1991, in November 1990, UAL’s board of directors rejected the last of a series of buyout proposals by its

major unions. Mediated replacement contracts subsequently were achieved in FY 1991 between United and its Air Line Pilots Association (ALPA) unit, and between the carrier and its Association of Flight Attendants (AFA) unit. Attempts to forge a mutually acceptable agreement between United and the International Association of Machinists and Aerospace Workers (IAM), the carrier's largest union, were more difficult but agreements eventually were achieved during the first few months of FY 1992.

During this reporting period, there also were mediated settlements between Continental Airlines, Trans World Airlines, United Parcel Service, USAir and some of their largest employee groups.

Changes in the airline industry in FY 1992 produced several filings with the Board of potential precedent-setting cases on whether various groupings of regional carriers affiliated with the major airlines constitute single transportation systems for employee representation purposes. Separate applications were filed regarding regional carrier groups doing business as Continental Express and those doing business as American Eagle. After a review of the application involving American Eagle carriers, including position statements from all affected parties, the Board announced in the early part of FY 1993 that it would conduct a hearing on this case. When ordering the hearing, the Board noted the importance and complexity of issues raised by the application and position statements submitted by the involved participants.

Important mediated cases in the railroad industry, besides those directly or indirectly tied to national bargaining, included agreements between Amtrak and the Transportation Communications Union (TCU), CSX Transportation and the International Longshoremen's Association (ILA), and the Buffalo & Pittsburgh Railroad and the United Transportation Union (UTU). The Board also assisted the labor organizations and managements of the nation's primary steel-hauling rail carriers to reach several mutually satisfactory new contracts that set the pattern for future contract negotiations for other steel-hauling railroads and their employee groups.

A major focus of attention in the railroad industry in FY 1991 and 1992, however, was on finalizing the last round of national bargaining. A number of voluntary settlements was reached between various unions and railroads. Completion of this process was publicly highlighted by a 23-hour nationwide strike by several unions on April 17, 1991 and Congressional passage of Public Law 102-29, which ended the strike and created the mechanics for final resolution of the remaining contract disputes between the parties. Public Law 102-29 established Special Board 102-29, which clarified and interpreted the recommendations of an earlier Presidential Emergency Board, PEB No. 219. The work of Special Board 102-29 was followed in FY 1992 and through December 31, 1992 by the writing of contracts by the parties.

Also completed in the latter part of FY 1992 and the first few months of FY 1993 were three other significant sets of railroad negotiations. One involved Amtrak and various unions, another involved Consolidated Rail Corporation (Conrail) and a number of its unions, and the third involved most of the nation's major freight railroads and the IAM. Voluntary settlements were achieved in

many other Amtrak and Conrail disputes. Final settlements of these three sets of negotiations were preceded by a two-day strike and lockout that began on June 24, 1992. On that date, the IAM launched a strike against one railroad, CSX Transportation. Almost simultaneously with the IAM's action, the managements of all of the other carriers that had been in national handling initiated a lockout of their employees.

The strike and lockout were ended by Congressional passage of Public Law 102-306 which, much like Public Law 102-29 enacted roughly 14 months earlier, resolved the disputes by contract formation and imposition procedures.

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 by all modes has remained at about 37 percent of the total since the industry was mostly deregulated by the Staggers Act of 1980, total railroad revenue ton-miles has risen dramatically. From 932 million ton-miles of traffic in 1980, the total surpassed one trillion for the first time ever in 1989 and has continued to climb. The industry registered 1.08 trillion ton-miles in 1991 and 1.11 trillion in 1992, according to the Association of American Railroads. At the same time, productivity, based on both annual freight revenue ton-miles per employee and per employee-hour has more than doubled. In 1980, revenue ton-miles per employee-hour was 863. By 1991, the figure had jumped to 2,020 and increased to 2,176 in 1992. The Board in no way minimizes the importance of other modes of transportation to the nation's economy but it is worth noting that many items moved predominantly by railroads are essential to the nation's key industries. These include commodities such as coal, grain and other 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 materials. Another major service of the railroads is transportation of completed automobiles.

The airlines' combined annual revenue passenger miles—one fare-paying passenger transported one mile—and passengers enplaned both decreased in 1991, compared to the previous year. But both rebounded in 1992 to set new records, according to the Air Transport Association, the industry's trade group. Average annual industry employment, however, declined to about 534,000 in 1991 from a record 546,000 a year earlier, then climbed back to about 540,000 in 1992. A series of layoffs announced by several carriers starting in late 1992 set the stage for a likely decline in the industry's annual average employment in 1993.

During the 58 years since it was established by 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 unions. The Board has been able to achieve its mediation successes through the efforts of a series of dedicated Board Members, an ex-

perienced staff, and strict adherence to a position of neutrality in resolving disputes. Board Members during 1991 and 1992 were Kimberly A. Madigan, Patrick J. Cleary and Joshua M. Javits.

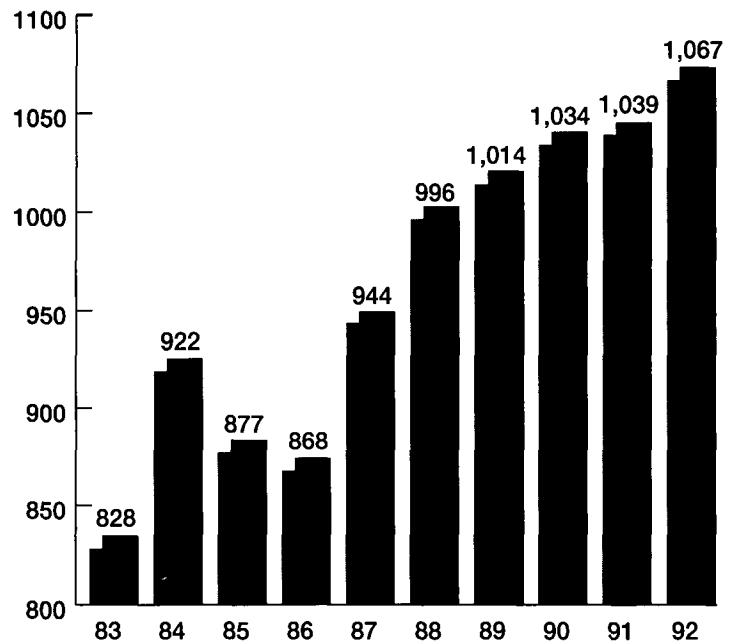
The Board employs a total of 54 persons. These include 16 mediators who are strategically located around the nation. Under the direction of Board Members, they handle all airline and railroad mediation and representation cases. The agency's cadre of full-time mediators average more than 17 years' service with the Board. Board Members, each of whom is well versed in mediation, frequently engage directly in the process at key times in the efforts to assist managements and unions representing their employees to reach peaceful settlements.

The following pages provide a more detailed account of the Board's actions during this reporting period, including highlights of certain mediation and representation cases, plus brief information on legal activities and freedom of information requests.

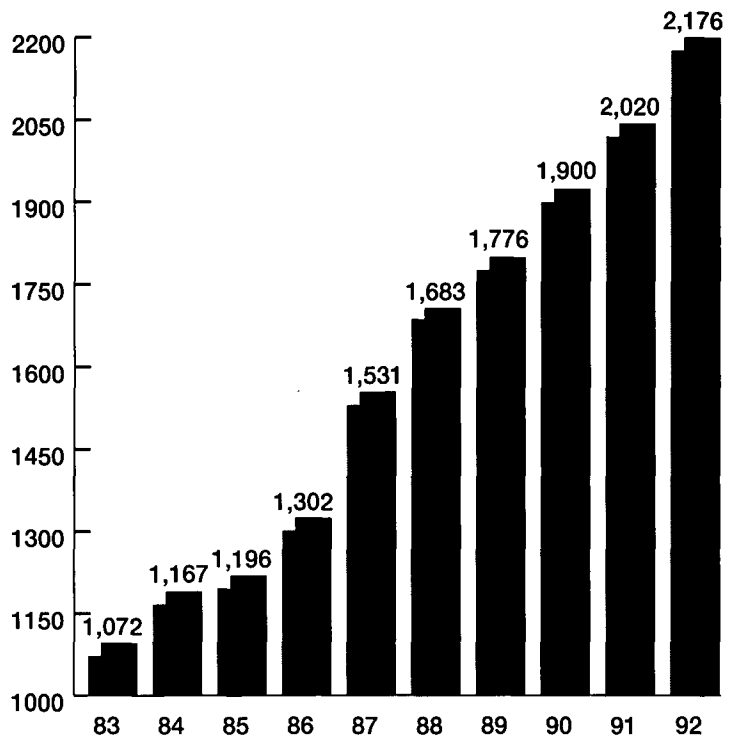
Overview of U.S. Railroad Industry

Freight Revenue Ton-Miles

(Amounts in Billions)



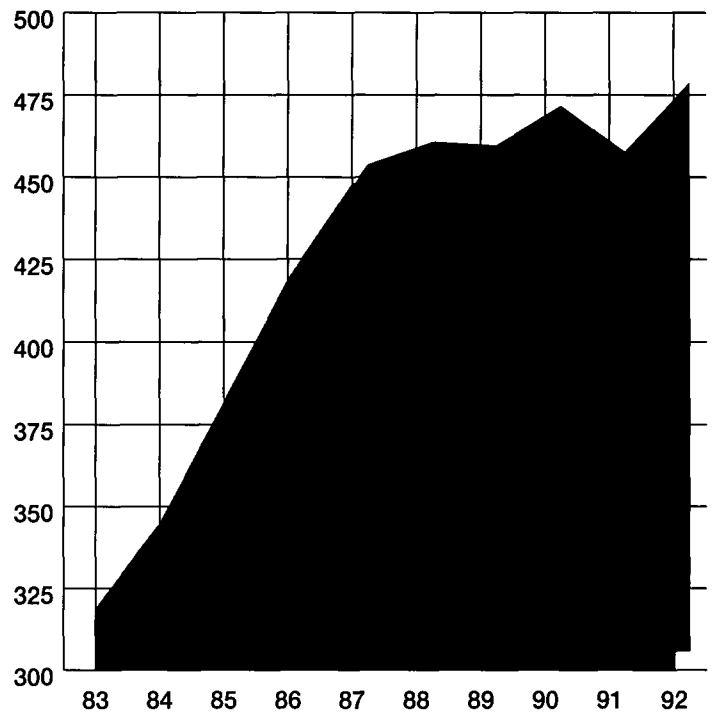
Freight Revenue Ton-Miles Per Employee Hour



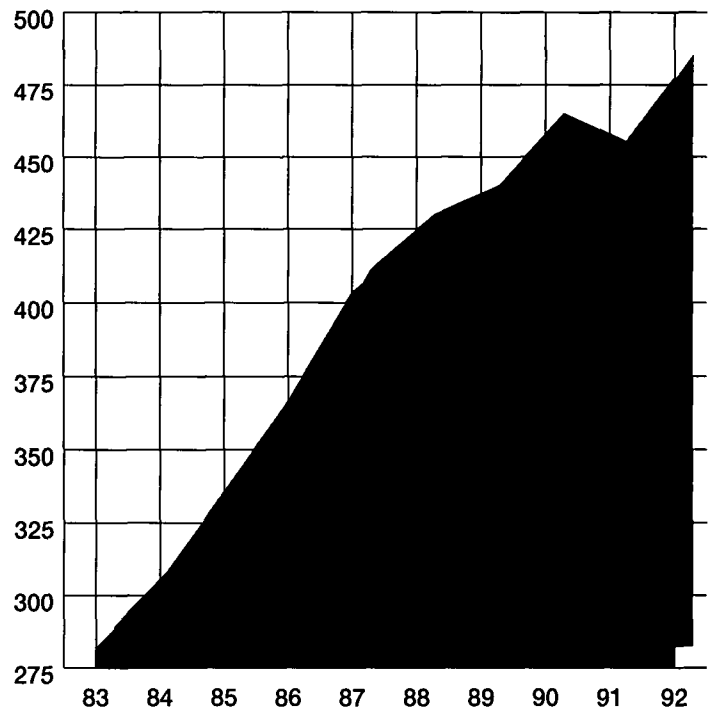
Source: Association of American Railroads.

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

**Revenue Passengers
Enplaned**
(Millions)



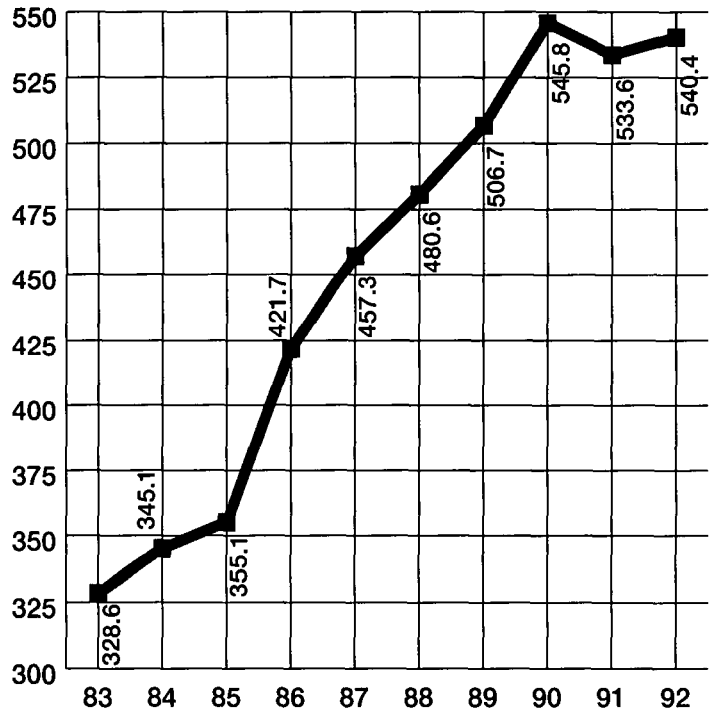
**Revenue Passenger Miles
(RPMs)**
(Billions)



Source: Air Transport Association.

Employees in the Airline Industry

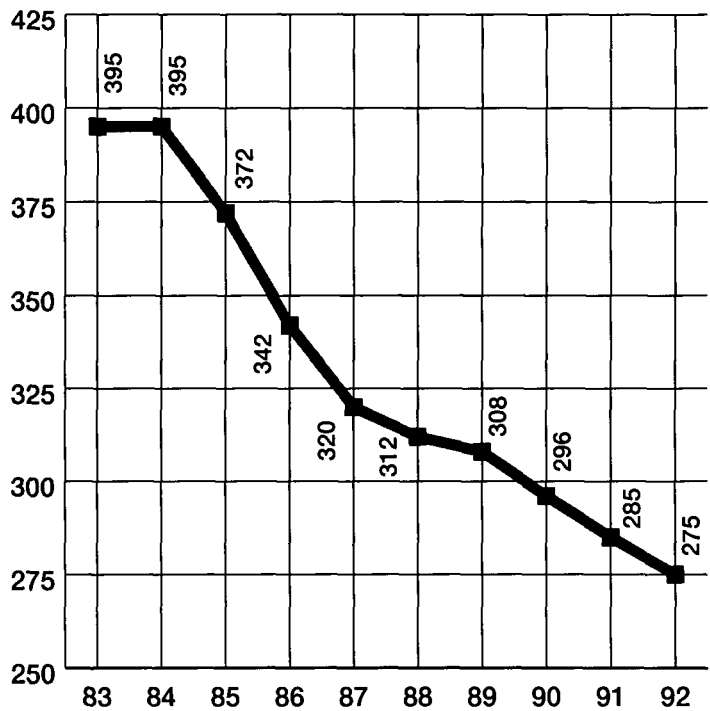
(Thousands)



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

Excess capacity and fare wars contributed to the dismal financial performance of the airline industry in FY 1991 and 1992 and to difficulties encountered in mediating peaceful settlements in both replacement and initial labor contracts. In 1992, Southwest was the only one of the nine major carriers—those with annual revenues of \$1 billion or more—that posted a net profit. The overall poor financial performance was registered even though the major carriers as a group flew 11.8 percent more revenue passenger miles in calendar 1992 than a year earlier.

The continuing losses prompted most airlines to drastically reduce or stretch out their capital spending plans for new aircraft and to pare service. Several thousand workers also were furloughed during the latter half of 1992 and a number of airlines, including Delta, Northwest, TWA, United and USAir, also sought concessions from their employees. USAir, one of the first major carriers to announce a reduction and/or delays in delivery of new aircraft on order, led the latest round of furloughs by laying off 3,800 employees in FY 1990. The “down-sizing” trend expanded to several other carriers in 1991 and 1992. Shortly after the end of FY 1992, the nation’s two largest carriers, American and United, joined the trend. In December 1992, American announced the lay-off of 500 management personnel and said 1993 would be a year of retrenchment and austerity for its operations. A month later United announced it was laying off 2,800 employees.

The industry’s pervasive financial problems were a significant factor in overall labor-management relations in both FY 1991 and 1992. Nonetheless, with the exception of the lengthy strike at Eastern Airlines before it halted operations in January 1991, there were no new strikes during this period. The strike at Eastern was launched on March 4, 1989. On January 28, 1991, 10 days after Eastern stopped flying, the IAM announced the official end of its strike that was launched 696 days earlier. It was the longest strike at any large airline in the Board’s history. A description of events leading up to the Eastern strike were detailed in the Board’s previous annual report.

The industry’s financial difficulties in FY 1991 and 1992 led to an abundance of used jetliners on the market. This contributed, in part, to the actual or planned startup of more than a dozen new small scheduled passenger airlines during 1992. These included Reno Air, which by the start of FY 1993 had five jetliners and about 525 employees, and Kiwi International, which had four jetliners and 300 employees. Other new small carriers formed during this period were Family Airlines, Skybus and UltrAir. Laker Airways, based in Freeport in the Bahamas, also switched from being a charter carrier to a scheduled operator. The Department of Transportation said a total of 22 companies filed paperwork in FY 1991 to establish airlines. This was followed by 17 more filings in FY 1992. As has been the case over the years, many of these filings did not result in the actual startup of a new carrier.

During FY 1991, the Board resolved 29 airline mediation cases, eight, or roughly one-third, more than in FY 1990. Among the larger cases resolved, based on number of employees, were new pilot contracts at the three biggest airlines—American, Delta and United—as well as at Alaska Airlines. Shortly before the close of FY 1991, a tentative agreement also was reached covering United's 16,000 flight attendants. This agreement was developed over a period of several months and was finalized on August 9, 1991, after 30 consecutive hours of uninterrupted bargaining mediated by the Board's Chairman and a staff mediator. The new 54-month contract was ratified by the union's members on September 24, 1991. Other cases settled in FY 1991 without service disruptions included new contracts for flight attendants at Air Wisconsin, Atlantic Southeast and Midway.

As mentioned earlier, negotiations between United and its largest union, the IAM, proved to be extremely difficult. Less than two months into FY 1992, the Board declared an impasse in these negotiations which involved 27,000 mechanics and related, food service, and dispatcher employees. After a proffer of arbitration was rejected, the Board ordered a 30-day cooling-off period, which was to expire at 12:01 a.m. EST, December 13, 1991. Four days before the scheduled end of the cooling-off period and a possible strike, the Board called the parties back to the table for public interest meetings by a Board Member and the staff mediator assigned to the case. After marathon talks during those last few days, the parties reached a tentative agreement one minute before the cooling-off period was to expire. The agreement subsequently was ratified by the union's members.

Mediated contracts also were achieved during the opening months of FY 1992 between United Parcel Service (UPS) and unions representing its pilots (Independent Pilots Association), and its mechanics and related employees (International Brotherhood of Teamsters). UPS and IPA entered into direct negotiations in August 1990 but they had little success in resolving any of their major issues. The Board's services were sought in April 1991 after the two sides reached an apparent stalemate. By working closely with the parties, the mediator assigned to the case steadily narrowed their differences and a tentative agreement was reached in October 1991. About two months later, in December 1991, IPA members ratified the agreement, ending what the aviation trade press billed as the longest-lived labor-management deadlock in the air express industry.

Pan Am filed for Chapter 11 bankruptcy protection on January 8, 1991. Despite numerous attempts to reorganize and keep flying, it halted all operations on December 4, 1991. Pan Am had about 22,000 employees before it vanished into aviation history after being a major fixture in the industry for most of its 64 years. Nearly 8,000 Pan Am employees—more than one-third of the total—were hired by Delta Air Lines, which purchased Pan Am's network of European routes and the former Pan Am Shuttle. There were initial expectations that the total number of ex-Pan Am employees hired by Delta might be greater. These expectations were based on a widely publicized anticipation that Delta, possibly in

concert with others, would be able to keep Pan Am's South and Central America route-structure operating as an independent entity. This effort, however, was unsuccessful.

Chicago-based Midway filed for reorganization under Chapter 11 bankruptcy on March 26, 1991, and it halted operations November 13, 1991. It had about 3,800 employees when it ceased flying. On November 27, 1991, Midway filed for liquidation under Chapter 7 of the bankruptcy code.

TWA filed its petition for reorganization under Chapter 11 on January 31, 1992. On August 3, 1992, the carrier's management said it was discussing with various parties a plan that would turn the airlines over to its creditors and employees in exchange for forgiveness by creditors of much of its indebtedness and for concessions in pay rates and work rules by its employees. Less than two weeks later, on August 15, 1992, TWA said it had reached an agreement on concessions with one of its three primary unions, the Independent Federation of Flight Attendants (IFFA). A short time later, on August 24, 1992, the carrier further announced that it had reached concessionary agreements in principle with its two other major unions, the IAM and ALPA. TWA is expected to emerge from Chapter 11 bankruptcy at some point in 1993 and its business plan indicated that members of the carrier's three primary unions would become major equity owners in the reorganized operation.

Airline Representation Disputes

In FY 1991, 26 new airline representation cases were received, while 28 were resolved. In FY 1992, 36 new cases were docketed and 39 were resolved that year. From initial docketing to final Board determinations, most representation cases were resolved in 100 days or less. Some cases required more time for a variety of reasons.

For example, the Board described in its previous annual report that it was conducting an investigation to determine whether a third re-run election should be ordered involving more than 8,000 USAir fleet service employees. This representation dispute dated to August 1989, when USAir and the former Piedmont Airlines were operationally merged and USAir became the surviving carrier. At the time operations were merged, USAir had 4,434 fleet service employees who were represented by the Teamsters Union and Piedmont had 4,263 in the same craft or class who were unrepresented. The Teamsters initially requested that the Board extend its representation certification at USAir to include the Piedmont employees, a move opposed by USAir management. The Board ordered an election noting, among other things, the comparability in numbers of unionized and non-unionized fleet service employees at USAir and Piedmont. Ballots for the first election, one of the largest conducted by the Board at the time based on the number of employees involved, 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 the election but officials of the union filed allegations that its loss was due to carrier interference in the election process. The Board conducted a thorough investigation of the allegations and determined that the

conditions required by the Railway Labor Act for a fair election were tainted. A second election was ordered.

Ballots in the second election were counted on December 12, 1990. Out of 7,236 eligible voters, the Teamsters received 2,475 votes, which was less than the majority needed to win the election. However, the Teamsters also filed allegations of carrier interference in connection with the second election and requested the Board to order a third election. During the subsequent investigation of the new allegations, a staff mediator interviewed numerous employees, supervisors and managers. Included were some individuals whose names were submitted by the Teamsters and some by USAir, as well as employees randomly selected by Board representatives from the list of eligible voters.

On April 26, 1991, the Board issued a 48-page decision that upheld the results of the second election, which resulted in the affected employees being unrepresented. In its decision, the Board said incidents attributable to USAir that it found objectionable "were isolated and not part of a systematic carrier effort." The Board further noted in its decision that there was a "significant contrast" in the carrier's approach to the second election, compared to its actions in the first election. Reviewing the record in the case as a whole, the Board found that the carrier, through the totality of its conduct, did not taint the laboratory conditions necessary for a fair election.

Investigations of allegations of election interference, whether filed by unions or by managements, are time-consuming. The two elections at USAir, coupled with the investigations of the Teamsters' allegations of carrier interference in each election, required a period of nearly two years. One mediator was assigned virtually full-time on the case from August 17, 1990 through April 26, 1991. After the first election, for example, the mediator assigned to investigate the union's allegations of election interference visited approximately 20 different USAir company sites to interview employees and management officials and to collect affidavits and other documents.

Another significant and even larger airline case during FY 1991 involved an unsuccessful attempt by the IAM to represent United Airlines' nearly 13,000 passenger service employees. Workers in this craft or class, who were located at about 130 stations throughout the country, included United's reservation, ticket, gate and air freight agents. These employees were not represented by any organization at the time. The IAM lost a Board-supervised election in 1983 to represent this same group of employees. Ballots in the latest election were counted February 14, 1991. Of the 12,909 eligible employees, the IAM received 2,967 votes. Despite losing this election, the IAM remains United's largest union through its certification as the bargaining agent for roughly 27,000 other employees, including the carrier's mechanics and related employees.

The IAM was involved in yet another sizable representation case in FY 1991, this one stemming from a bid by the Aircraft Mechanics and Fraternal Association (AMFA) to replace the IAM as the certified bargaining representative of Northwest's more than 7,500 mechanics and related employees. Election campaigning by the two unions was among the most intense in an airline represen-

tation case in recent years. When the ballots were counted on May 30, 1991, the IAM received 4,157 votes and AMFA 2,800. AMFA, however, filed allegations of carrier interference and the Board launched an investigation. The Board's investigation revealed insufficient evidence of carrier interference and the IAM was certified on December 6, 1991 as the bargaining agent for these employees.

Northwest was the scene of a second large representation election in FY 1992. This one involved the Association of Flight Attendants (AFA) challenging the then-incumbent Teamsters Union to represent Northwest's nearly 8,400 flight attendants. The mail ballot election commenced on February 6, 1992 and ended on March 12, 1992, when ballots were counted at the Board's headquarters. The high level of interest of employees in the election was reflected in the balloting. Results showed that 89.5 percent of the 8,382 eligible voters participated. Of the 7,498 votes cast, the incumbent Teamsters Union received 4,667 and the AFA 2,830. One write-in vote also was cast for the IAM and 11 ballots were ruled void.

Railroad Cases

Completion of most of the last round of national bargaining in the railroad industry, as mentioned briefly in Chapter I, laid the foundation for labor peace in this industry until FY 1995 when most of the new contracts are amendable. It also was a major factor in decreasing the Board's pending caseload figures. The Board had 22 open mediation cases stemming directly from the national bargaining process. An additional 79 mediation cases involved local issues on individual carriers which were awaiting the national settlement. Another 54 cases were indirectly related to national bargaining in that one or both of the parties in these cases exhibited unwillingness to settle their disputes until the national bargaining process was complete. Results of national bargaining traditionally have served as a benchmark for unions and rail carriers in resolving their disputes. Many, but not all, of the cases directly or indirectly affected by the national bargaining process were resolved by the end of FY 1992.

National bargaining involved 11 unions and 98 rail carriers represented by the National Railway Labor Conference (NRLC). The earlier mentioned Special Board 102-29, which Congress established under Public Law 102-29 that was enacted after a less than 24-hour strike that started on April 17, 1991, completed most of its work on July 18, 1991. Under this legislation, recommendations made earlier by Presidential Emergency Board No. 219 on wage increases, benefits and work rules, as reviewed by Special Board 102-29, became binding on the parties on July 19, 1991, and the parties reached implementing agreements by December 31, 1991. During this period, the parties attempted to reach agreements on the key issue of reductions in the size of train crews, commonly called crew consist. Almost all reached voluntary agreements but those unable to reach agreements on this issue by October 31, 1991 were required to submit their disputes to binding arbitration. Twelve arbitration panels were created relating to crew consist.

When passing Public Law 102-29, Congress included provisions in the legislation for members of Special Board 102-29 to give special consideration to the difficult financial circumstances facing Southern Pacific Railroad at that time. Negotiations and ar-

bitrations continued through the latter part of FY 1992 between the Southern Pacific and its unions to resolve their disputes. By October 31, 1992, all of these disputes were scheduled to be resolved either by voluntary agreements or by arbitration.

Stepped-up efforts by the Board to produce amicable settlements of disputes between railroads and their unions that did not participate in the national bargaining process were successful in numerous cases. However, in several cases that encompassed a total of almost four years of first direct negotiations between the parties and then mediation, the Board in early March 1992 declared an impasse in negotiations.

One of these cases involved the IAM and 40 freight railroads represented by the NRLC. There also was a related dispute between the IAM and CSX Transportation. These IAM cases were not part of the earlier nationwide settlements achieved through PEB No. 219 and Special Board 102-29 subsequently created by Congress, because the IAM had declined to join the other 10 major rail unions in a procedural agreement that ultimately led to resolution of their disputes with the carriers.

Another group of disputes that had not been settled involved Consolidated Rail Corporation (Conrail) and two of its unions—the Brotherhood of Maintenance of Way Employees (BMWE), and the Brotherhood of Locomotive Engineers (BLE). A third set of unresolved disputes involved Amtrak and 10 of its unions. Amtrak earlier reached 12 different agreements with seven of its other unions. The IAM-NRLC dispute involved about 7,800 workers, Conrail's disputes about 5,500, and Amtrak's nearly 11,000.

After declaring an impasse in the three sets of disputes, the Board announced the start of 30-day "cooling-off" periods for these disputes. The cooling-off periods expired at 12:01 a.m., April 4, 1992, after which the parties would be free to engage in self-help, including strikes or lockouts. On March 12, 1992, eight days after the start of the cooling-off periods, Conrail and the BLE agreed to submit their dispute to binding arbitration, as had been strongly urged earlier by the Board.

Prior to expiration of the cooling-off period, the Board informed the President of the serious disruption the remaining disputes could cause the transportation system and the President established, effective April 3, 1992, three Presidential Emergency Boards—PEBs 220, 221 and 222—to investigate and issue recommendations on each of the three sets of disputes. Before the PEBs began their investigations, Amtrak, aided by public interest meetings conducted by the Board, reached agreements with four of its 10 unions: the International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers & Helpers (IBB), the International Brotherhood of Firemen & Oilers (IBFO), the TCU-American Railway & Airway Supervisors Association (TCU-ARASA), and the United Transportation Union (UTU).

After the three PEBs conducted a series of hearings and obtained an extension of time to adequately complete their work, they submitted their reports to the President on May 28, 1992. With some variations, each PEB, aside from the Amtrak PEB, essentially recommended settlements similar to those suggested

more than a year earlier by PEB No. 219, recommendations that basically were upheld by the subsequently formed Special Board 102-29. The Amtrak PEB essentially recommended resolutions structured on the voluntary settlements that Amtrak and several of its other unions already had achieved.

Submission to the President of the reports by PEBs 220, 221 and 222 started a new 30-day "cooling-off" period, with the parties free to engage in self-help at 12:01 a.m. June 24, if they had not settled their differences before then. Completion of work by the PEBs, combined with the new deadline, provided added impetus to new public interest meetings conducted by the Board with the various parties. As a result of these meetings and prior to the self-help deadline, agreements were reached between Amtrak and the American Train Dispatchers Association (ATDA), the International Brotherhood of Electrical Workers (IBEW), and the Joint Council of Carmen, Helpers, Coach Cleaners & Apprentices. The latter union entity encompasses a group of Amtrak employees, some of whom are represented by the Transportation Communications Union (TCU), and some by the Transport Workers Union of America (TWU).

These agreements reduced the number of unions with unsettled disputes at Amtrak to three: about 2,100 employees represented by the BMW, another nearly 1,000 employees represented by the BLE, and about 730 employees represented by the IAM.

Besides the continuing BMW, BLE and IAM disputes at Amtrak, other disputes that still were unsettled when the 12:01 a.m. June 24 deadline expired included one between Conrail and its BMW unit, and the pair of disputes between the IAM and CSX Transportation and the major freight railroads represented by the NLR.

When the deadline expired, the IAM immediately launched a strike against CSX Transportation, but not against any other railroad. However, almost at the same time that the IAM set up picket lines at CSX Transportation, all of the other NLR-represented freight carriers shut down their operations, locking out their employees. Congress, faced with a nationwide disruption in rail service, intervened on the morning of June 24, 1992, about 10 hours after the start of the self-help actions.

During a full-day of hearings on June 24, Michael J. Boskin, Chairman of the President's Council of Economic Advisors, testified that the economy would lose about \$1 billion each day the strike and lockout continued. Other witnesses, including Andrew Card, Secretary of Transportation, also testified as to the adverse impact a shutdown of rail service would have on the economy. On June 25, the House Committee on Energy and Commerce introduced House Joint Resolution 517 to end the disruption. H.J. Res. 517 was passed the same day by the House on a 248 to 140 vote and by the Senate on an 87 to 6 vote. The President signed the bill, labeled Public Law 102-306, at 1:02 a.m. on June 26.

In passing Public Law 102-306 and ordering the employees back to work, Congress established a new 38-day "cooling-off" period and ordered binding arbitration by a neutral arbitrator of any issues the parties could not settle between themselves during that time. If voluntary agreements were not reached by the parties with the help of the arbitrator during that period, the provisions of P.L. 102-306

called for the neutral arbitrator, who was to be chosen by labor and management, to select and impose on the parties the "last best" contract offer of either the union or management. Although this type of arbitration is somewhat similar to that used in professional baseball to settle individual player salary contracts, P.L. 102-306 differed from the "baseball approach" in that it did not prevent the parties from using other mutually agreeable approaches to reach settlements. In addition, it included a three-day Presidential review period of final decisions made by the neutral arbitrators. Presidential disapproval freed the affected parties to engage in self-help, including strikes and lockouts. The provisions of P.L. 102-306 applied to all of the unsettled disputes investigated by PEBs 220, 221 and 222, and also to several tentative agreements that had been reached at that time but which had not been ratified by each union's members. If any of the tentative agreements were not ratified, they were to be subject to the P.L. 102-306 arbitration process.

On June 27, 1992, two days after Congress passed P.L. 102-306, BMWF officials announced tentative agreements with both Amtrak and Conrail. Those agreements subsequently were ratified by the union's membership at each carrier. When BMWF announced these tentative agreements, the remaining disputes subject to the binding arbitration process were reduced to those between the IAM and CSX and the IAM and the 40 freight railroads represented by the NLRC, plus the disputes between Amtrak and its BLE and IAM units. Under the legislation, absent any agreements between the parties, the three arbitrators selected for these cases had to submit their decisions to the White House by July 30, and their decisions were subject to a three-day review period by the President.

Before the Presidential review took place, however, the number of cases then subject to P.L. 102-306's arbitration process increased. This occurred on July 15, 1992, when members of the ATDA rejected the earlier-mentioned tentative agreement with Amtrak. Under P.L. 102-306's provisions, Amtrak and the ATDA continued to negotiate until August 15, and the arbitrator in this case submitted his decision to the White House on August 18.

In the Amtrak-BLE dispute, the arbitrator selected BLE's last, best offer. In the Amtrak-IAM dispute, the arbitrator selected Amtrak's last, best offer. The parties in the dispute between the IAM and CSX and the IAM and the 40 freight railroads represented by the NLRC took advantage of the provision in P.L. 102-306 that allowed changes in the arbitration process spelled out by Congress. The parties in this dispute essentially reached agreement on all but seven issues. They mutually agreed to have the arbitrator in that case resolve those issues without resorting to selection of a last, best offer by each side. On August 3, the White House announced that the President had decided he would not disapprove any of the arbitrators' decisions in these cases. Those decisions then constituted the resolution to the parties' unresolved contractual issues.

On August 18, 1992, the arbitrator in the Amtrak-ATDA dispute selected Amtrak's last, best offer and the President, after his review, let the arbitrator's decision stand.

Although major attention and Board resources were devoted to the preceding three sets of disputes, numerous other rail carrier

cases were peacefully resolved in FY 1992. These included: an agreement between the Soo Line Railroad and the ATDA; contracts with Soo Line's employees represented by the Brotherhood of Railroad Signalmen (BRS), Transportation Communications Union (TCU), and International Brotherhood of Electrical Workers (IBEW); four separate contracts between the Patapsco & Back Rivers Railroad Company and the United Transportation Union (UTU), plus another between that carrier and the United Steelworkers of America (USWA). New contracts also were obtained between USWA and the Philadelphia, Bethlehem & New England Railroad Company, plus the South Buffalo Railway Company. Still other agreements reached through mediation during FY 1992 included three between the UTU and Cuyahoga Valley Railway; two between TCU's Carmen Division and the Duluth, Missabe Railway; two between UTU and the River Terminal Railway; one between TCU and Bangor & Aroostook Railroad Company, and another involving the UTU and the Cambria & Indiana Railroad Company.

Despite a steep drop in total employment in the railroad industry the past 12 years, from about 532,000 in 1980 when Congress passed the Staggers Act that mostly deregulated railroad operations to about 275,000 in 1992, there has been little decrease in the number of labor-management contracts that must be negotiated. The number of negotiable contracts, in fact, has increased due to the significant growth in regional and short-line railroads. More than 200 of these lines have been formed since 1980. The start of most of these carriers is traceable to sales by larger railroads of trackage that they determined was either unprofitable or only marginally profitable. Many of these smaller carriers now have at least some of their employees unionized.

Commuter Railroads

A number of commuter railroad cases were successfully mediated during the 24 months covered by this report. Included were contracts involving the Long Island Rail Road and nine of its unions and two cases involving one union at Metro-North Commuter Railroad. Because many commuter railroads interact with Class I freight railroads, such as Conrail, and also with passenger-carrying Amtrak, a strike on a commuter railroad can disrupt substantial freight and passenger service beyond the railroad directly involved.

Commuter railroad fare revenues typically cover only a portion of the costs needed to operate such carriers and the deficit normally is offset by subsidies from state and local authorities, as well as from the Federal government. A number of factors have caused budgetary problems for many states and local authorities, forcing these entities to be more restrictive in approving subsidies for most types of services. The limitations on state and local funds, combined with multi-layered authority and control over the operations of most commuter lines, cause most negotiations involving these carriers to be difficult and often protracted.

Railroad Representation Disputes

Among the largest employee representation cases in the railroad industry was a long-running and complex dispute involving the Guilford Railroad Division of Guilford Transportation Industries, Inc.

(GTI) and most major rail unions. The dispute actually began between October 1986 and November 1987, when GTI leased three wholly-owned railroads to Springfield Railway Company Terminal (ST), another wholly-owned company of GTI. ST, at the time, employed about 50 workers represented by one union, the United Transportation Union (UTU), while several different unions represented various crafts and classes of workers on the other three GTI properties—the Boston & Maine Corporation (B&M), Maine Central Railway (MEC), and Portland Terminal Railroad (PT).

As a result of the lease transactions, employees of the B&M, MEC and PT became ST employees and the UTU began bargaining with ST for a contract covering the expanded number of ST employees. ST and the UTU entered into an agreement on February 14, 1989, covering all non-managerial ST employees. Among other things, the agreement established a single seniority roster for all employees and set new wage rates and other terms and conditions of employment.

On March 13, 1990, an arbitrator issued an award that essentially directed GTI to use previously negotiated union contracts on the B&M, MEC and PT to govern pay scales and work rules for the employees of the properties leased to the ST. This ruling was contested by GTI but it was upheld by the Interstate Commerce Commission on October 4, 1990. Subsequently, between November 1990 and February 1991, various unions that had represented employees on the B&M, MEC and PT filed petitions with the Board that asserted, among other things, that the GTI's leasing transactions were designed "to nullify the collective bargaining agreements" that had been in place on the B&M, MEC and PT. The petitions asked the Board to issue a determination that the B&M, MEC, PT and ST constituted a "single carrier" for employee representation purposes under the Railway Labor Act (RLA).

The Board ordered hearings held on the complex issues involved and, on July 3, 1991, issued a determination that the four GTI entities, commonly known as Guilford Railroad Division, did constitute a single transportation system. In its determination the Board said, among other things, that GTI's lease transactions "were motivated by a desire to increase efficiency by eliminating work rules and craft and class lines" among union-represented workers. The Board said that, in carrying out its responsibilities under the RLA, it could not permit GTI "to frustrate representation rights through lease transactions." The Board, however, refused requests from various rail unions that their representation rights on the individual leased lines be extended to cover their craft or class throughout the entire single transportation system. The determination, however, left open the door for the various unions to file applications for representation elections, which they did.

After appropriate investigations of the applications, the Board ordered that 11 representation elections be held. Completed in November 1992, results showed that the UTU won two of the elections but lost to challengers in seven others. In the remaining two elections, an insufficient number of voters cast ballots for them to qualify as valid elections under the Board's rules and procedures. Affected employees in these two elections, therefore, became unrepresented.

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.

During FY 1991, three days of oral hearings were conducted by a hearing officer on the above-described complex issue of whether four wholly-owned subsidiaries of Guilford Transportation Industries, Inc., comprised a single transportation system for purposes of employee representation under the Railway Labor Act.

There also was one oral hearing in Fiscal 1992. In June 1992, a hearing officer conducted two days of oral hearings to compile a record on factual differences between the parties on whether two jointly managed carriers that do not share common ownership, USAir, Inc., and the USAir Shuttle (formerly Trump Shuttle), comprised a single transportation system. The Board in this case found that USAir and USAir Shuttle did comprise a single transportation system and an election subsequently was ordered and conducted among fleet service employees on the combined system.

Litigation Activities

The Board's general counsel handled 40 legal cases in FY 1991 and closed 24 during the 12-month period. The number of cases closed was the same as in the previous year. Some cases involved complex pleading issues, including some not previously before the courts. Other than suits associated with the arbitration process, most cases involved challenges to representation decisions. Some of the latter involved complex cases concerning the Board's authority to resolve representation issues arising out of mergers and acquisitions in the railroad industry.

In FY 1992, the Board's general counsel handled 37 litigation cases and closed 21. As in the previous year, some cases involved issues not previously before the courts, requiring proportionately greater staff resources per case. Similar to the situation a year earlier, the Board's representation responsibilities accounted for the largest category of litigation activity during this 12-month period.

Responding to Freedom of Information Requests

During FY 1991, the Board received 54 requests for information to be released under the Freedom of Information Act. Only four were denied in whole or in part. For FY 1992, there were 64 requests, eight of which were denied in whole or in part. Rejections occur either because documents are restricted from disclosure under specific statutory exemptions, or when not enough information is provided by those making the requests to retrieve particular documents.

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. Re-

quests must be in writing to the Executive Director, National Mediation Board, Washington, DC 20572.

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. This responsibility 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 overall caseload—cases pending and unsettled—remained at a relatively high level at the start of both FY 1991 and FY 1992 but there was a significant decrease by the end of the 24-month period covered by this report. As in the recent past, mediation cases dominated the Board's caseload.

At the start of FY 1991, the Board had 422 mediation and employee representation cases pending and unresolved and 401 at the beginning of FY 1992.

When FY 1992 came to a close, this number had been reduced to 184—20 employee representation and 164 mediation cases. The 164 mediation cases compared to 373 at the end of FY 1991 and 398 two years earlier. It was the lowest level in more than a decade. The significant decrease reflected a concerted and successful effort by the Board and its cadre of mediators to conclude numerous railroad cases that realistically had awaited the outcome of the last round of national bargaining between the nation's largest railroads and the industry's major unions.

The Board received no cases for interpretation during the 24-month period covered by this report, which was not unusual. Only 145 interpretation cases have been docketed in the 58-year period 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, benefits 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. There were three interest arbitration cases in FY 1991 and one in FY 1992.

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 the 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. There were no Arbitration Task Force decisions in FY 1991 or in FY 1992.

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 carrier's 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 the 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. There were no new rulings by this board in FY 1991 and one in FY 1992.

IV. Organization and Finances of the National Mediation Board 1991-1992

Located at 1301 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 his or her 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 annually designate one member to serve as chairman.

Subject to the Board's direction, administration is the responsibility of the Executive Director. The agency has 54 employees. This number includes 16 field mediators stationed at strategic locations throughout the country. After consolidation of most of the Board's administrative support for Section 153 matters at its new headquarters, some Board employees likely will remain in Chicago to provide administrative support for the National Railroad Adjustment Board, which is headquartered there.

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 1991 and 1992, all of whom were selected through Civil Service procedures, are:

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

*Became Asst. Executive Director September 8, 1991.

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 1991

In fiscal year 1991, the Congress appropriated \$6,514,000. Accounting for all moneys appropriated by Congress for the fiscal year 1991, pursuant to the authority conferred by the Railway Labor Act approved May 20, 1926 (amended June 21, 1934):

Expenses and obligations:	<i>1991 Actual</i>
Personnel compensation	\$4,387,000
Personnel benefits	478,000
Travel and transportation of persons	439,000
Transportation of things	8,000
Rental payments to GSA	412,000
Other rent, communications and utilities	193,000
Printing and reproduction	47,000
Other services	152,000
Supplies and materials	44,000
Equipment	96,000
Unobligated balance, lapsing	258,000
	<u>\$6,514,000</u>

NMB Financial Statement for FY 1992

In fiscal year 1992, the Congress appropriated \$6,775,000. Accounting for all moneys appropriated by Congress for the fiscal year 1992, pursuant to the authority conferred by the Railway Labor Act approved May 20, 1926 (amended June 21, 1934):

Expenses and obligations:	<i>1992 Actual</i>
Personnel compensation	\$4,609,000
Personnel benefits	545,000
Travel and transportation of persons	437,000
Transportation of things	9,000
Rental payments to GSA	428,000
Other rent, communications and utilities	202,000
Printing and reproduction	73,000
Other services	217,000
Supplies and materials	45,000
Equipment	210,000
Unobligated balance, lapsing	(Zero)
	<u>\$6,775,000</u>

V. The National Railroad Adjustment Board

In 1934, Congress 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.

The NRAB and its four divisions adjust less than 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 was established and are described later in this report.

When members of any of the four NRAB divisions cannot agree on an award for a dispute being considered because of a deadlock or an inability to obtain a 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, the Act provides that the National Mediation Board will select the neutral, who sometimes also is called a referee.

The actions and qualifications of these individuals are implicit in the Act’s designation of such individuals as a “neutral person.” In appointing neutrals, 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 be wholly disinterested in the controversy, impartial, and without bias as relates to the parties in dispute. As required by the Railway Labor Act, persons serving as neutrals or referees for the NRAB’s four divisions are compensated by the Federal government through the National Mediation Board. The names of all appointed individuals and their compensation are listed in Appendix A.

During FY 1991, the NRAB and its four divisions docketed 1,048 new cases, while resolving 792. In FY 1992, the NRAB docketed 930 new cases and closed 852. At the end of FY 1991, the

NRAB and its four divisions had 1,582 cases open and pending. The comparable figure at the end of FY 1992 was 1,660.

Special Boards of Adjustment— Railroads

Special Boards of Adjustment, or SBAs, 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 appropriate division of the NRAB for adjudication but, in these instances, the parties by voluntary agreement adopt the procedures of an SBA to ensure prompt disposition of disputes. Concurrence of both parties is required to establish an SBA.

SBAs 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 also pays for the neutral's services and expenses. The first SBA was established in 1949, 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 NRAB's four divisions.

During FY 1991, SBA tribunals docketed a total of 1,465 new cases, while they resolved 1,619 during the same period. At the end of FY 1991, SBAs had a combined total of 2,318 cases pending. In FY 1992, SBA tribunals received 1,400 new cases and closed 1,944. SBA cases pending at the end of FY 1992 totaled 1,774, down significantly from the number at the same point a year earlier.

Public Law Boards—Railroads

In 1966, Public Law 89-456 was enacted which amended certain provisions of the Railway Labor Act. The amendments authorize the establishment of Special Boards of Adjustment that can be designated Public Law Boards (PLBs) on individual railroads. PLBs resolve disputes that otherwise are referable to one of the NRAB's four divisions, or disputes that have been pending before the NRAB for 12 months or longer. PLBs can be established upon the written request of either the collective bargaining representative for a craft or class of employees, or the railroad's management. Unlike the earlier mentioned SBA tribunals, which require the concurrence of both parties before they can be established, PLBs can be established by either party without the concurrence of the other. P.L. 89-456 also makes final all awards of the NRAB and Special Boards of Adjustment designated as PLBs that are 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 the establishment of Special Boards of Adjustment and their designation as PLBs, as well as the filing of agreements and disposition of records. Neutral members of PLBs are appointed by the National Mediation Board only if the parties are unable to select a neutral chairperson themselves. Besides neutrals appointed to dispose of disputes involving grievances, interpretation

or application of collective bargaining agreements, neutrals also may be appointed to dispose of procedural issues that arise regarding establishment of a PLB itself.

Employee protection provisions of the Northeast Rail Service Act of 1981 increased the caseload of PLBs. Under this 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 1991, PLBs received 3,768 new cases and closed 3,718, with 7,004 cases open and pending at the end of the year. In FY 1992, PLBs received 5,425 cases and resolved 4,155, with 8,274 open and pending at the close of the year.

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, the National Mediation Board is asked to select these individuals. These neutral referees are compensated solely by the parties and serve without cost to the Federal government. Persons designated by the National Mediation Board 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, railroads 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 establish 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 that 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 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 that 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. In 1936, the Act was extended to include the airlines. In 1981, the Northeast Rail Service Act was passed by Congress and added to the RLA an 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 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 procedural machinery for adjusting labor 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 changes to 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 direct 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.

Resolving Major Disputes

Either party involved may announce intentions to change an existing agreement. The procedure for this action 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 dispute 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 under 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, tal-

ents, and 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 entity 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 1992, there were 208 presidentially-appointed emergency boards established under Section 510 of the Act. Nearly 85 percent of all of these boards, commonly called “Section 10” boards, dealt with disputes in the railroad industry. Use of such boards has declined dramatically over the years. For example, from 1940 through 1949, 72 Section 10 presidential emergency boards were created. In contrast, during the 1960 through 1969 period, the total declined to 51, and from 1980 through 1989 there were only 14. One presidential board was established in FY 1990, none in FY 1991, and three in FY 1992.

Since the National Mediation Board was established in 1934 under the Railway Labor Act, only 34 Section 10 presidential boards have been created to deal with airline disputes. There has not been an airline emergency board appointed by the President since 1966. Collective bargaining resolves most disputes in the air-

line industry. When direct negotiations between the parties fail to produce an agreement, the series of steps required under the Act generally have been successful in minimizing 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 up to two successive emergency boards under Section 159A. The President is required to establish an emergency board upon such a request. These commonly are called "Section 9A" emergency boards. Section 159A effectively provides an up to eight-month emergency dispute procedure during which time the status quo must be maintained by the parties. No Section 9A emergency boards were established during the 24 months covered by this report.

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

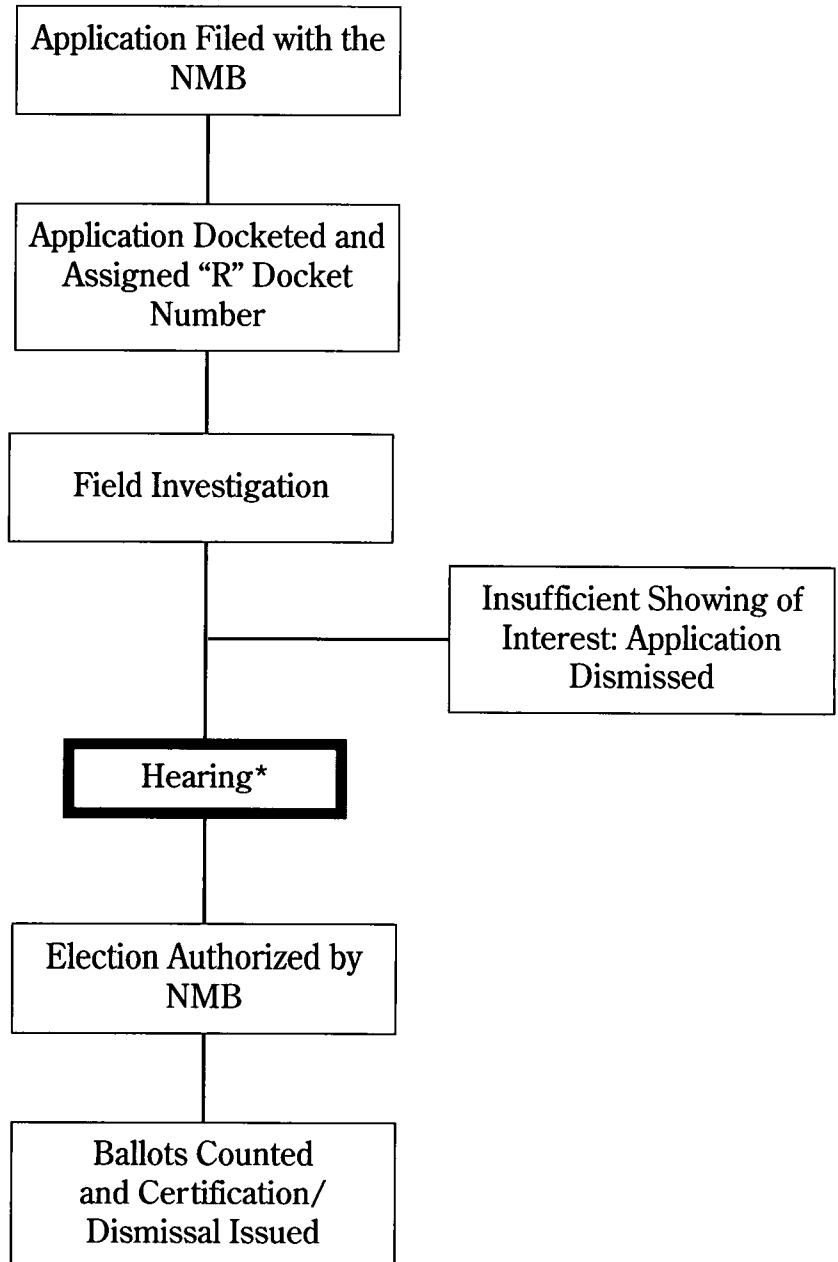
In the labor field, the railroads were the first to be governed by Federal legislation. Now there has been more than a century of experience of Federal assistance since President Cleveland signed the Arbitration Act of 1888.

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 considering negotiations on a carrier-by-carrier basis, similar to the airlines.

Mediation is used when unresolved issues and situations come to a head in disputes. 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.

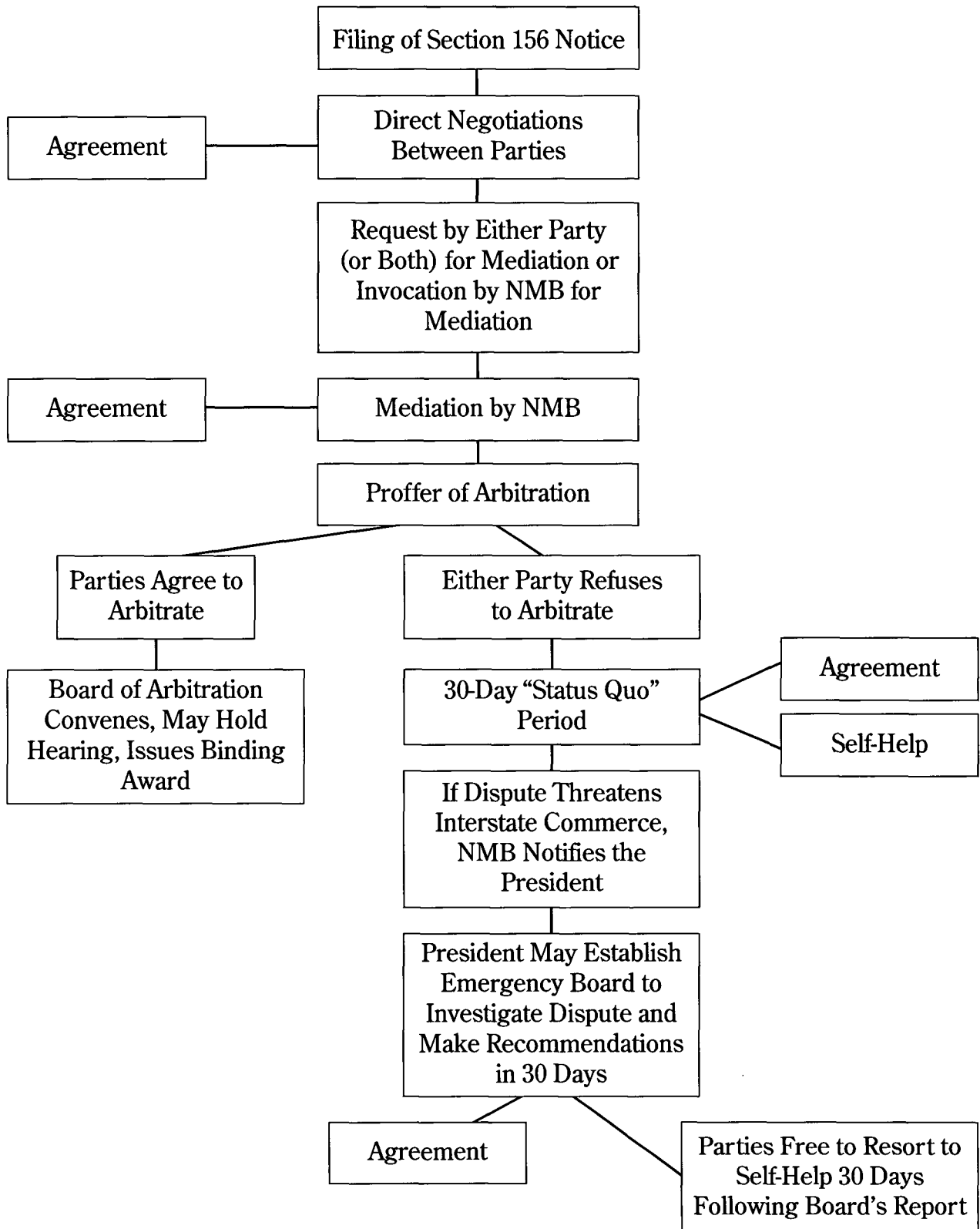
Despite the passage of time and changing social and business philosophy, the Act and its application have withstood the tests. Now, even more than in the past, transportation is a key to economic and social well-being. The industries covered by the Railway Labor Act continue to be vital.

Representation Procedure Under the Railway Labor Act

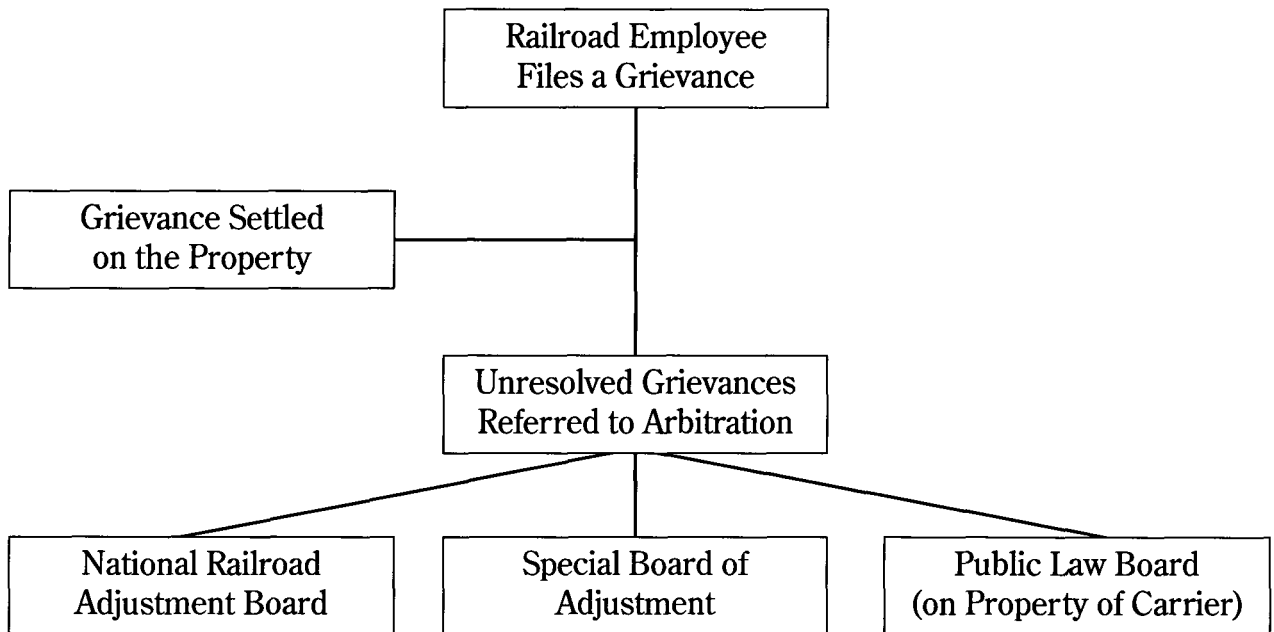


*Conducted only when determined by the Board to be necessary.

Collective Bargaining Process Under the Railway Labor Act

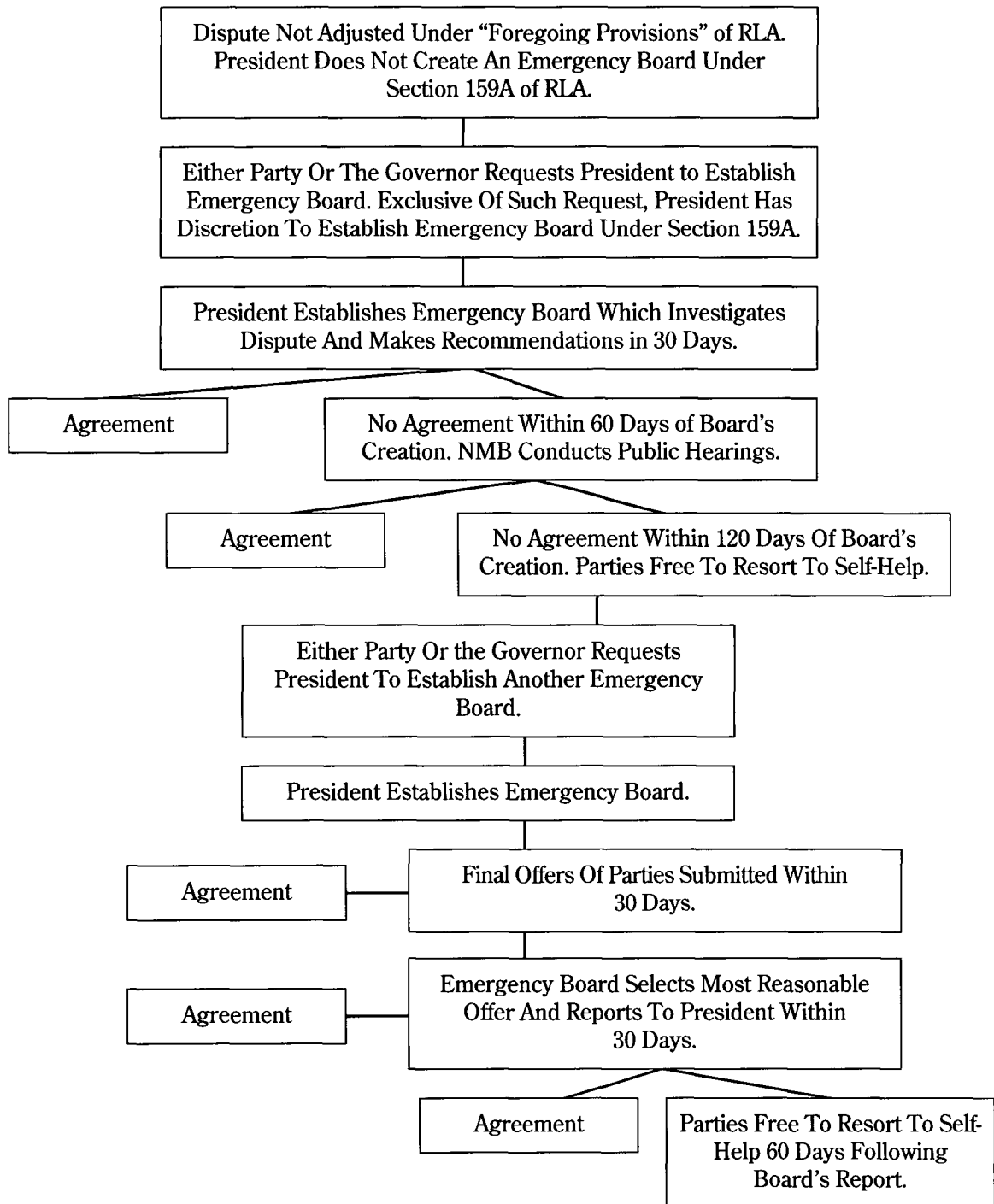


Grievance Machinery for Railroads Under the Railway Labor Act



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 1991

TABLE 1.—Number of Cases Received and Closed Out During Fiscal Years 1935–1991

Status of Cases	57-Year Period 1935–1991	1991	1990	1989	1988	1987	1986
All Types of Cases							
Cases Pending and Unsettled at Beginning of Period	96	¹ 422	400	¹ 391	346	415	344
New Cases Docketed	¹ 18,525	150	220	355	197	198	238
Total Cases on Hand and Received	18,621	572	620	746	543	613	582
Cases Closed	18,220	171	197	346	161	267	167
Cases Pending and Unsettled at End of Period	401	401	423	400	382	346	415
Representation Cases							
Cases Pending and Unsettled at Beginning of Period	24	25	19	17	11	19	18
New Cases Docketed	6,058	74	84	³ 102	74	75	79
Total Cases on Hand and Received	6,082	99	103	119	85	94	97
Cases Closed	6,054	71	78	100	68	83	78
Cases Pending and Unsettled at End of Period	28	28	25	19	17	11	19
Mediation Cases							
Cases Pending and Unsettled at Beginning of Period	72	¹ 397	381	¹ 374	335	396	326
New Cases Docketed	¹ 12,467	76	136	² 253	123	123	159
Total Cases on Hand and Received	12,539	473	517	627	458	519	485
Cases Closed	12,166	100	119	246	93	184	8
Cases Pending and Unsettled at End of Period	373	373	398	381	365	335	396
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	0	0
Total Cases on Hand and Received	145	0	0	0	0	0	0
Cases Closed	145	0	0	0	0	0	0
Cases Pending and Unsettled at End of Period	0	0	0	0	0	0	0

¹ Caseload adjusted due to actual count.

² Figures adjusted to include 15 administratively reopened mediation cases.

³ Figures adjusted to include 1 administratively reopened representation case.

TABLE 2.—Representation Case Disposition By Craft or Class, Employees Involved and Participating, October 1, 1990 to September 30, 1991

	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	42	42	814	441	29	29	23,367	7,001
Disposition:								
Certification	8	8	454	363	17	17	1,873	1,129
Dismissals	34	34	360	78	12	12	21,494	5,872

TABLE 3.—Number of Cases Closed by Major Groups of Employees, October 1, 1990 to September 30, 1991

	All Types of Cases	Representation Cases	Mediation Cases	Interpretation Cases
Grand Total, All Groups of Employees	171	71	100	0
Railroad Total	113	42	71	0
Agents, Telegraphers & Towermen	0	0	0	0
Boilermakers and Blacksmiths	4	3	1	0
Brakemen	0	0	0	0
Carmen	14	2	12	0
Clerical, Office, Station and Storehouse	10	3	7	0
Conductors	0	0	0	0
Dining Car Employees, Train and Pullman Porters	0	0	0	0
Electricians	4	2	2	0
Firemen and Oilers	2	1	1	0
Locomotive Engineers	16	5	11	0
Locomotive Firemen & Hostlers	4	1	3	0
Machinists	6	1	5	0
Maintenance of Way	6	3	3	0
Marine Service	2	1	1	0
Mechanical Foremen and/or Supervisors of Mechanics	2	0	2	0
Police Officers Below the Rank of Captain	3	3	0	0
Sheet Metal Workers	3	1	2	0
Signalmen	9	4	5	0
Subordinate Officials, Maintenance of Equipment Dept	2	2	0	0
Subordinate Officials, Maintenance of Way Dept	0	0	0	0
Technical Engineers, Architects, Draftsmen and Allied Workers ..	1	1	0	0
Train Dispatchers	7	3	4	0
Train, Engine and Yard Service	5	2	3	0
Yardmasters	2	0	2	0
Combined Groups, Railroad	4	2	2	0
Miscellaneous Railroad	7	2	5	0

**TABLE 3.—Number of Cases Closed by Major Groups of Employees,
October 1, 1990 to September 30, 1991—Continued**

	All Types of Cases	Represen- tation Cases	Mediation Cases	Interpre- tation Cases
Airline Total	58	29	29	0
Commissary/Catering Employees	0	0	0	0
Fleet and Passenger Service	2	1	1	0
Fleet Service	4	3	1	0
Flight Attendants	12	4	8	0
Flight Deck Crew Members	2	2	0	0
Flight Dispatchers	6	3	3	0
Flight Engineers	1	1	0	0
Guards	2	2	0	0
Mechanics and Related	6	2	4	0
Meteorologists	0	0	0	0
Office Clerical	2	2	0	0
Office Clerical, Fleet and Passenger Service	2	0	2	0
Passenger Service	3	3	0	0
Pilots	10	4	6	0
Radio and Teletype Operators	1	0	1	0
Stock and Stores	2	2	0	0
Combined Groups, Airline	1	0	1	0
Miscellaneous Airline	2	0	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, 1990 to September 30, 1991**

Major Groups of Employees	Number of Cases	Number of Craft or Class Determi- nations	Em- ployees Number	Involved Percent ¹
Grand Total, All Groups of Employees	71	71	24,181	100
Railroad Total	42	42	814	3
Agents, Telegraphers & Towermen	0	0	0	0
Boilermakers and Blacksmiths	3	3	0	0
Brakemen	0	0	0	0
Carmen	2	2	2	(*)
Clerical, Office, Station and Storehouse Employees	3	3	18	(*)
Conductors	0	0	0	0
Dining Car Employees, Train and Pullman Porters	0	0	0	0
Electricians	2	2	0	0
Firemen & Oilers	1	1	0	0
Locomotive Engineers	5	5	163	1
Locomotive Firemen & Hostlers	1	1	0	0
Machinists	1	1	0	0

TABLE 4.—Number of Craft or Class Determinations and Number of Employees Involved in Representation Cases, By Major Groups of Employees, October 1, 1990 to September 30, 1991—Con.

Major Groups of Employees	Number of Cases	Number of Craft or Class Determinations	Employees Number	Involved ¹ Percent
Maintenance of Way.....	3	3	66	(*)
Marine Service	1	1	113	(*)
Mech. Dept. Foremen and/or Supervisors of Mechanics	0	0	0	0
Police Officers Below the Rank of Captain	3	3	223	1
Sheet Metal Workers.....	1	1	0	0
Signalmen	4	4	24	(*)
Subordinate Officials, Maintenance of Equipment Dept.....	2	2	0	0
Subordinate Officials, Maintenance of Way	0	0	0	0
Tech. Engineers, Architects, Draftsmen and Allied Workers	1	1	54	(*)
Train Dispatchers.....	3	3	0	0
Train, Engine & Yard Service.....	2	2	136	1
Yardmasters	0	0	0	0
Combined Groups, Railroad	2	2	7	(*)
Miscellaneous, Railroad	2	2	8	(*)
Airline Total	29	29	23,367	97
Commissary Employees.....	0	0	0	0
Fleet and Passenger Service	1	1	0	0
Fleet Service Employees	3	3	7,236	30
Flight Attendants.....	4	4	938	4
Flight Deck Crew Members	2	2	222	1
Flight Dispatchers	3	3	257	1
Flight Engineers	1	1	29	(*)
Guards	2	2	4	(*)
Mechanics and Related	2	2	170	(*)
Meteorologists.....	0	0	0	0
Office Clerical Employees	2	2	43	(*)
Office, Clerical, Fleet and Passenger Service Employees	0	0	0	0
Passenger Service Employees	3	3	13,074	54
Pilots.....	4	4	1,380	6
Radio and Teletype Operators.....	0	0	0	0
Stock and Stores Employees	2	2	14	(*)
Combined Groups, Airline	0	0	0	0
Miscellaneous, Airline.....	0	0	0	0

*Less than 1 percent.

¹ Percent listing for each group represents the percentage of the 24,181 employees involved in all railroad and airline cases in fiscal 1991.

**TABLE 5.—Number of Crafts or Classes Certified and Employees Involved in Various Types of Representation Cases,
October 1, 1990 to September 30, 1991**

	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.....	3	50	(*)	0	0	0	3	50	(*)
Proved Authorizations.....	0	0	0	0	0	0	0	0	0
Representation Changed:									
Elections.....	2	100	(*)	3	282	1	5	382	1
Proved Authorizations.....	0	0	0	0	0	0	0	0	0
Representation Unchanged:									
Elections.....	0	0	0	0	0	0	0	0	0
Proved Authorizations.....	0	0	0	0	0	0	0	0	0
Total, Railroad.....	5	150	1	3	282	1	8	432	2
Airlines									
Representation Acquired:									
Elections.....	14	1,768	7	0	0	0	14	1,768	7
Proved Authorizations.....	0	0	0	0	0	0	0	0	0
Representation Changed:									
Elections.....	2	27	(*)	0	0	0	2	27	(*)
Proved Authorizations.....	0	0	0	0	0	0	0	0	0
Representation Unchanged:									
Elections.....	1	78	(*)	0	0	0	1	78	(*)
Proved Authorizations.....	0	0	0	0	0	0	0	0	0
Total, Airline	17	1,873	7	0	0	0	17	1,873	7
Total, Combined Railroad and Airlines ..	22	2,023	8	3	282	1	25	2,305	9

*Less than 1 percent.

¹ Percent listing for each group represents the percentage of the 24,181 employees involved in all railroad and airline cases in fiscal 1991.

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, 1991

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	Tele- graphers	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, 1991—Continued

Railroad	Machinists	Boiler-makers and Blacksmiths	Sheet Metal Workers	Electrical Workers	Carmen & Coach Cleaners	Power House Em'ees and Rwy. Shop Laborers	Rwy Signalmen	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	(*)	(*)
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, 1991—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, 1991

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	—	TWU	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
Continental Airlines, Holdings.	—	—	TWU	IAM&AW	—	—	—	—
Delta Air Lines, Inc.	ALPA	—	PAFCA	—	—	—	—	—
Eastern Air Lines, Inc.*.	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	—	IBT	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	IBT
Southwest Airlines, Inc.	SAPA	—	SAEA	TWU	—	IBT	IAM&AW ²	IBT
Trans World Airlines, Inc.	ALPA	—	TWU	IFFA ³	—	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	—	IAM&AW

* Ceased operations in 1991.

¹ Fleet Service Employees only.² Passenger Service Employees only.³ 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
IBF	International Brotherhood of Fabricators
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
SAPLA	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 Industries: Fiscal Year 1991

(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, 1991

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 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

TABLE 9.—Interest Arbitration Cases as of September 30, 1991—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, 1991—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 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
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

TABLE 9.—Interest Arbitration Cases as of September 30, 1991—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
519.....	Southern Pacific Transp. Co.....	UTU	Interdivisional service
520.....	Consolidated Rail Corp	BLE	Switching limits
522.....	Union Pacific Railroad Co	BLE	Interdivisional service

TABLE 10.—Arbitration Task Force Decisions as of September 30, 1991

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, 1991**

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.....				12-12-87
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, 1991—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, 1986 to September 30, 1991**

Cases	57 Year Period	1991	1990	1989	1988	1987	1986
ALL DIVISIONS							
Open and on hand at beginning of period	—	*1,325	*1,177	*1,339	1,742	*1,710	*1,745
New cases docketed.....	90,961	1,063	821	721	951	916	1,025
Total number of cases on hand and docketed	90,961	2,388	1,998	2,060	2,693	2,626	2,770
Cases closed.....	89,355	782	702	881	1,343	884	1,059
Decided without referee	12,918	13	2	7	296	2	0
Decided with referee.....	49,470	670	620	766	830	837	977
Withdrawn	26,967	99	80	108	217	45	82
Open cases on hand at close of period	1,606	1,606	1,296	1,179	1,350	1,742	1,711
FIRST DIVISION							
Open and on hand at beginning of period	—	73	*72	64	54	44	*45
New cases docketed.....	43,810	84	77	71	71	38	27
Total number of cases on hand and docketed	43,810	157	149	135	125	82	72
Cases closed.....	43,727	74	76	61	61	28	28
Decided without referee	10,921	1	0	0	0	0	0
Decided with referee.....	13,168	72	73	60	53	26	24
Withdrawn	19,638	1	3	1	8	2	4
Open cases on hand at close of period	83	83	73	74	64	54	44
SECOND DIVISION							
Open and on hand at beginning of period	—	*244	229	226	282	*471	655
New cases docketed.....	12,332	374	147	188	172	165	220
Total number of cases on hand and docketed	12,332	618	376	414	454	636	875
Cases closed.....	11,931	217	161	185	228	354	403
Decided without referee	736	0	0	0	0	1	0
Decided with referee.....	10,003	207	147	172	215	335	373
Withdrawn	1,192	10	14	13	13	18	30
Open cases on hand at close of period	401	401	215	229	226	282	472

**TABLE 12.—Cases Docketed and Closed by the National Railroad Adjustment Board:
October 1, 1986 to September 30, 1991—Continued**

Cases	57 Year Period	1991	1990	1989	1988	1987	1986
THIRD DIVISION							
Open and on hand at beginning of period	—	950	837	979	1,332	1,101	924
New cases docketed.....	29,973	548	546	410	649	648	684
Total number of cases on hand and docketed	29,973	1,498	1,383	1,389	1,981	1,749	1,608
Cases closed.....	28,917	442	433	552	1,002	417	507
Decided without referee	1,255	12	1	7	296	1	0
Decided with referee.....	22,754	343	372	455	515	401	472
Withdrawn	4,908	87	60	1	191	15	35
Open cases on hand at close of period	1,056	1,056	950	837	979	1,332	1,101
FOURTH DIVISION							
Open and on hand at beginning of period	—	58	39	*70	74	94	121
New cases docketed.....	4,846	57	57	52	59	65	94
Total number of cases on hand and docketed	4,846	115	90	122	133	159	215
Cases closed.....	4,780	49	32	83	52	85	121
Decided without referee	4	0	1	0	0	0	0
Decided with referee.....	3,573	48	28	79	47	75	108
Withdrawn	1,203	1	3	4	5	10	13
Open cases on hand at close of period	66	66	58	39	81	74	94

*Adjusted Figure.

Tables—FY 1992

TABLE 1.—Number of Cases Received and Closed Out During Fiscal Years 1935–1992

Status of Cases	58-Year Period 1935–1992	1992	1991	1990	1989	1988	1987
All Types of Cases							
Cases Pending and Unsettled at Beginning of Period	96	401	¹ 422	400	391	346	415
New Cases Docketed	18,646	121	150	220	355	197	198
Total Cases on Hand and Received	18,742	522	572	620	746	543	613
Cases Closed	18,558	338	171	197	346	161	267
Cases Pending and Unsettled at End of Period	184	184	401	423	400	382	346
Representation Cases							
Cases Pending and Unsettled at Beginning of Period	24	28	25	¹ 19	17	11	19
New Cases Docketed	6,121	63	74	84	³ 102	74	75
Total Cases on Hand and Received	6,145	91	99	103	119	85	94
Cases Closed	6,125	71	71	78	100	68	83
Cases Pending and Unsettled at End of Period	20	20	28	25	¹ 19	17	11
Mediation Cases							
Cases Pending and Unsettled at Beginning of Period	72	373	¹ 397	381	374	335	396
New Cases Docketed	12,525	58	76	136	² 253	123	123
Total Cases on Hand and Received	12,597	431	473	517	627	458	519
Cases Closed	12,433	267	100	119	246	93	184
Cases Pending and Unsettled at End of Period	164	164	373	398	¹ 381	365	335
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	0	0
Total Cases on Hand and Received	145	0	0	0	0	0	0
Cases Closed	145	0	0	0	0	0	0
Cases Pending and Unsettled at End of Period	0	0	0	0	0	0	0

¹ Caseload adjusted due to actual count.

² Figures adjusted to include 15 administratively reopened mediation cases.

³ Figures adjusted to include 1 administratively reopened representation case.

TABLE 2.—Representation Case Disposition By Craft or Class, Employees Involved and Participating, October 1, 1991 to September 30, 1992

FY 1992	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	33	33	2,028	1,372	38	38	18,353	15,599
Disposition:								
Certification	24	24	1,983	1,363	9	9	16,869	15,203
Dismissals	9	9	45	9	29	29	1,484	396

TABLE 3.—Number of Cases Closed by Major Groups of Employees, October 1, 1991 to September 30, 1992

	All Types of Cases	Representation Cases	Mediation Cases	Interpretation Cases
Grand Total, All Groups of Employees	338	71	267	0
Railroad Total	271	33	238	0
Agents, Telegraphers & Towermen	1	0	1	0
Boilermakers and Blacksmiths	9	1	8	0
Brakemen and Conductors	3	0	3	0
Carmen	19	4	15	0
Clerical, Office, Station and Storehouse	24	2	22	0
Conductors	2	1	1	0
Dining Car Employees, Train and Pullman Porters	0	0	0	0
Electricians	13	1	12	0
Firemen and Oilers	8	1	7	0
Locomotive Engineers	19	2	17	0
Locomotive Firemen & Hostlers	2	0	2	0
Longshoremen	2	0	2	0
Machinists	19	1	18	0
Maintenance of Way	21	5	16	0
Marine Service	1	0	1	0
Mechanical Foremen and/or Supervisors of Mechanics	2	1	1	0
Police Officers Below the Rank of Captain	3	2	1	0
Sheet Metal Workers	11	1	10	0
Signalmen	12	1	11	0
Subordinate Officials, Maintenance of Equipment Dept.	1	1	0	0
Subordinate Officials, Maintenance of Way Dept.	1	0	1	0
Supervisors	9	0	9	0
Technical Engineers, Architects, Draftsmen and Allied Workers ..	3	1	2	0
Train Dispatchers	13	2	11	0
Train, Engine and Yard Service	49	3	46	0
Yardmasters	6	1	5	0
Combined Groups, Railroad	13	1	12	0
Miscellaneous Railroad	5	1	4	0

**TABLE 3.—Number of Cases Closed by Major Groups of Employees,
October 1, 1991 to September 30, 1992—Continued**

	All Types of Cases	Representa- tion Cases	Mediation Cases	Interpre- tation Cases
Airline Total	67	38	29	0
Commissary/Catering Employees	2	1	1	0
Fleet and Passenger Service	2	2	0	0
Fleet Service	2	0	2	0
Flight Attendants	11	7	4	0
Flight Deck Crew Members	5	2	3	0
Flight Dispatchers	4	4	0	0
Flight Engineers	2	1	1	0
Guards	0	0	0	0
Mechanics and Related	13	8	5	0
Meteorologists	0	0	0	0
Office Clerical	0	0	0	0
Office Clerical, Fleet and Passenger Service	2	0	2	0
Passenger Service	5	3	2	0
Pilots	11	4	7	0
Radio and Teletype Operators	0	0	0	0
Stock and Stores	3	3	0	0
Combined Groups, Airline	2	0	2	0
Miscellaneous Airline	3	3	0	0

**TABLE 4.—Number of Craft or Class Determinations and Number of Employees Involved in
Representation Cases, By Major Groups of Employees, October 1, 1991 to September 30, 1992**

Major Groups of Employees	Number of Cases	Number of Craft or Class Determina- tions	Em- ployees Number	Involved Percent ¹
Grand Total, All Groups of Employees	71	71	20,381	100
Railroad Total	33	33	2,028	10
Agents, Telegraphers & Towermen	0	0	0	0
Boilermakers and Blacksmiths	1	1	2	(*)
Brakemen	0	0	0	0
Carmen	4	4	82	(*)
Clerical, Office, Station and Storehouse Employees	2	2	129	1
Conductors	1	1	1	(*)
Dining Car Employees, Train and Pullman Porters	0	0	0	0
Electricians	1	1	41	(*)
Firemen & Oilers	1	1	24	(*)
Locomotive Engineers	2	2	50	(*)
Locomotive Firemen & Hostlers	0	0	0	0
Machinists	1	1	114	(*)

TABLE 4.—Number of Craft or Class Determinations and Number of Employees Involved in Representation Cases, By Major Groups of Employees, October 1, 1991 to September 30, 1992—Con.

Major Groups of Employees	Number of Cases	Number of Craft or Class Determinations	Employees Number	Involved Percent ¹
Maintenance of Way.....	5	5	1,026	5
Marine Service	0	0	0	0
Mech. Dept. Foremen and/or Supervisors of Mechanics	1	1	195	1
Police Officers Below the Rank of Captain	2	2	19	(*)
Sheet Metal Workers	1	1	11	(*)
Signalmen	1	1	46	(*)
Subordinate Officials, Maintenance of Equipment Dept.....	1	1	0	0
Subordinate Officials, Maintenance of Way Dept.....	0	0	0	0
Tech. Engineers, Architects, Draftsmen and Allied Workers	1	1	13	(*)
Train Dispatchers	2	2	50	(*)
Train, Engine & Yard Service	3	3	67	(*)
Yardmasters	1	1	7	(*)
Combined Groups, Railroad	1	1	151	1
Miscellaneous, Railroad	1	1	0	0
Airline Total	38	38	18,353	90
Commissary Employees.....	1	1	201	1
Fleet and Passenger Service	2	2	775	4
Fleet Service Employees	0	0	0	0
Flight Attendants.....	7	7	8,721	43
Flight Deck Crew Members	2	2	412	2
Flight Dispatchers	4	4	37	(*)
Flight Engineers	1	1	53	(*)
Guards	0	0	0	0
Mechanics and Related	8	8	8,110	40
Meteorologists.....	0	0	0	0
Office Clerical Employees	0	0	0	0
Office, Clerical, Fleet and Passenger Service Employees	0	0	0	0
Passenger Service Employees	3	3	13	(*)
Pilots.....	4	4	0	0
Radio and Teletype Operators.....	0	0	0	0
Stock and Stores Employees	3	3	21	(*)
Combined Groups, Airline	0	0	0	0
Miscellaneous, Airline.....	3	3	10	(*)

*Less than 1 percent.

¹ Percent listing for each group represents the percentage of the 20,381 employees involved in all railroad and airline cases in fiscal 1992.

**TABLE 5.—Number of Crafts or Classes Certified and Employees Involved in Various Types of Representation Cases,
October 1, 1991 to September 30, 1992**

	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.....	9	213	1	0	0	0	9	213	1
Proved Authorizations	0	0	0	0	0	0	0	0	0
Representation Changed:									
Elections.....	10	985	5	1	4	(*)	11	989	5
Proved Authorizations	0	0	0	0	0	0	0	0	0
Representation Unchanged:									
Elections.....	4	781	4	0	0	0	4	781	4
Proved Authorizations	0	0	0	0	0	0	0	0	0
Total, Railroad.....	23	1,979	10	1	4	(*)	24	1,983	10
Airlines									
Representation Acquired:									
Elections.....	3	449	2	0	0	0	3	449	2
Proved Authorizations	0	0	0	0	0	0	0	0	0
Representation Changed:									
Elections.....	4	8,766	43	0	0	0	4	8,766	43
Proved Authorizations	0	0	0	0	0	0	0	0	0
Representation Unchanged:									
Elections.....	2	7,654	37	0	0	0	2	7,654	37
Proved Authorizations	0	0	0	0	0	0	0	0	0
Total, Airline	9	16,869	83	0	0	0	9	16,869	83
Total, Combined Railroad and Airlines ..	32	18,848	93	1	4	(*)	33	18,852	93

*Less than 1 percent.

¹ Percent listing for each group represents the percentage of the 20,381 employees involved in all rail and airline cases in FY 1992.

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, 1992

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
Guilford Rail Division: Boston & Maine Corp.; Maine Central Railway; Portland Terminal Railroad; Springfield Terminal Railway	BLE	—	—	—	—	—	TCU	BMWE	—	X
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, 1992—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	IBB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	(*)	UTU	(*)
Burlington Northern	IAM&AW	IBB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	X	(*)	(*)
Chicago & North Western Transportation Co	IAM&AW	IBB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	HERE
Consolidated Rail Corp	IAM&AW	IBB	SMWIA	IBEW	TCU/TWU	IBFO	BRS	URSA	(*)	(*)
CSX Transportation, Inc	IAM&AW	IBB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	TCU/HERE
Denver & Rio Grande Western RR.....	IAM&AW	IBB	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	IBB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	HERE
Guilford Rail Division: Boston & Maine Corp.; Maine Central Railway; Portland Terminal Railroad; Springfield Terminal Railway	IAM&AW	IBB	SMWIA	IBEW	TCU-Carmen	UTU	BRS	—	—	—
Illinois Central RR.....	IAM&AW	IBB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	(*)	UTU	HERE
Kansas City Southern Rwy.....	IAM&AW	IBB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	(*)	(*)
National RR Passenger Corp	IAM&AW	IBB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	HERE
Norfolk & Western Rwy. (operating subsidiary of Norfolk Southern Corporation).....	IAM&AW	IBB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	HERE
St. Louis Southwestern Rwy	IAM&AW	IBB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	X	HERE
Soo Line Railroad	IAM&AW	IBB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	(*)	(*)
Southern Pacific Transp. Co	IAM&AW	IBB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	HERE
Southern Railway Co. (operating subsidiary of Norfolk Southern Corporation).....	IAM&AW	IBB	SMWIA	IBEW	TCU-Carmen	IBFO	BRS	TCU	UTU	TCU
Union Pacific Railroad	IAM&AW	IBB	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, 1992—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, 1992

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	—	TWU	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
Continental Airlines Holdings.....	—	—	TWU	IAM&AW	—	—	—	—
Delta Air Lines, Inc.....	ALPA	—	PAFCA	—	—	—	—	—
Hawaiian Airlines.....	ALPA	—	TWU	AFA	—	IAM&AW	IAM&AW	—
Henson Airlines.....	ALPA	—	—	AFA	—	IAM&AW	—	—
Metro Airlines.....	ALPA	—	—	—	—	IBT	TWU ¹	—
Northwest Airlines, Inc.....	ALPA	—	TWU	IBT	TWU	IAM&AW	IAM&AW	IAM&AW
Pennsylvania Commuter Airlines.....	ALPA	—	—	AFA	—	UAW	—	—
Ross Aviation.....	ALPA	—	—	IBT	—	IBT	IBT	—
Southwest Airlines, Inc.....	SAPA	—	SAEA	TWU	—	IBT	IAM&AW ²	IBT
Trans World Airlines, Inc.....	ALPA	—	TWU	IFFA ³	—	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	—	IAM&AW

¹ Fleet Service Employees only.² Passenger Service Employees only.³ 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
BLE	Brotherhood of Locomotive Engineers
BMWE	Brotherhood of Maintenance of Way Employes
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
IBB	International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers & Helpers
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 Industries: Fiscal Year 1992

(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
National Railway Labor Conference, CSX Transportation Co. (Case Nos. A-11071, A-11544 and A-12250).	IAM&AW	Machinists	06-24-92	06-26-92	2	Wages, Work Rules and Health and Welfare Benefits.	7,800	Exec. Order No. 12794 created PEB 220. Parties rejected the board's recommendations dated 05-28-92 resulting in a 2-day strike and lockout. Agreement reached through arbitration pursuant to P.L. 102-306.
Consolidated Rail Corporation (Case No. A-12260).	BMWE	Maintenance of Way Employees	06-24-92	06-26-92	2	Wages, Work Rules and Health and Welfare Benefits.	5,200	Exec. Order No. 12795 created PEB 221. Parties rejected the board's recommendations dated 05-28-92 resulting in a 2-day strike and lockout. Voluntary agreement reached on 06-27-92 after issuance of P.L. 102-306.

TABLE 9.—Interest Arbitration Cases as of September 30, 1992

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

TABLE 9.—Interest Arbitration Cases as of September 30, 1992—Continued

Arbitration Board Number	Carrier	Organization	Issue
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 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

TABLE 9.—Interest Arbitration Cases as of September 30, 1992—Continued

Arbitration Board Number	Carrier	Organization	Issue
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
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 as of September 30, 1992—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
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
519.....	Southern Pacific Transp. Co.....	UTU	Interdivisional service
520.....	Consolidated Rail Corp	BLE.....	Switching limits
522.....	Union Pacific Railroad Co	BLE.....	Interdivisional service
524.....	Union Pacific Railroad Co	BLE.....	Interdivisional service

TABLE 10.—Arbitration Task Force Decisions as of September 30, 1992

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, 1992**

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, 1992—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	06-02-92

**TABLE 12.—Cases Docketed and Closed by the National Railroad Adjustment Board:
October 1, 1987 to September 30, 1992**

Cases	58 Year Period	1992	1991	1990	1989	1988	1987
ALL DIVISIONS							
Open and on hand at beginning of period	—	*1,605	*1,325	*1,177	*1,339	1,742	1,710
New cases docketed.....	92,036	1,076	1,063	821	721	951	916
Total number of cases on hand and docketed	92,036	2,681	2,388	1,998	1,060	2,693	2,626
Cases closed.....	90,261	906	782	702	881	1,343	884
Decided without referee	12,920	4	13	2	7	296	2
Decided with referee.....	50,259	761	670	620	766	830	837
Withdrawn	27,082	141	99	80	108	217	45
Open cases on hand at close of period	1,775	1,775	1,606	1,296	1,179	1,350	1,742
FIRST DIVISION							
Open and on hand at beginning of period	—	83	73	*72	64	54	44
New cases docketed.....	43,880	70	84	77	71	71	38
Total number of cases on hand and docketed	43,880	153	157	149	135	125	82
Cases closed.....	43,810	83	74	76	61	61	28
Decided without referee	10,921	0	1	0	0	0	0
Decided with referee.....	13,249	81	72	73	60	53	26
Withdrawn	19,640	2	7	3	1	8	2
Open cases on hand at close of period	70	70	83	73	74	64	54
SECOND DIVISION							
Open and on hand at beginning of period	—	401	*244	229	226	282	471
New cases docketed.....	12,537	205	374	147	188	172	165
Total number of cases on hand and docketed	12,537	606	618	376	414	454	636
Cases closed.....	12,294	363	217	161	185	228	354
Decided without referee	736	0	0	0	0	0	1
Decided with referee.....	10,271	268	207	147	172	215	335
Withdrawn	1,287	95	10	14	13	13	18
Open cases on hand at close of period	243	243	401	215	229	226	282

**TABLE 12.—Cases Docketed and Closed by the National Railroad Adjustment Board:
October 1, 1987 to September 30, 1992—Continued**

Cases	58 Year Period	1992	1991	1990	1989	1988	1987
THIRD DIVISION							
Open and on hand at beginning of period	—	*1,055	950	837	979	1,332	1,101
New cases docketed.....	30,731	759	548	546	410	649	648
Total number of cases on hand and docketed	30,731	1,814	1,498	1,383	1,389	1,981	1,749
Cases closed.....	29,320	403	442	433	552	1,002	417
Decided without referee	1,257	2	12	1	7	296	1
Decided with referee.....	23,111	357	343	372	455	515	401
Withdrawn.....	4,952	44	87	60	1	191	15
Open cases on hand at close of period	1,411	1,411	1,056	950	837	979	1,332
FOURTH DIVISION							
Open and on hand at beginning of period	—	66	58	39	*70	74	94
New cases docketed.....	4,888	42	57	51	52	59	65
Total number of cases on hand and docketed	4,888	108	115	90	122	133	159
Cases closed.....	4,837	57	49	32	83	52	85
Decided without referee	6	2	0	1	0	0	0
Decided with referee.....	3,628	55	48	28	79	47	75
Withdrawn.....	1,203	0	1	3	4	5	10
Open cases on hand at close of period	51	51	66	58	39	81	74

*Adjusted Figure.

Appendix A—FY 1991

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



National Railroad Adjustment Board
(Created June 21, 1934)

J. E. Yost, Chairman

W. R. Miller, Vice Chairman

R. J. Carvatta, Staff Director/Grievances

N. J. Dever, Executive Secretary

Accounting for all monies appropriated by Congress for the fiscal year 1991 pursuant to the authority conferred by the Railway Labor Act, as amended (Public Law 442, 73d Congress—Approved June 21, 1934).

Arbitration Monies Obligated for FY 1991

Referee Services:

NRAB Referee salaries	\$250,800.00
NRAB Referee travel	11,682.00
PLB-SBA Referee salaries	1,179,420.00
PLB-SBA Referee travel	121,098.00
Total obligations for Referee services	\$1,563,000.00

Section 153 Administration:

Salaries of employees	\$337,152.00
Personnel benefits (retirement, health, etc.)	61,185.00
Travel expenses	9,448.00
Transportation of things (to record center)	1,121.00
Other rent (Xerox, etc.)	20,984.00
Communication services (phones)	33,100.00
Standard Level user charges (rent)	111,932.00
Postage	17,250.00
Other contractual services (equipment maintenance, etc.)	11,336.00
Supplies and materials	11,492.00
Administrative obligations	615,000.00
Total Section 153 obligations	\$2,178,000.00

1991 Arbitration Government Employees, Salaries and Duties

Name	Title	Salary	Duties
Administration			
Carvatta, Roy J.	Staff Director/ Grievances	\$79,798.08	Subject to direction of National Mediation Board, administers, NRAB governmental affairs
Swanson, Ronald A.	Asst. Admin. Officer	37,807.24	Accounting and auditing
Brasch, Rosemarie	Admin. Asst.	31,223.84	Assists in Section 153 activities & NRAB backup
Szewczyk, Bernice E.	Clerical Assistant	27,244.28	Assists in Section 153 activities
Loughrin, Catherine A.	AIS Coordinator	27,349.72	Coordinates Automated Information System
Llamas, Florencio M.	Clerk	19,883.28	Clerical
Marsden, Virginia A.	Clerk	18,294.04	Clerical
Ramirez, Michele	Clerk-typist	18,039.04	Clerical
Divisional			
Dever, Nancy J.	Executive Secretary	33,121.64	Executive Secretary, responsible for all Divisions
Vorphal, Joan A.	Clerk (Typing)	23,892.20	Clerical
Woods, Linda A.	Clerk (Typing)	20,498.94	Clerical

National Railroad Adjustment Board Referee Salaries

From 10/1/90 to 9/30/91

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	550.00
	FLETCHER, J. C.	6,600.00
	FREDENBERGER, W. E., JR	2,420.00
	GOLD, C. H	660.00
	GOLDSTEIN, E. H.	4,180.00
	LAROCCO, J. B.	6,325.00
	TWOMEY, D. P	8,030.00
	ZUSMAN, M. E.	5,445.00
Division—2	CANNAVO, J. S.	2,860.00
	DUFFY, H. G.	1,870.00
	FLETCHER, J. C.	9,900.00
	HARRIS, R. O.	1,320.00
	MARX, H. L., JR	550.00
	MCALPIN, R. E.	6,380.00
	MEYERS, P. R.	4,180.00
	MUESSIG, E	3,300.00
	PROVER, D. E.	2,392.50
	ROUKIS, G. S	5,417.50
	SICKLES, J. A	4,950.00
	SIMON, B. E	1,045.00
	STALLWORTH, L. E.	4,950.00
	SUNTRUP, E. L.	3,740.00
	ZUSMAN, M. E.	6,407.50
Division—3	BENN, E. H	4,620.00
	DENNIS, R. E	12,760.00
	EISCHEN, D. E.	330.00
	FLETCHER, J. C.	220.00
	GOLD, C. H	4,180.00
	GOLDSTEIN, E. H.	16,720.00
	KRAVIT, S. E.	220.00
	LAROCCO, J. B.	5,390.00
	LIEBERMAN, I. M.	6,160.00
	MARX, H. L., JR	6,490.00
	MASON, J. E	12,320.00
	MCALLISTER, R. W	13,860.00
	MUESSIG, E	2,035.00
	ROUKIS, G. S	6,132.00
	SICKLES, J. A	11,000.00
	SIMON, B. E	1,155.00
	STALLWORTH, L. E.	15,180.00

VERNON, G. H.....	10,120.00
WALLIN, G. E.....	5,940.00
ZAMPERINI, C. J.....	5,610.00
ZUSMAN, M. E.....	3,107.50

Division—4

BENN, E. H.....	880.00
DUFFY, H. G.....	3,630.00
MARX, H. L., JR.....	2,310.00
MCALLISTER, R. W.....	55.00
MUESSIG, E.....	1,100.00
SICKLES, J. A.....	220.00
SIMON, B. E.....	3,630.00
ZUSMAN, M. E.....	852.50

**Fifty-Seventh
Annual Report of the

First Division

of the
National Railroad
Adjustment Board
to the
National Mediation Board**

**For the Fiscal Year Ended
September 30, 1991**

Membership

M. W. Fingerhut, Chairman

G. T. DuBose, Vice Chairman

R. D. Cobbs, Jr.

G. R. DeBolt

R. R. Settle

R. K. Radek

M. H. Siegele

L. W. Swert

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.

Workload Report—Docketed Cases
Division 1
From 10/1/90 to 9/30/91

	No. of Cases
<hr/>	
Total Caseloads:	
On hand at beginning of year	73
New cases docketed.....	84
Cases disposed of	74
On hand at end of year	83
 Breakdown of Cases Disposed of:	
Decided without Referee	1
Decided with Referee	72
Otherwise closed (withdrawn)	1
 Breakdown of Cases on Hand:	
In Referee Assignment	55
Record not closed	21
Record closed but not assigned to Referee	7
 Other Totals:	
Cases heard by Referee	56
Cases deadlocked.....	65

Carriers Party to Docketed Cases
Division 1
From 10/1/90 to 9/30/91

Amtrak	1
Atchison, Topeka and Santa Fe Railway Co.....	1
Burlington Northern Railroad Co	19
Chicago and North Western. Transportation Co	17
Chicago Car Interchange Bureau	1
Consolidated Rail Corp	1
CSX Transportation, Inc	4
Delaware & Hudson Railway Co.....	1
Denver & Rio Grande Western Railroad.....	1
Duluth, Missabe and Iron Range	1
Elgin, Joliet and Eastern Railway Co	3
Florida East Coast Railway Co.....	1
Grand Trunk Western Railway Co	4
Huron & Eastern Railway Co	1
NE Illinois Regional Commuter	1
New Jersey Transit Rail Operations, Inc.....	1
NY, Susquehanna & Western Railway.....	1
Southern Pacific Railroad Co	5
Tuscola & Saginaw Bay Railway Co.....	1
Union Pacific Railroad	18
Wheeling & Lake Erie Rail.....	1
Total Docketed Cases	84

Unions Party to Docketed Cases
Division 1
From 10/1/90 to 9/30/91

Brotherhood of Locomotive Engineers.....	52
Miscellaneous.....	14
United Transportation Union	18
Total Docketed Cases	84

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

**For the Fiscal Year Ended
September 30, 1991**

Membership

P. V. Varga, Chairman

R. A. Johnson, Vice Chairman

J. K. Beatty

M. Filipovic

A. D. Dula

S. A. Heck¹

R. L. Hicks

R. E. Kowalski

T. N. Tancula

B. T. Proffitt

¹ Replaced D. A. Hampton, 7–15–91.

Jurisdiction

To have jurisdiction over disputes involving machinists, boilermakers, blacksmiths, sheet metal workers, electrical workers, carmen, the helpers and apprentices of all of the railroad shop laborers.

Workload Report—Docketed Cases
Division 2
From 10/1/90 to 9/30/91

	No. of Cases
<hr/>	
Total Caseloads:	
On hand at beginning of year	244
New cases docketed.....	374
Cases disposed of	217
On hand at end of year	401
 Breakdown of Cases Disposed of:	
Decided without Referee	0
Decided with Referee	207
Otherwise closed (withdrawn)	10
 Breakdown of Cases on Hand:	
In Referee Assignment	257
Record not closed	9
Record closed but not assigned to Referee.....	135
 Other Totals:	
Cases heard by Referee	162
Cases deadlocked.....	277

Carriers Party to Docketed Cases
Division 2
From 10/1/90 to 9/30/91

Amtrak	4
Atchison, Topeka and Santa Fe Railway	12
Baltimore & Ohio Chicago Terminal	2
Baltimore & Ohio Railroad Co.	2
Bessemer and Lake Erie	3
Burlington Northern Railroad Co	19
Central of Georgia Railway Co.	1
Chicago and Illinois Midland Railroad	2
Chicago and North Western Railway Co	23
Chicago South Shore & South Bend	1
Chicago Short Line Railway Co	1
Chicago, Missouri & Western Railway	1
Conrail-Consolidated Rail Corp	12
CSX Transportation, Inc	206
Detroit & Mackinac Railway Co	1
Duluth, Missabe & Iron Range	3
Elgin, Joliet and Eastern Railway Co	4
Florida East Coast Railway Co.	2
Fruit Growers' Express	1
Guilford Transportation Industries	1
Illinois Central Gulf	2
Kansas City Southern Railway Co	3
Kansas City Terminal	3
Missouri Pacific Railroad Co	4
NE Illinois Regional Commuter	1
Norfolk & Western Railway Co	4
Norfolk Southern Railway Co	4
Pacific Fruit Express Co	1
Richmond Fredericksburg & Potomac	4
Soo Line	2
Southern Pacific Railroad Co	10
Southern Railway	27
Terminal Railroad Association of St. Louis	2
Tuscola & Saginaw Bay Railway Co	1
Union Pacific Railroad	5
<hr/>	
Total Docketed Cases	374

Unions Party to Docketed Cases
Division 2
From 10/1/90 to 9/30/91

Brotherhood Railway Carmen of U.S. & Canada	243
International Brotherhood of Firemen & Oilers.....	15
International Association of Machinists & Aerospace Workers	13
International Brotherhood of Electrical Workers	75
Miscellaneous.....	15
Sheet Metal Workers International Union.....	13
Total Docketed Cases.....	374

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

**For the Fiscal Year Ended
September 30, 1991**

Membership

J. E. Yost, Chairman
W. R. Miller, Vice Chairman
L. Birkshire
D. D. Bartholomay
J. S. Godfrey
C. A. McGraw
M. D. McCarthy
E. E. Monroe
K. T. Safstrom
L. A. Parmelee

Jurisdiction

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 (Paragraphs (h) and (c), Section 153, First, Railway Labor Act, 1934).

Workload Report—Docketed Cases
Division 3
From 10/1/90 to 9/30/891

	No. of Cases
<hr/>	
Total Caseloads:	
On hand at beginning of year	950
New cases docketed.....	548
Cases disposed of	442
On hand at end of year	1,056
 Breakdown of Cases Disposed of:	
Decided without Referee	12
Decided with Referee.....	343
Otherwise closed (withdrawn)	87
 Breakdown of Cases on Hand:	
In Referee Assignment	570
Record not closed	31
Record closed but not assigned to Referee	455
 Other Totals:	
Cases heard by Referee.....	339
Cases deadlocked	554

Carriers Party to Docketed Cases
Division 3
From 10/1/90 to 9/30/91

Alton & Southern.....	1
Amtrak	22
Ashley, Drew & Northern.....	1
Atchison, Topeka and Santa Fe Railway	21
Belt Railway Company of Chicago	1
Bessemer and Lake Erie	1
Brownville & Matamorus Bridge	1
Burlington Northern Railroad Co.....	7
Central of Georgia Railway Co.....	1
Chicago and North Western Railway Co	20
Chicago Car Interchange Bureau.....	2
Chicago South Shore and South Bend	1
Chicago Short Line Railway Co	1
Colorado & Wyoming Railway Co	1
Conrail-Consolidated Rail Corp	60
CSX Transportation, Inc	156
Davenport, Rock Island and North Western	2
Denver and Rio Grande Western Railroad.....	5
Duluth, Missabe & Iron Range	4
Duluth, Winnipeg & Pacific Railroad.....	2
Elgin, Joliet and Eastern Railway Co	22
Gateway Western Railway.....	4
Grand Trunk Western Railway Co	3
Green Bay & Western Railroad Co.....	2
Houston Belt & Terminal Railway Co	2
Illinois Central Gulf.....	3
Kansas City Southern Railway Co.....	8
Kansas City Terminal.....	1
Lake Terminal.....	3
Maine Central Railroad Co	1
Monongahela Railway Co	2
Montour Railroad Co	1
NE Illinois Regional Commuter	6
New Jersey Transit Rail Operations, Inc.....	1
Norfolk and Western Railway Co	7
Norfolk Southern Railway Co.....	2
Pittsburgh & Lake Erie Railroad Co	9
Port Authority Trans-Hudson.....	1
Providence and Worcester Railroad.....	1
Richmond, Fredericksburg & Potomac	2
Soo Line	24
Southern Pacific Railroad Co	20
Southern Railway.....	11
St. Louis Southwestern	5
Terminal Railroad Association of St. Louis.....	4
Union Pacific Railroad	87
Western Weighing and Inspection Bureau	6
Total Docketed Cases.....	548

Unions Party to Docketed Cases
Division 3
From 10/1/90 to 9/30/91

American Train Dispatchers Association	17
Brotherhood of Maintenance of Way Employees	314
Brotherhood of Railroad Signalmen	75
Miscellaneous	22
Transportation Communications Union	117
United Steel Workers of America	3
Total Docketed Cases	<u>548</u>

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

**For the Fiscal Year Ended
September 30, 1991**

Membership

M. C. Lesnik, Chairman

R. C. Arthur, Vice Chairman

M. W. Cunningham

R. E. Kowalski

J. S. Gibbons

E. C. Snyder¹

¹ Replaced F. Ferlin, 9-1-91.

Jurisdiction

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.)

Workload Report—Docketed Cases
Division 4
From 10/1/90 to 9/30/91

	No. of Cases
<hr/>	
Total Caseloads:	
On hand at beginning of year	58
New cases docketed.....	57
Cases disposed of	49
On hand at end of year	66
 Breakdown of Cases Disposed of:	
Decided without Referee	0
Decided with Referee.....	48
Otherwise closed (withdrawn)	1
 Breakdown of Cases on Hand:	
In Referee Assignment	56
Record not closed	6
Record closed but not assigned to Referee	4
 Other Totals:	
Cases heard by Referee.....	39
Cases deadlocked	58

Carriers Party to Docketed Cases
Division 4
From 10/1/90 to 9/30/91

Amtrak	11
Burlington Northern Railroad Co	5
Chicago & Illinois Midland Railroad	1
Chicago & North Western Railway Co	4
CSX Transportation, Inc	3
Elgin, Joliet and Eastern Railway Co	2
Grand Trunk Western Railway Co	1
Illinois Central Gulf	1
Kansas City Southern Railway Co	1
Long Island Rail Road	3
Michigan-Wisconsin Transportation Co	1
NE Illinois Regional Commuter	2
Norfolk Southern Railway Co	15
Pittsburgh & Lake Erie Railroad Co	1
Soo Line	1
Southern Railway	1
Union Pacific Railroad	4
Total Docketed Cases	57

Unions Party to Docketed Cases
Division 4
From 10/1/90 to 9/30/91

American Railway Supervisors Association (BRAC)	39
International Brotherhood of Electrical Workers	1
Miscellaneous	1
National Maritime Union	1
Railroad Yardmasters of America	7
Transportation Communications Union	8
Total Docketed Cases	57

Appendix A—FY 1992

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



National Railroad Adjustment Board (Created June 21, 1934)

W. R. Miller, Chairman

J. E. Yost, Vice Chairman

R. J. Carvatta, Staff Director/Grievances

N. J. Dever, Executive Secretary

Accounting for all monies appropriated by Congress for the fiscal year 1992 pursuant to the authority conferred by the Railway Labor Act, as amended (Public Law 442, 73d Congress—Approved June 21, 1934).

Arbitration Monies Obligated for FY 1992

Referee Services:

NRAB Referee salaries	\$247,800.00
NRAB Referee travel	28,499.00
PLB-SBA Referee salaries	1,132,560.00
PLB-SBA Referee travel	116,141.00
Total obligations for Referee services	\$1,525,000.00

Section 153 Administration:

Salaries of employees	\$342,614.00
Personnel benefits (retirement, health, etc.)	61,754.00
Travel expenses	17,258.00
Transportation of things (to record center)	741.00
Other rent (Xerox, etc.)	11,706.00
Communication services (phones)	14,752.00
Standard Level user charges (rent)	142,620.00
Postage	18,636.00
Other contractual services (equipment maintenance, etc.)	12,297.00
Supplies and materials	10,752.00
Equipment (computers, printers, etc.)	36,870.00
Administrative obligations	670,000.00
Total Section 153 obligations	\$2,195,000.00

1992 Arbitration Government Employees, Salaries and Duties

Name	Title	Salary	Duties
Administration			
Carvatta, Roy J.	Staff Director/ Grievances	\$83,246.16	Subject to direction of National Mediation Board, administers, NRAB governmental affairs
Swanson, Ronald A.	Asst. Admin. Officer	40,473.60	Accounting and auditing
Brasch, Rosemarie	Admin. Asst.	32,665.92	Assists in Section 153 activities & NRAB backup
Szewczyk, Bernice E.	Clerical Assistant	27,157.98	Assists in Section 153 activities
Loughrin, Catherine A.	AIS Coordinator	28,752.84	Coordinates Automated Information System
Llamas, Florencio M.	Clerk	20,273.72	Clerical
Marsden, Virginia A.	Clerk	19,918.92	Clerical
Ramirez, Michele	Clerk-typist	19,424.40	Clerical
Divisional			
Dever, Nancy J.	Executive Secretary	34,329.28	Executive Secretary responsible for all Divisions
Vorphal, Joan A.	Clerk (Typing)	24,876.80	Clerical
Woods, Linda A.	Clerk (Typing)	21,494.08	Clerical

National Railroad Adjustment Board Referee Salaries

From 10/01/91 to 09/30/92

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.	1,320.00
	DUFFY, H. G.	440.00
	EISCHEN, D. E.	3,520.00
	FLETCHER, J. C.	4,840.00
	FREDENBERGER, W. E., JR.	1,760.00
	GOLD, C. H.	660.00
	GOLDSTEIN, E. H.	3,520.00
	LAROCCO, J. B.	220.00
	MEYERS, P. R.	440.00
	NATHAN, H. A.	220.00
	TWOMEY, D. P.	7,480.00
	ZUSMAN, M. E.	6,380.00
Division—2		
	COHEN, H.	3,080.00
	DUFFY, H. G.	3,740.00
	FIBISH, N. C.	3,740.00
	FLETCHER, J. C.	5,060.00
	GOLDSTEIN, E. H.	660.00
	HARRIS, R. O.	3,300.00
	LAROCCO, J. B.	440.00
	MALIN, M. H.	3,410.00
	MARX, H. L., JR.	3,080.00
	MCALPIN, R. E.	3,410.00
	MCMURRAY, K.	4,620.00
	MUESSIG, E.	4,565.00
	PROVER, D. E.	1,760.00
	ROUKIS, G. S.	10,120.00
	SICKLES, J. A.	2,970.00
	SIMON, B. E.	3,080.00
	SUNTRUP, E. L.	8,360.00
Division—3		
	BENN, E. H.	4,950.00
	DENNIS, R. E.	660.00
	DILAURO, T. J.	5,720.00
	DUFFY, H. G.	4,290.00
	EISCHEN, D. E.	12,760.00
	FLETCHER, J. C.	5,500.00
	FREDENBERGER, W. E., JR.	3,520.00
	GOLD, C. H.	7,232.50
	GOLDSTEIN, E. H.	220.00
	LAROCCO, J. B.	9,185.00
	LIEBERMAN, I. M.	7,480.00

MARX, H. L., JR	4,730.00
MASON, J. E	5,170.00
MCALLISTER, R. W	1,760.00
MEYERS, P. R.....	6,820.00
MUESSIG, E	4,647.50
ROUKIS, G. S	1,650.00
SICKLES, J. A	7,260.00
SIMON, B. E	2,310.00
SUNTRUP, E. L.....	1,760.00
VERNON, G. H.....	4,620.00
WALLIN, G. E.....	6,325.00
WESMAN, E. C.....	12,100.00
ZAMPERINI, C. J	1,100.00
ZUSMAN, M. E.....	220.00

Division—4

BENN, E. H	2,640.00
MARX, H. L., JR	1,760.00
MASON, J. E	2,420.00
MUESSIG, E	247.50
SICKLES, J. A	4,840.00
SIMON, B. E	5,170.00
ZUSMAN, M. E.....	3,300.00

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

**For the Fiscal Year Ended
September 30, 1992**

Membership

R. K. Radek, Chairman
M.W. Fingerhut, Vice Chairman
W. E. Biedenharn¹
R. D. Cobbs, Jr.
G. R. DeBolt
R. R. Settle
L. W. Swert
M. H. Siegele

¹ Replaced G. T. DuBose, 10-29-91.

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.

Workload Report—Docketed Cases
Division 1
From 10/1/91 to 9/30/92

	No. of Cases
<hr/>	
Total Caseloads:	
On hand at beginning of year	83
New cases docketed.....	70
Cases disposed of	83
On hand at end of year	70
Breakdown of Cases Disposed of:	
Decided without Referee	0
Decided with Referee	81
Otherwise closed (withdrawn)	2
Breakdown of Cases on Hand:	
In Referee Assignment	50
Record not closed	15
Record closed but not assigned to Referee.....	5
Other Totals:	
Cases heard by Referee	46
Cases deadlocked	55

Carriers Party to Docketed Cases
Division 1
From 10/1/91 to 9/30/92

Amtrak	1
Boston & Maine Corp	1
Burlington Northern Railroad Co	15
Chicago and North Western Railway Co	15
Conrail-Consolidated Rail Corp	1
CSX Transportation, Inc	2
Delaware & Hudson Railway Co	1
Denver & Rio Grande Western Railroad	1
Elgin, Joliet and Eastern Railway Co	5
Gateway Western Railway	1
Grand Trunk Western Railway Co	3
Metra	2
Norfolk & Portsmouth Beltline	2
Paducah & Louisville Railway, Inc	1
Soo Line	2
Southern Pacific Railroad Co	1
Springfield Terminal-Vermont	1
Texas Mexican Railway	1
Union Pacific Railroad	14
Total Docketed Cases	70

Unions Party to Docketed Cases
Division 1
From 10/1/91 to 9/30/92

Brotherhood of Locomotive Engineers	48
Miscellaneous	5
United Transportation Union	17
Total Docketed Cases	70

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

**For the Fiscal Year Ended
September 30, 1992**

Membership

D. L. Davis, Chairman ¹

P. V. Varga, Vice Chairman

M. Filipovic

J. K. Beatty

J. H. Grant ²

A. D. Dula

S. A. Heck

R. L. Hicks

B. T. Proffitt

T. N. Tancula

¹ Replaced R. E. Kowalski, 1-1-92.

² Replaced R. A. Johnson, 7-1-92.

Jurisdiction

To have jurisdiction over disputes involving machinists, boilermakers, blacksmiths, sheet metal workers, electrical workers, carmen, the helpers and apprentices of all of the railroad shop laborers.

Workload Report—Docketed Cases
Division 2
From 10/1/91 to 9/30/92

	No. of Cases
<hr/>	
Total Caseloads:	
On hand at beginning of year	401
New cases docketed.....	205
Cases disposed of	363
On hand at end of year	243
 Breakdown of Cases Disposed of:	
Decided without Referee	0
Decided with Referee	268
Otherwise closed (withdrawn)	95
 Breakdown of Cases on Hand:	
In Referee Assignment	146
Record not closed	8
Record closed but not assigned to Referee.....	89
 Other Totals:	
Cases heard by Referee	274
Cases deadlocked.....	128

Carriers Party to Docketed Cases
Division 2
From 10/1/91 to 9/30/92

Amtrak	5
Atchison, Topeka and Santa Fe Railway	4
Bessemer and Lake Erie	2
Birmingham Southern Railroad Co	1
Burlington Northern Railroad Co	6
Chicago and North Western Railway Co	20
Chicago, Missouri & Western Railway	4
Chicago, Central & Pacific Railroad	1
Conrail-Consolidation Rail Corp	11
Coudersport & Port Allegheny	1
CSX Transportation, Inc	48
Delaware & Hudson Railway Co	2
Denver & Rio Grande Western Railway	1
Elgin, Joliet and Eastern Railway Co	1
Florida East Coast Railway Co	2
Fruit Growers' Express	1
Grand Trunk Western Railway Co	9
Illinois Central Gulf	3
Kansas City Southern Railway Co	7
Maine Central Railroad Co	1
Metro North Railroad (MTA)	1
Missouri Pacific Railroad Co	4
NE Illinois Regional Commuter	1
Norfolk & Western Railway Co	9
Norfolk Southern Railway Co	8
Port Terminal Railroad Association	1
Richmond Fredericksburg & Potomac	1
Soo Line	5
Southern Pacific Railroad Co	15
Southern Railway	10
Springfield Terminal-Vermont	1
St. Louis Southwestern	3
Texas, Oklahoma & Eastern Railroad	1
Union Pacific Railroad	15
Total Docketed Cases	205

Unions Party to Docketed Cases
Division 2
From 10/1/91 to 9/30/92

American Railway Supervisors Association (BRAC).....	1
Brotherhood Railway Carmen of U.S. and Canada	91
International Brotherhood of Boilermakers & Blacksmiths.....	1
International Brotherhood of Firemen & Oilers.....	16
International Association of Machinists & Aerospace Workers	29
International Brotherhood of Electrical Workers	58
Miscellaneous.....	5
Sheet Metal Workers International Union.....	4
Total Docketed Cases.....	205

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

**For the Fiscal Year Ended
September 30, 1992**

Membership

W. R. Miller, Chairman

J. E. Yost, Vice Chairman

D. D. Bartholomay

L. Birkshire

C. A. McGraw

J. S. Godfrey

I. Monroe ¹

V. J. Guilian ²

L. A. Parmelee

M. D. McCarthy

¹ Replaced E. Monroe, 6-1-92.

² Replaced K. T. Safstrom, 5-15-92.

Jurisdiction

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 (Paragraphs (h) and (c), Section 153, First, Railway Labor Act, 1934).

Workload Report—Docketed Cases
Division 3
From 10/1/91 to 9/30/92

	No. of Cases
<hr/>	
Total Caseloads:	
On hand at beginning of year	1,055
New cases docketed.....	759
Cases disposed of	403
On hand at end of year	1,411
 Breakdown of Cases Disposed of:	
Decided without Referee	2
Decided with Referee.....	357
Otherwise closed (withdrawn)	44
 Breakdown of Cases on Hand:	
In Referee Assignment	640
Record not closed	151
Record closed but not assigned to Referee	620
 Other Totals:	
Cases heard by Referee.....	454
Cases deadlocked	489

Carriers Party to Docketed Cases
Division 3
From 10/1/91 to 9/30/92

Amtrak	33
Atchison, Topeka and Santa Fe Railway	11
Bangor & Aroostook Railroad Co.	1
Belt Railway Company of Chicago	4
Bessemer and Lake Erie	2
Burlington Northern Railroad Co.	11
Canadian Pacific Ltd.	2
Central of Georgia Railway Co.	1
Chicago & Illinois Midland Railway	3
Chicago & North Western Railway Co.	13
Chicago South Shore and South Bend	1
Chicago, Central and Pacific Railroad	1
Conrail-Consolidated Rail Corp.	79
CSX Transportation, Inc.	292
Davenport, Rock Island and North Western	3
Delaware & Hudson Railway Co.	1
Denver & Rio Grande Western Railroad.	2
Denver Union Terminal Railway Co.	1
Detroit and Mackinac Railway Co.	1
Duluth, Missabe & Iron Range	4
Elgin, Joliet and Eastern Railway Co.	18
Grand Trunk Western Railroad Co.	7
Houston Belt & Terminal Railway Co.	9
Illinois Central Railroad Co.	9
Kansas City Southern Railway Co.	15
Kansas City Terminal	1
Lake Terminal	2
McCloud River	1
Mid-Louisiana Rail Corp	1
Midsouth Rail Corp.	1
Monongahela Railway Co	5
Montana Rail Link	1
NE Illinois Regional Commuter	1
Norfolk and Western Railway Co	6
Norfolk Southern Railway Co.	6
Northern Indiana Comm. Trans	1
Port Authority Trans-Hudson.	1
Providence and Worcester Railroad.	1
Soo Line	27
Southeastern Pennsylvania Transportation Authority	1
Southern Pacific Railroad Co	35
Southern Railway	1
St. Louis Southwestern	8
Terminal Railroad Association of St. Louis.	15
Union Pacific Railroad	116
Western Railroad Association	4
Total Docketed Cases	759

Unions Party to Docketed Cases
Division 3
From 10/1/91 to 9/30/92

American Train Dispatchers Association	18
Brotherhood of Maintenance of Way Employees	415
Brotherhood of Railroad Signalmen.....	79
Miscellaneous.....	26
Transportation Communications Union	220
United Steelworkers of America	1
Total Docketed Cases	759

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

**For the Fiscal Year Ended
September 30, 1992**

Membership

R. C. Arthur, Chairman

M. C. Lesnik, Vice Chairman

M. W. Cunningham

D. L. Davis ¹

J. S. Gibbons

E. C. Snyder

¹ Replaced R. E. Kowalski, 1-1-92.

Jurisdiction

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.)

Workload Report—Docketed Cases
Division 4
From 10/1/91 to 9/30/92

	No. of Cases
<hr/>	
Total Caseloads:	
On hand at beginning of year	66
New cases docketed.....	42
Cases disposed of	57
On hand at end of year	51
 Breakdown of Cases Disposed of:	
Decided without Referee	2
Decided with Referee.....	55
Otherwise closed (withdrawn)	0
 Breakdown of Cases on Hand:	
In Referee Assignment	41
Record not closed	6
Record closed but not assigned to Referee	4
 Other Totals:	
Cases heard by Referee.....	59
Cases deadlocked	43

Carriers Party to Docketed Cases
Division 4
From 10/1/91 to 9/30/92

Amtrak	13
Chicago & Illinois Midland Railroad	1
Chicago & North Western Railway Co	7
Conrail-Consolidated Rail Corp	2
CSX Transportation, Inc	1
Grand Trunk Western Railway Co	1
Illinois Central Railroad Co	1
Indiana Harbor Belt Railway	1
Long Island Rail Road	1
New Jersey Transit Rail Operations, Inc	1
Norfolk Southern Railway Co	5
Richmond, Fredericksburg & Potomac	1
Union Pacific Railroad	7
Total Docketed Cases	<u>42</u>

Unions Party to Docketed Cases
Division 4
From 10/1/91 to 9/30/92

American Railway Supervisors Association (BRAC)	30
Miscellaneous	5
Railroad Yardmasters of America	3
Railroad Yardmasters of North America	1
Transportation Communications Union	3
Total Docketed Cases	<u>42</u>

Appendix B—FY 1991

1.—Neutrals Appointed Pursuant to Public Law 89–456 (Public Law Boards), October 1, 1990 to September 30, 1991

Name	Type	City	State	Date of Appt.	PLB No.	Parties
SELTZER, L. E.	2	PHILADELPHIA	PA	06/01/91	2682	CONRAIL-CONSOLIDATED RAIL CORP./UTU
QUINN, F. X.	2	TULSA	OK	08/29/91	4273	CHICAGO & NORTH WESTERN RW CO./UTU
EISCHEN, D. E.	2	ITHACA	NY	06/24/91	4283	UNION PACIFIC RR/BLE
QUINN, F. X.	2	TULSA	OK	03/27/91	4354	CHICAGO & NORTH WESTERN RW CO./UTU
QUINN, F. X.	2	TULSA	OK	08/29/91	4404	CHICAGO & NORTH WESTERN RW CO./UTU
QUINN, F. X.	2	TULSA	OK	03/27/91	4430	CHICAGO & NORTH WESTERN RW CO./UTU
EISCHEN, D. E.	2	ITHACA	NY	06/06/91	4450	UNION PACIFIC RR/BLE
WARSHAW, J. A.	1	BETHESDA	MD	07/30/91	4807	SOUTHERN RAILWAY/ATDA
TWOMEY, D. P.	2	QUINCY	MA	04/29/91	4826	PITTSBURGH & OHIO VALLEY RW CO./UTU
MOORE, P. J.	2	OKLAHOMA CITY	OK	11/26/90	4852	PHILA., BETHLEHEM & NEW ENG./UTU
FISHGOLD, H.	2	WASHINGTON	DC	07/26/91	4869	LOWER LAKE DOCK CO./ILA (AFL-CIO) #1937
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	08/09/91	4891	PATAPSCO & BACK RIVERS RR CO./UTU
MISERENDINO, C. R.	2	FAIRFAX	VA	09/18/91	4898	BIRMINGHAM SOUTHERN RR CO./UTU (MofW)
EISCHEN, D. E.	2	ITHACA	NY	10/03/90	4957	ELGIN, JOLIET & EASTERN RY CO./UTU
SICKLES, J. A.	2	BETHESDA	MD	09/10/91	4961	UNION PACIFIC RR/UTU (C&T)
DENNIS, R. E.	2	NEW YORK	NY	11/19/90	4967	ILLINOIS CENTRAL GULF/IBEW
CLUSTER, H. R.	2	BALTIMORE	MD	11/19/90	4992	BURLINGTON NORTHERN RR CO./UTU
HARRIS, R. O.	2	WASHINGTON	DC	10/16/90	4996	ELGIN, JOLIET & EASTERN RY CO./UTU (C)
MCALLISTER, R. W.	2	CHICAGO	IL	10/19/90	4997	MICHIGAN-WISCONSIN TRANS. CO./IAM&AW
HAYS, D. B.	2	SHERMAN	TX	11/29/90	5010	PADUCAH & LOUISVILLE RWY, INC./UTU
HAYS, D. B.	2	SHERMAN	TX	11/01/90	5012	ATLANTA AND ST.ANDREWS BAY/UTU (T)
HAYS, D. B.	2	SHERMAN	TX	10/12/90	5013	CSX TRANSPORTATION, INC./UTU
ROUKIS, G. S.	2	MANHASSET HILLS	NY	10/12/90	5014	SOUTHERN RAILWAY/IAM&AW
FLETCHER, J. C.	2	MT. PROSPECT	IL	10/04/90	5015	NORFOLK SOUTHERN RW CO./BRC
GOLD, C. H.	2	NEW YORK	NY	10/05/90	5016	NORFOLK & WESTERN RY CO./TCU-CARMEN
EISCHEN, D. E.	2	ITHACA	NY	10/16/90	5017	LAKE TERMINAL/TCU
CRISWELL, J. B.	2	STIGLER	OK	10/29/90	5018	UNION PACIFIC RR/UTU (T)
EUKER, W. F.	2	MARENGO	IL	10/22/90	5019	NORFOLK & WESTERN RY CO./UTU

**1.—Neutrals Appointed Pursuant to Public Law 89-456 (Public Law Boards),
October 1, 1990 to September 30, 1991—Continued**

Name	Type	City	State	Date of Appt.	PLB No.	Parties
LAROCCO, J. B.	2	SACRAMENTO	CA	11/19/90	5020	BURLINGTON NORTHERN RR CO./ATDA
MOORE, P. J.	2	OKLAHOMA CITY	OK	11/05/90	5021	SOUTHERN RAILWAY/UTU
BENN, E. H.	2	GLENCOE	IL	11/02/90	5022	AMTRAK/TCU
WALLIN, G. E.	2	ST. PAUL	MN	11/19/90	5023	LOS ANGELES JUNCTION RW CO./UTU (E)
SUNTRUP, E. L.	2	EVANSTON	IL	12/21/90	5025	CSX TRANSPORTATION, INC./ IBF&O
MEYERS, P. R.	2	CHICAGO	IL	11/21/90	5026	CHICAGO S. SHORE & S. BEND/ TCU-CARMEN
MEYERS, P. R.	2	CHICAGO	IL	11/23/90	5027	UNION PACIFIC RR/BMWE
VAN WART, A.T., SR.	2	WILMINGTON	DE	11/30/90	5028	UNION PACIFIC RR/UTU (C&T)
O'BRIEN, R. M.	2	MILTON	MA	12/05/90	5029	PORT AUTHORITY TRANS-HUDSON/UTU
ZUSMAN, M. E.	2	MUNSTER	IN	12/04/90	5030	UNIFORM CLASSIFICATION COM. ASdiv/TCIU
SEIDENBERG, J.	2	FALLS CHURCH	VA	12/06/90	5031	CSX TRANSPORTATION, INC./UTU
MIKRUT, J. J., JR.	2	COLUMBIA	MO	12/10/90	5032	SOUTHERN PACIFIC RR CO./ UTU (Switchmen)
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	12/10/90	5033	FRUIT GROWERS' EXPRESS/ BRC-TCU
FROST, C. H.	2	TAMPA	FL	12/13/90	5034	CSX TRANSPORTATION, INC./ BRC-TCIU
CRISWELL, J. B.	2	STIGLER	OK	12/10/90	5035	CHICAGO & NORTH WESTERN RW CO./UTU
HARRIS, R. O.	2	WASHINGTON	DC	04/23/91	5037	ELGIN, JOLIET & EASTERN RY CO./UTU (C)
HARRIS, R. O.	1	WASHINGTON	DC	01/28/91	5038	AMTRAK/BMWE
MARGASON, E. E.	2	LAKE OZARK	MO	01/17/91	5039	UNION PACIFIC RR/UTU (C&T)
CASSLE, J. W.	2	CHEYENNE	WY	01/17/91	5040	GRAND TRUNK WESTERN RW CO./UTU
MARX, H. L., JR.	1	NEW YORK	NY	01/17/91	5041	CSX TRANSPORTATION, INC./UTU
MCALLISTER, R. W.	2	CHICAGO	IL	01/17/91	5042	NORFOLK & WESTERN RY CO./ /IAM&AW
SUNTRUP, E. L.	2	EVANSTON	IL	02/04/91	5044	BELT RW CO. OF CHICAGO/TCIU
SICKLES, J. A.	2	BETHESDA	MD	03/06/91	5045	BESSEMER AND LAKE ERIE/TCIU
MASON, J. E.	2	PALM COAST	FL	02/05/91	5046	CSX TRANSPORTATION, INC./ UTU-YD
KELLY, R. M.	2	NEW YORK	NY	02/06/91	5047	LONG ISLAND RAIL ROAD/TCU-C
CANNAVO, J. S.	2	ST. LOUIS	MO	04/03/91	5049	MANUFACTURERS RY CO./ IAM&AW
CRISWELL, J. B.	2	STIGLER	OK	02/11/91	5050	NORFOLK & WESTERN RY CO./UTU
LARNEY, G. E.	2	EVANSTON	IL	02/13/91	5051	TERMINAL RR ASSOC. OF ST. LOUIS/UTU-YARDMASTERS
QUINN, F. X.	2	TULSA	OK	02/11/91	5052	BURLINGTON NORTHERN RR CO./UTU
CRISWELL, J. B.	2	STIGLER	OK	02/11/91	5053	NORFOLK & WESTERN RY CO./UTU
LEFKOW, D. M.	2	CHICAGO	IL	02/26/91	5054	NE ILLINOIS REGIONAL COMMUTER/ TCU-CARMEN
WARSHAW, J. A.	2	BETHESDA	MD	02/28/91	5055	PATAPSCO & BACK RIVERS RR CO./ TCU-CARMEN
TWOMEY, D. P.	2	QUINCY	MA	03/05/91	5057	LONG ISLAND RAIL ROAD/ARASA

**1.—Neutrals Appointed Pursuant to Public Law 89-456 (Public Law Boards),
October 1, 1990 to September 30, 1991—Continued**

Name	Type	City	State	Date of Appt.	PLB No.	Parties
FLETCHER, J. C.	2	MT. PROSPECT	IL	03/07/91	5058	INDIANA HARBOR BELT RW/ BRC div TCIU
KELLY, D. T.	2	LIVONIA	MI	03/07/91	5059	ELGIN, JOLIET & EASTERN RY CO./UTU
MARGASON, E. E.	2	LAKE OZARK	MO	03/07/91	5060	HOUSTON BELT & TERM. RW CO./ UTU
TWOMEY, D. P.	2	QUINCY	MA	06/12/91	5061	DENVER & RIO GRANDE WESTERN RR/UTU (E)
CRISWELL, J. B.	2	STIGLER	OK	03/06/91	5063	UNION PACIFIC RR/UTU (T)
SIMON, B. E.	2	ARLINGTON HEIGHTS	IL	06/24/91	5064	SOUTHERN PACIFIC RR CO./ IAM&AW
CASSLE, J. W.	2	CHEYENNE	WY	03/15/91	5065	CSX TRANSPORTATION, INC./ UTU (C&T)
CRISWELL, J. B.	2	STIGLER	OK	03/15/91	5066	CHICAGO & NORTH WESTERN RW CO./UTU
GOLD, C. H.	2	NEW YORK	NY	04/03/91	5067	UNION PACIFIC RR/TCU
SIMON, B. E.	2	ARLINGTON HEIGHTS	IL	03/18/91	5068	BURLINGTON NORTHERN RR CO./BRC-TCIU
SIMON, B. E.	2	ARLINGTON HEIGHTS	IL	03/18/91	5069	BURLINGTON NORTHERN RR CO./BRC-TCIU
EISCHEN, D. E.	2	ITHACA	NY	03/11/91	5070	MIDSOUTH RAIL CORP./BLE
SCEARCE, J. F.	2	ATLANTA	GA	03/22/91	5071	UNION RAILWAY CO./USWA
FISHER, A. J.	2	EVANSTON	IL	03/22/91	5072	MIDSOUTH RAIL CORP./IAM&AW
JOHNSON, J. R.	1	SPRINGFIELD	VA	03/22/91	5073	PITTSBURG & SHAWMUT RR CO./UTU
CRABLE, S.	2	POTOMAC	MD	06/07/91	5074	SOUTHERN PACIFIC RR CO./ IAM&AW
HARRIS, R. O.	1	WASHINGTON	DC	05/28/91	5076	TERMINAL RR ASSOC. OF ST. LOUIS/UTU
MASON, J. E.	2	PALM COAST	FL	04/02/91	5077	NORFOLK SOUTHERN RW CO./ IBF&O
QUINN, F. X.	2	TULSA	OK	04/04/91	5078	CHICAGO & NORTH WESTERN RW CO./UTU
LAROCCO, J. B.	2	SACRAMENTO	CA	04/04/91	5079	UNION PACIFIC RR/UTU
MALIN, M. H.	2	CHICAGO	IL	04/08/91	5080	NE ILLINOIS REGIONAL COMMUTER/BRC-TCU
VAN WART, A.T., SR.	2	WILMINGTON	DE	04/15/91	5082	UNION PACIFIC RR/UTU (C&T)
VAN WART, A.T., JR.	2	SALEM	NJ	04/08/91	5083	NORFOLK & WESTERN RY CO./BRC
CRISWELL, J. B.	2	STIGLER	OK	04/15/91	5084	UNION PACIFIC RR/UTU
VAN WART, A.T., SR.	2	WILMINGTON	DE	04/15/91	5085	ATCHISON, TOPEKA & SANTA FE RW/UTU (E)
FLETCHER, J. C.	2	MT. PROSPECT	IL	04/12/91	5086	ELGIN, JOLIET & EASTERN RY CO./BMWE
VAN WART, A.T., SR.	2	WILMINGTON	DE	04/10/91	5087	CENTRAL OF GEORGIA RAILWAY CO./UTU
FLETCHER, J. C.	2	MT. PROSPECT	IL	04/18/91	5088	BELT RW CO. OF CHICAGO/UTU
QUINN, F. X.	2	TULSA	OK	04/19/91	5089	CHICAGO & NORTH WESTERN RW CO./UTU
SICKLES, J. A.	2	BETHESDA	MD	04/25/91	5090	AMTRAK/IBEW
SEIDENBERG, J.	1	FALLS CHURCH	VA	04/25/91	5091	SOUTHERN PACIFIC RR CO./BLE
EISCHEN, D. E.	2	ITHACA	NY	05/06/91	5092	UNION PACIFIC RR/BLE
EUKER, W. F.	2	MARENGO	IL	05/02/91	5093	NORFOLK & WESTERN RY CO./BLE

**1.—Neutrals Appointed Pursuant to Public Law 89-456 (Public Law Boards),
October 1, 1990 to September 30, 1991—Continued**

Name	Type	City	State	Date of Appt.	PLB No.	Parties
WARSHAW, J. A.	2	BETHESDA	MD	05/20/91	5095	UNION RAILWAY CO./UTU
LIEBERMAN, I. M.	2	STAMFORD	CT	06/07/91	5097	ELGIN, JOLIET & EASTERN RY CO./TCIU
VAN WART, A.T., SR.	2	WILMINGTON	DE	05/17/91	5098	ATCHISON, TOPEKA & SANTA FE RW/UTU
SUNTRUP, E. L.	2	EVANSTON	IL	05/20/91	5099	NE ILLINOIS REGIONAL COMMUTER/TCU-ARSA
O'BRIEN, R. M.	2	MILTON	MA	05/28/91	5100	BURLINGTON NORTHERN RR CO./BLE
DUFFY, H. G.	2	GALESVILLE	ND	07/11/91	5102	CSX TRANSPORTATION, INC./ BRC-TCU
ZACK, A.	2	BOSTON	MA	06/18/91	5104	BURLINGTON NORTHERN RR CO./UTU
BLACKWELL, F. R.	2	GAITHERSBURG	MD	06/24/91	5105	CONRAIL-CONSOLIDATED RAIL CORP./IAM&AW
MCALPIN, R. E.	2	PARK RIDGE	IL	07/05/91	5106	UNION PACIFIC FRUIT EXPRESS CO./TCU-CARMEN
EUKER, W. F.	2	MARENGO	IL	07/05/91	5107	NORFOLK & WESTERN RY CO./UTU
HAYS, D. B.	1	SHERMAN	TX	07/30/91	5109	UNION PACIFIC RR/UTU
PETERSEN, D. A.	2	PITTSBURGH	PA	07/18/91	5110	CONEMAUGH & BACK LICK RR/UTU
MARX, H. L., JR.	2	NEW YORK	NY	07/05/91	5111	CUYAHOGA VALLEY/USWA
WARSHAW, J. A.	2	BETHESDA	MD	07/05/91	5112	NORFOLK & WESTERN RY CO./IBEW
GOLD, C. H.	2	NEW YORK	NY	08/09/91	5118	FRUIT GROWERS' EXPRESS/TCIU
CLUSTER, H. R.	2	BALTIMORE	MD	07/30/91	5120	ATCHISON, TOPEKA & SANTA FE RW/UTU
HAYS, D. B.	1	SHERMAN	TX	08/02/91	5121	UNION PACIFIC RR/UTU (C&T)
QUINN, F. X.	2	TULSA	OK	07/30/91	5122	ATCHISON, TOPEKA & SANTA FE RW/UTU
MEIRIES, W. E.	2	OVERLAND PARK	KS	08/09/91	5123	UNION PACIFIC RR/UTU
WARSHAW, J. A.	2	BETHESDA	MD	08/16/91	5126	CHICAGO & NORTH WESTERN RW CO./UTU
SUNTRUP, E. L.	2	EVANSTON	IL	08/22/91	5127	CSX TRANSPORTATION, INC./ SMWIA
WARSHAW, J. A.	2	BETHESDA	MD	08/29/91	5128	IOWA INTERSTATE RAILWAY CO./UTU
SIMON, B. E.	2	ARLINGTON HEIGHTS	IL	08/30/91	5130	SOUTHERN PACIFIC RR CO./ IBF&O
MOORE, P. J.	2	OKLAHOMA CITY	OK	08/27/91	5132	NORFOLK SOUTHERN RW CO./UTU
FREDENBERGER, W. E., JR.	2	STAFFORD	VA	09/04/91	5134	DENVER & RIO GRANDE WESTERN RR/UTU (C&T)
CLUSTER, H. R.	2	BALTIMORE	MD	09/04/91	5135	BURLINGTON NORTHERN RR CO./UTU
QUINN, F. X.	2	TULSA	OK	09/09/91	5137	CHICAGO & NORTH WESTERN RW CO./UTU
LEFKOW, D. M.	2	CHICAGO	IL	09/30/91	5138	CSX TRANSPORTATION, INC./ IBF&O
WARSHAW, J. A.	2	BETHESDA	MD	09/20/91	5141	UNION PACIFIC RR/UTU (C&T)
BENN, E. H.	2	GLENCOE	IL	09/20/91	5142	UNION PACIFIC RR/UTU (C&T)
FISHER, A. J.	2	EVANSTON	IL	09/27/91	5148	MIDSOUTH RAIL CORP./UTU

**1.—Neutrals Appointed Pursuant to Public Law 89-456 (Public Law Boards),
October 1, 1990 to September 30, 1991—Continued**

Name	Type	City	State	Date of Appt.	PLB No.	Parties
FLETCHER, J. C.	2	MT. PROSPECT	IL	09/27/91	5150	BURLINGTON NORTHERN RR CO./UTU
MARX, H. L., JR.	2	NEW YORK	NY	01/29/91	5197	AMTRAK/AMT.SERV.WORKERS CO.

1 = Procedural.
2 = Merits.

2.—Arbitrators Appointed—Arbitration Boards, October 1, 1990 to September 30, 1991

Name	Residence	Date of Appt.	Arb. No.	Parties
Robert O. Harris*	Washington, DC	11-21-90	514	Elgin, Joliet & Eastern Rwy. Co. & UTU
D. T. Kelly*	Livonia, MI	01-11-91	515	CSX Trans. Co. & BLE
Marty E. Zusman*	Highland, IN	02-08-91	516	Elgin, Joliet & Eastern Rwy. Co. & BLE
Dana E. Eischen*	Ithaca, NY	02-27-91	517	Union Pacific Railroad Co. & BLE
John B. Criwell*	Stigler, OK	03-01-91	518	Union Pacific Railroad Co. & UTU
John B. LaRocco*	Sacramento, CA	03-12-91	519	Southern Pacific Transp. Co. & UTU
David M. Cohen	Hollis Hills, NY	03-26-91	520	Consolidated Rail Corp. & BLE
James R. Johnson	Schererville, IN	09-18-91	521	Chicago & North Western Transportation & UTU
Edwin H. Benn*	Glencoe, IL	09-23-91	522	Union Pacific Railroad Co. & BLE

*Selected by the parties.

2a.—Arbitrators Appointed—Task Force Arbitration, October 1, 1990 to September 30, 1991

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

2b.—Arbitrators Selected—Interest Arbitration, October 1, 1990 to September 30, 1991

Name	Residence	Date of Panel	Case No.	Parties
Panel submitted but no arbitrator selected		02-27-91	A-12354	American Airlines Inc. and APA
Thomas F. Carey*	Jericho, NY	03-01-91	A-12354	American Airlines Inc. and APA
Lawrence E. Seibel	Washington, DC	03-05-91	A-12449	Alaska Airlines and ALPA

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

3.—Neutrals Appointed—Special Boards of Adjustment, October 1, 1990 to September 30, 1991

Name	Type	City	State	Date of Appt.	SBA No.	Parties
SELTZER, L. E.	2	PHILADELPHIA	PA	07/23/91	0909	CONRAIL-CONSOLIDATED RAIL CORP./UTU
MUESSIG, E.	2	ARLINGTON	VA	07/23/91	0909	CONRAIL-CONSOLIDATED RAIL CORP./UTU
ZUSMAN, M. E.	2	MUNSTER	IN	07/23/91	0909	CONRAIL-CONSOLIDATED RAIL CORP./UTU
MISERENDINO, C. R.	2	FAIRFAX	VA	07/01/91	0910	CONRAIL-CONSOLIDATED RAIL CORP./UTU
SELTZER, L. E.	2	PHILADELPHIA	PA	07/01/91	0910	CONRAIL-CONSOLIDATED RAIL CORP./UTU
MCMURRAY, K.	2	LAGRANGE	IL	09/01/91	0910	CONRAIL-CONSOLIDATED RAIL CORP./UTU
EUKER, W. F.	2	MARENGO	IL	09/01/91	0910	CONRAIL-CONSOLIDATED RAIL CORP./UTU
MEYERS, P. R.	2	CHICAGO	IL	12/04/90	0928	AMTRAK/BLE
VAUGHN, M. D.	2	BETHESDA	MD	10/01/90	0933	SOUTHEASTERN PA. TRANS. AUTH./ENGINEERS
VAN WART, A.T., JR.	2	SALEM	NJ	06/04/91	0985	NEW JERSEY TRANSIT RAIL OP., IN/ ELECTRICAL WORKERS
SUNTRUP, E. L.	2	EVANSTON	IL	06/18/91	1003	ATCHISON, TOPEKA & SANTA FE RW/BRS
SKONIER, J. M.	2	NORRISTOWN	PA	03/26/91	1027	METRO NORTH RAILROAD (MTA)/ATDA
SKONIER, J. M.	2	NORRISTOWN	PA	03/26/91	1028	METRO NORTH RAILROAD (MTA)/ATDA
FISHER, A. J.	2	EVANSTON	IL	04/04/91	1031	ATCHISON, TOPEKA & SANTA FE RW/TCU
BLACKWELL, F. R.	2	GAITHERSBURG	MD	10/23/90	1043	NEW JERSEY TRANSIT RAIL OP., IN/ UTU
VAN WART, A.T., JR.	2	SALEM	NJ	10/23/90	1043	NEW JERSEY TRANSIT RAIL OP., IN/ UTU
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	10/23/90	1043	NEW JERSEY TRANSIT RAIL OP., IN/ UTU
EUKER, W. F.	2	MARENGO	IL	12/04/90	1044	CONRAIL-CONSOLIDATED RAIL CORP./UTU (Y)
MCDONNELL, J. R.	2	SNYDER	NY	12/10/90	1045	CONRAIL-CONSOLIDATED RAIL CORP./BLE
BENN, E. H.	2	GLENCOE	IL	04/23/91	1046	SOUTHERN PACIFIC RR CO./BRS

**3.—Neutrals Appointed—Special Boards of Adjustment,
October 1, 1990 to September 30, 1991—Continued**

Name	Type	City	State	Date of Appt.	SBA No.	Parties
WESMAN, E. C.	2	ITHACA	NY	04/24/91	1047	UNION PACIFIC RR/BRS
DILAURO, T. J.	2	SPRINGFIELD	PA	04/11/91	1048	NORFOLK & WESTERN RY CO./BMWE
FLETCHER, J. C.	2	MT. PROSPECT	IL	04/11/91	1048	NORFOLK & WESTERN RY CO./BMWE
MASON, J. E.	2	PALM COAST	FL	04/11/91	1048	NORFOLK & WESTERN RY CO./BMWE
DILAURO, T. J.	2	SPRINGFIELD	PA	04/11/91	1049	NORFOLK SOUTHERN RY CO./BMWE
FLETCHER, J. C.	2	MT. PROSPECT	IL	04/11/91	1049	NORFOLK SOUTHERN RY CO./BMWE
MASON, J. E.	2	PALM COAST	FL	04/11/91	1049	NORFOLK SOUTHERN RY CO./BMWE
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	04/17/91	1050	NEW JERSEY TRANSIT RAIL OP., IN/ IAM&AW
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	04/17/91	1051	NORFOLK & WESTERN RY CO./UTU
FLETCHER, J. C.	2	MT. PROSPECT	IL	04/19/91	1052	LONG ISLAND RAIL ROAD/IBEW
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	04/30/91	1053	NEW JERSEY TRANSIT RAIL OP., IN/ BLRMKRS & BLKSMITHS
JOHNSON, J. R.	2	SPRINGFIELD	VA	05/20/91	1054	METRO NORTH RAILROAD (MTA)/UTU (C&T)
SKONIER, J. M.	2	NORRISTOWN	PA	06/12/91	1055	AMTRAK/TCIU
VAUGHN, M. D.	2	BETHESDA	MD	06/12/91	1056	AMTRAK/TCIU

**4.—Neutrals Nominated Pursuant to Union Shop Agreements,
October 1, 1990 to September 30, 1991**

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

**5.—Referees Selected—System Boards of Adjustment (Airlines),
October 1, 1990 to September 30, 1991**

Name	Residence	Date of Panel	Parties
Jacob Seidenberg*	Falls Church, VA..	10-10-90	United Parcel Service—IPA
Richard R. Kasher*	Bryn Mawr, PA...	10-11-90	Pan Am Express—IBT
Jack Clarke*	Tuscaloosa, AL...	10-15-90	Empresa Ecuatoriana de Aviacion— IAM&AW
Panel submitted but dispute withdrawn prior to selection of an arbitrator.		10-24-90	Air Canada—IBT
Panel submitted but no referee selected		10-24-90	Pan Am World Airways—TWU
Six panels submitted but no referees selected as yet		10-25-90	Air Wisconsin—AFA
Martin F. Scheinman*	Manhasset, NY...	10-26-90	Pan Am World Airways—IBT
Kenneth L. Meinen*	Weston, CT.	10-26-90	Pan Am World Airways—IBT
Panel submitted but no referee selected		10-29-90	Reeve Aleutian Airways—ALPA
Panel submitted but no referee selected as yet		10-30-90	Mark Air, Inc.—ALPA
Two panels submitted but no referees selected.....		11-01-90	Alaska Airlines—AFA
John Kagel	San Francisco, CA	11-15-90	Wings West Airlines—RAPA
Helen M. Witt	Pittsburgh, PA....	11-20-90	Ross Aviation—ALPA
Helen M. Witt	Pittsburgh, PA....	11-20-90	Ross Aviation—ALPA
William Levin*	N. Hollywood, CA.	11-20-90	Ross Aviation—ALPA
Clara H. Friedman*	New York, NY	11-27-90	Air India—IBT
Panel submitted but dispute settled prior to selection of an arbitrator..		11-27-90	United Parcel Service—IBT
Rolf Valtin*	McLean, VA.....	12-03-90	Metro Express—ALPA
Robert O. Harris.....	Washington, DC..	12-04-90	BANOBRAS—IAM&AW
Paul Fasser*	Vienna, VA.....	12-04-90	Pan Am World Airways—TWU
George S. Ives*	Sarasota, FL.....	12-04-90	Pan Am World Airways—TWU
Louis E. Seltzer*	Boca Raton, FL...	12-05-90	Pan Am World Airways—IBT
Panel submitted but dispute settled prior to selection of an arbitrator..		12-05-90	Pan Am World Airways—TWU
Panel submitted but dispute settled prior to selection of an arbitrator..		12-05-90	Pan Am World Airways—TWU
Joseph A. Gentile*	Buffalo, NY.....	12-05-90	Pan Am World Airways—TWU
Ralph S. Berger*	Brooklyn, NY....	12-05-90	Pan Am World Airways—TWU
Oscar A. Ornati*	New York, NY	12-05-90	Pan Am World Airways—TWU
Hugh D. Duffy*	Galesville, MD....	12-06-90	Pan Am World Airways—IBT
David L. Beckman*	Louisville, KY	12-12-90	United Parcel Service—IPA
Ernest E. Marlatt*	Houston, TX.....	12-12-90	United Parcel Service—IPA
Panel submitted but dispute held in abeyance pending Pan American's bankruptcy proceedings.		01-03-91	Pan Am World Airways—IBT
David L. Beckman*	Louisville, KY	01-03-91	United Parcel Service—IBT
George S. Ives*	Sarasota, FL.....	01-04-91	Pan Am World Airways—TWU
Panel submitted but dispute settled prior to selection of an arbitrator..		01-07-91	Pan Am World Airways—TWU
Panel submitted but dispute settled prior to selection of an arbitrator..		01-08-91	Pan Am World Airways—TWU
John J. Mikrut*	Columbia, MO....	01-15-91	American Airlines—FEIA
Panel submitted but no referee selected		01-15-91	Aspen Airways—ALPA
Howard C. Edelman*	Freeport, NY.....	01-16-91	Pan Am World Airways—IBT
Robert E. Light*	Edison, NJ	01-16-91	United Parcel Service—IPA
Anne H. Miller*	Glenview, IL.....	01-16-91	United Parcel Service—IPA
Dennis R. Nolan*	Columbia, SC....	01-16-91	United Parcel Service—IPA
Gilbert H. Vernon*	Eau Claire, WI....	01-16-91	United Parcel Service—IPA
Panel submitted but no referee selected		01-17-91	Varig Brazilian Airlines—IAM&AW
Panel submitted but no referee selected		01-22-91	Alaska Airlines—AFA
Two panels submitted but disputes withdrawn prior to selection of an arbitrator.		01-22-91	Pan Am World Airways—IBT
Laurence E. Seibel*	Chevy Chase, MD	01-30-91	Pan Am World Airways—TWU
Herbert Fishgold*	Washington, DC..	02-06-91	Aeronautical Radio—IBT
Panel submitted by no referee selected as yet		02-11-91	Metroflight, Inc.—ALPA

**5.—Referees Selected—System Boards of Adjustment (Airlines),
October 1, 1990 to September 30, 1991—Continued**

Name	Residence	Date of Panel	Parties
Ted T. Tsukiyama.....	Honolulu, HI	02-12-91	Aloha Island Air—ALPA
Philip Harris.....	Coral Springs, FL..	02-13-91	Pan Am World Airways—TWU
Panel submitted but dispute settled prior to selection of an arbitrator..		02-19-91	Philippine Airlines—IAM&AW
Thomas T. Roberts*	Rolling Hills, CA..	02-20-91	Varig Brazilian Airlines—IAM&AW
Rolf Valtin	McLean, VA	03-01-91	AFA—Service Charge Objections
Jack Clarke*	Tuscaloosa, AL	03-07-91	Metroflight, Inc.—ALPA
W. Lloyd Lane*	Burnsville, NC.	03-07-91	Metroflight, Inc.—ALPA
William M. Lambert	Marco Island, FL ..	03-12-91	Pan Am World Airways—IBT
Peter R. Meyers*	Chicago, IL	03-12-91	Pan Am World Airways—IBT
Panel submitted but no referee selected as yet		03-12-91	Pan Am World Airways—TWU
Panel submitted but no referee selected		03-13-91	Alaska Airlines—AFA
James F. Searce*	Atlanta, GA	03-25-91	Metroflight, Inc.—ALPA
William E. Simkin*	Tucson, AZ	03-25-91	Metroflight, Inc.—ALPA
John B. Willits*	Phoenix, AZ	03-25-91	Metroflight, Inc.—ALPA
Roger P. Kaplan*	Washington, DC ..	03-25-91	Metroflight, Inc.—ALPA
James M. Harkless*	Washington, DC ..	03-25-91	Metroflight, Inc.—ALPA
Panel submitted but no referee selected		03-26-91	Alaska Airlines—AFA
Robert E. Peterson*	Briarcliff Manor, NY.	03-29-91	Dominicana Airlines—IAM
Panel submitted but no referee selected		04-02-91	Alaska Airlines—AFA
Ralph S. Berger*	Brooklyn, NY.....	04-02-91	Pan Am World Airways—TWU
Howard C. Edelman*	Freeport, NY	04-02-91	Pan Am World Airways—TWU
David C. Randles*	Clifton Park, NY ..	04-02-91	Pan Am World Airways—TWU
Ronald J. Betso*	Brooklyn, NY.....	04-02-91	Pan Am World Airways—TWU
Panel submitted but parties selected their own arbitrator		04-04-91	Pan Am World Airways—TWU
Gladys Gershenfeld*	Flourtown, PA.	04-05-91	Pan Am World Airways—TWU
Jerome Katz*	Great Neck, NY... ..	04-05-91	Pan Am World Airways—TWU
Panel submitted but dispute settled prior to selection of an arbitrator..		04-05-91	Pan Am World Airways—TWU
Panel submitted but dispute withdrawn prior to selection of an arbitrator.		04-05-91	Pan Am World Airways—TWU
Panel submitted but dispute withdrawn prior to selection of an arbitrator.		04-05-91	Pan Am World Airways—TWU
Panel submitted but parties selected their own arbitrator		04-05-91	Pan Am World Airways—TWU
Panel submitted but parties selected their own arbitrator		04-05-91	Pan Am World Airways—TWU
Herbert Fishgold	Washington, DC ..	04-08-91	Pan Am World Airways—IBT
Panel submitted but no referee selected		04-16-91	Alaska Airlines—AFA
John P. Mead*	Key Biscayne, FL..	04-16-91	United Parcel Service—IPA
Joseph V. McKenna*	St. Louis, MO.....	04-16-91	United Parcel Service—IPA
Preston J. Moore*	Oklahoma City, OK	04-16-91	United Parcel Service—IPA
Panel submitted but no referee selected		04-29-91	Alaska Airlines—AFA
Panel submitted but dispute withdrawn prior to selection of an arbitrator.		04-29-91	Air Canada—IBT
Panel submitted but no referee selected as yet		04-29-91	Air Wisconsin—AFA
Peter R. Meyers*	Chicago, IL	04-29-91	Simmons Airlines—ALPA
William E. Fredenberger*	Stafford, VA	04-29-91	Simmons Airlines—ALPA
M. David Vaughn*	Gaithersburg, MD ..	04-29-91	Simmons Airlines—ALPA
Richard R. Kasher*	Bryn Mawr, PA... ..	05-13-91	Pan Am World Airways—IUFA
Richard R. Kasher*	Bryn Mawr, PA... ..	05-13-91	Pan Am World Airways—IUFA
Richard R. Kasher*	Bryn Mawr, PA... ..	05-13-91	Pan Am World Airways—IUFA
Robert Douglas	Woodmere, NY	05-14-91	Pan Am World Airways—IBT
Helen M. Witt*	Pittsburgh, PA.....	05-15-91	Allegheny Commuter/USAir Express—ALPA

**5.—Referees Selected—System Boards of Adjustment (Airlines),
October 1, 1990 to September 30, 1991—Continued**

Name	Residence	Date of Panel	Parties
Panel submitted but no referee selected		06-20-91	Pan Am World Airways—IBT
Panel submitted but dispute settled prior to selection of an arbitrator..		07-03-91	Pan Am World Airways—TWU
Jonas Aarons*	Rhinebeck, NY ...	07-16-91	Metroflight, Inc.—ALPA
Donald P. Goodman*	Ft. Worth, TX.	07-19-91	Southwest Airlines—ROPA
Panel submitted but no referee selected as yet		07-23-91	Pan Am World Airways—IBT
Panel submitted but no referee selected as yet		07-24-91	Pan Am World Airways—IBT
Panel submitted but no referee selected as yet		07-25-91	Pan Am World Airways—IBT
Dana E. Eischen*	Ithaca, NY.....	07-29-91	Air Midwest, Inc.—ALPA
M. David Vaughn*	Gaithersburg, MD	07-30-91	Olympic Airlines—IAM&AW
Panel submitted but no referee selected as yet		08-05-91	Pan Am World Airways—IBT
Panel submitted but no referee selected as yet		08-07-91	Dominicana Airlines—IAM&AW
Panel submitted but parties selected their own arbitrator		08-07-91	Pan Am World Airways—IBT
Panel submitted but parties selected their own arbitrator		08-07-91	Pan Am World Airways—IBT
Three panels submitted but no referees selected		08-07-91	Pan Am World Airways—IBT
Panel submitted but no referee selected		08-12-91	Pan Am Express—IBT
Panel submitted but dispute settled prior to selection of an arbitrator..		08-12-91	Pan Am World Airways—TWU
James M. Harkless*	Washington, DC ..	08-12-91	United Parcel Service—IPA
Gilbert H. Vernon*	Eau Claire, WI....	08-12-91	United Parcel Service—IPA
Joseph A. Gentile*	Buffalo, NY.	08-12-91	United Parcel Service—IPA
Martin F. Scheinman*	Manhasset, NY ...	08-12-91	United Parcel Service—IPA
Arthur Talmadge*	Flushing, NY.....	08-12-91	United Parcel Service—IPA
Marcia L. Greenbaum*	Essex, MA	08-12-91	United Parcel Service—IPA
Three panels submitted but disputes settled prior to selection of an arbitrator.		08-12-91	United Parcel Service—IPA
Panel submitted but dispute withdrawn prior to selection of an arbitrator.		08-13-91	Pan Am World Airways—TWU
David L. Beckman*	Louisville, KY	08-13-91	Pan Am World Airways—TWU
Arthur E. Berkeley*	Baltimore, MD ...	08-13-91	Pan Am World Airways—TWU
David L. Beckman*	Louisville, KY	08-15-91	Aero Peru—IAM&AW
Panel submitted but no referee selected		08-27-91	Alaska Airlines—AFA
Robert O. Harris*	Washington, DC ..	08-27-91	Metroflight, Inc.—ALPA
Panel submitted but no referee selected		09-04-91	Airborne Express—IBT
Helen M. Witt*	Pittsburgh, PA....	09-04-91	Avianca Airlines—IBT
William H. Holley, Jr.*	Auburn University, AL.	09-09-91	Avianca Airlines—IBT
Panel submitted but no referee selected as yet		09-17-91	United Parcel Service—IBT
John J. Flagler	Minneapolis, MN .	09-18-91	Northwest Airlines—IBT
Donald P. Goodman	Ft. Worth, TX.	09-24-91	Southwest Airlines—ROPA
Panel submitted but no referee selected as yet		09-30-91	Pan Am World Airways—IBT

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

**5a.—Arbitrators Selected—CAB Labor Protective Provisions,
October 1, 1990 to September 30, 1991**

Name	Residence	Date of Panel	Parties
Peter R. Meyers*	Chicago, IL.....	10-09-90	USAir, Inc. v. Steven C. Holland
M. David Vaughn*	Gaithersburg, MD	04-18-91	USAir, Inc./AFA (Lani Tamanaha)
Stephen E. Crable*	Potomac, MD.....	05-14-91	USAir, Inc. v. Janet Royall
Panel submitted but dispute settled prior to selection of an arbitrator.		06-07-91	USAir, Inc. v. Jeff Catlin

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

**5b.—Neutrals Appointed Pursuant to Interstate Commerce Commission's Orders,
October 1, 1990 to September 30, 1991**

Name	Residence	Date of Appt.	Parties
M. David Vaughn	Gaithersburg, MD	10-20-90	Norfolk & Western Rwy./BMW
Nicholas H. Zumas.....	Washington, DC ..	11-30-90	Rio Grande Industries, Rio Grande Western RR, St. Louis Southwestern Rwy., Southern Pacific Transportation Co./BLE
Robert M. O'Brien	Milton, MA.....	12-06-90	Norfolk Southern Corp., Norfolk & Western Rwy. and Southern Railway Co./BMW
Joseph A. Sickles	Bethesda, MD	03-08-91	Burlington Northern RR/BN Transport Employees
Robert E. Peterson.....	Briarcliff Manor, NY	04-23-91	Southern Pacific Transportation Co./IBEW
Hugh Duffy	Galesville, MD....	04-23-91	MidLouisiana Rail Corp./David Cathey
Arnold M. Zack	Boston, MA	06-28-91	Lamoille Valley RR/BMW
Arnold M. Zack	Boston, MA	06-28-91	Lamoille Valley RR/UTU
M. David Vaughn	Gaithersburg, MD	07-09-91	CSX Transportation/IAM&AW
Hugh Duffy	Galesville, MD....	08-06-91	CSX Transportation/ATDA
Robert O. Harris.....	Washington, DC ..	08-29-91	CSX Transportation/IAM&AW
M. David Vaughn	Gaithersburg, MD	09-24-91	Southern Pacific Transportation Co./UTU

**5c.—Referees Selected—System Boards of Adjustment (Railroads),
October 1, 1990 to September 30, 1991**

Name	Residence	Date of Panel	Parties
Irwin M. Lieberman*	Stamford, CT	12-19-90	Norfolk & Western Rwy. and Norfolk Southern Corp./IBEW, IAM&AW, TCU-Carmen Division, IBB

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

**6.—Neutral Referees Appointed to Public Law 91-518—Rail Passenger Service Act of 1970
(Amtrak), October 1, 1990 to September 30, 1991**

Name	Residence	Date of Appt.	Amtrak No.	Parties
John B. Willits	Phoenix, AZ	02-21-91	37-11	Burlington Northern Railroad/IBEW

**7.—Arbitrators Appointed Pursuant to Public Law 93-236—Regional Rail Reorganization Act
of 1973 (ConRail), October 1, 1990 to September 30, 1991**

Name	Residence	Date of Appt.	ConRail No.	Parties
NONE				

Appendix B—FY 1992

1.—Neutrals Appointed Pursuant to Public Law 89-456 (Public Law Boards), October 1, 1991 to September 30, 1992

Name	Type	City	State	Date of Appt.	PLB No.	Parties
TWOMEY, D. P.	2	QUINCY	MA	08/12/92	2010	TX PAC—MISSOURI PAC NEW ORLEANS/UTU
MARX, H. L., JR.	2	NEW YORK	NY	12/02/91	3705	AMTRAK/SMWIA
COOK, J., JR.	2	PORTLAND	OR	06/15/92	4211	ATCHISON, TOPEKA & SANTA FE RW/BLE
HAYS, D. B.	2	SHERMAN	TX	11/27/91	4605	DENVER & RIO GRANDE WESTERN RR/UTU (S)
DILAURO, T. J.	2	SPRINGFIELD	PA	06/15/92	4615	CONRAIL-CONSOLIDATED RAIL CORP./BMWE
SEIDENBERG, J.	2	FALLS CHURCH	VA	02/06/92	4833	CSX TRANSPORTATION, INC./UTU
VAN WART, A.T., SR.	2	WILMINGTON	DE	10/07/91	4851	NORFOLK & WESTERN RY CO./TCU
COOK, J., JR.	2	PORTLAND	OR	05/19/92	4901	ATCHISON, TOPEKA & SANTA FE RW/UTU (C,T&Y)
LAROCCO, J. B.	2	SACRAMENTO	CA	10/07/91	4953	ATCHISON, TOPEKA & SANTA FE RW/TCIU
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	04/16/92	4960	CUYAHOGA VALLEY/UTU
VERNON, G. H.	2	EAU CLAIRE	WI	01/02/92	5003	ILLINOIS CENTRAL GULF/UTU
QUINN, F. X.	2	TULSA	OK	12/02/91	5060	HOUSTON BELT & TERM. RW CO./UTU
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	04/16/92	5062	CUYAHOGA VALLEY/UTU (T)
MEYERS, P. R.	2	CHICAGO	IL	10/04/91	5116	ELGIN, JOLIET & EASTERN RY CO./UTU (T)
WESTON, H. M.	2	HASTINGS-ON-HUDSON	NY	10/23/91	5117	AMTRAK/UTU
FISHER, A. J.	2	EVANSTON	IL	06/01/92	5124	CHICAGO & NORTH WESTERN RW CO./UTU
LEFKOW, D. M.	2	CHICAGO	IL	06/01/92	5125	CHICAGO & NORTH WESTERN RW CO./UTU
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	04/16/92	5131	CUYAHOGA VALLEY/UTU
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	11/07/91	5136	SPRINGFIELD TERMINAL-VERMONT/UTU
BLACKWELL, F. R.	2	GAITHERSBURG	MD	12/23/91	5139	AMTRAK/BMWE
QUINN, F. X.	2	TULSA	OK	10/07/91	5143	DE QUEEN & EASTERN RR CO./UTU (C,B,E,&F)
LEFKOW, D. M.	2	CHICAGO	IL	10/07/91	5144	NE ILLINOIS REGIONAL COMMUTER/UTU
ZAMPERINI, C. J.	2	DENVER	CO	02/23/92	5145	DENVER & RIO GRANDE WESTERN RR/IAM&AW
VAUGHN, M. D.	1	BETHESDA	MD	10/31/91	5146	WINSTON-SALEM SOUTHBOUND/UTU (C-T-Y)
SUNTRUP, E. L.	2	EVANSTON	IL	10/07/91	5147	NE ILLINOIS REGIONAL COMMUTER/BR
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	10/07/91	5149	KANSAS CITY SOUTHERN RW CO./UTU (T&C)

**1.—Neutrals Appointed Pursuant to Public Law 89-456 (Public Law Boards),
October 1, 1991 to September 30, 1992—Continued**

Name	Type	City	State	Date of Appt.	PLB No.	Parties
WALLIN, G. E.	2	ST. PAUL	MN	10/15/91	5153	DULUTH, MISSABE & IRON RANGE/BLE
FLETCHER, J. C.	2	MT. PROSPECT	IL	11/08/91	5154	CHICAGO, MISSOURI & WESTERN RY/BRAC div TCIU
SEIDENBERG, J.	2	FALLS CHURCH	VA	10/15/91	5155	SOUTHERN PACIFIC RR CO./UTU (S)
FISHBACH, C. P.	2	CHICAGO	IL	10/25/91	5157	TERMINAL RR ASSOC. OF ST. LOUIS/UTU
RINALDO, T. N.	2	BUFFALO	NY	10/25/91	5158	PORT AUTHORITY TRANS- HUDSON/IBT,C,W&H of A
CLUSTER, H. R.	2	BALTIMORE	MD	11/12/91	5162	ATCHISON, TOPEKA & SANTA FE RW/UTU
CRISWELL, J. B.	2	STIGLER	OK	11/08/91	5163	TERM. RY. OF ALABAMA—ALA. STATE DOCK/UTU
KASHER, R. R.	2	BRYN MAWR	PA	11/08/91	5164	CSX TRANSPORTATION, INC./UTU
TWOMEY, D. P.	2	QUINCY	MA	11/19/91	5165	HOUSTON BELT & TERM. RW CO./ UTU
DUFFY, H. G.	2	GALESVILLE	ND	11/19/91	5166	NORFOLK SOUTHERN RW CO./ATDA
LAROCCO, J. B.	2	SACRAMENTO	CA	11/26/91	5167	MIDSOUTH RAIL CORP./BLE
CANNAVO, J. S.	2	ST. LOUIS	MO	11/25/91	5168	MANUFACTURERS RY CO./UTU
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	11/19/91	5169	SOO LINE/UTU
CLUSTER, H. R.	2	BALTIMORE	MD	11/29/91	5170	UNION PACIFIC RR/UTU (C&T)
EISCHEN, D. E.	2	ITHACA	NY	12/09/91	5171	UNION PACIFIC RR/UTU (C&T)
KELLY, D. T.	2	LIVONIA	MI	11/14/91	5172	GRAND TRUNK WESTERN RW CO./UTU
DENNIS, R. E.	2	NEW YORK	NY	12/05/91	5173	CENTRAL MICHIGAN RWY CO./TCIU
MILLER, R. L.	2	HINSDALE	IL	01/29/92	5174	SOUTHERN PACIFIC RR CO./ IAM&AW
KLEIN, J. I.	2	CLEVELAND	OH	01/28/92	5175	INDIANI HI-RAIL CORP./UTU
FLETCHER, J. C.	2	MT. PROSPECT	IL	12/05/91	5176	BURLINGTON NORTHERN RR CO./UTU
STRUNCK, T. F.	1	PALM COAST	FL	04/16/92	5177	TERM. RY. OF ALABAMA—ALA. STATE DOCK/ILA (AFL-CIO) #1984
KASHER, R. R.	2	BRYN MAWR	PA	12/02/91	5178	BERLIN MILLS RY CO./UTU
MIKRUT, J. J., JR.	2	COLUMBIA	MO	12/02/91	5179	SOUTHERN PACIFIC RR CO./ WRSA
TWOMEY, D. P.	2	QUINCY	MA	12/09/91	5180	CSX TRANSPORTATION, INC./UTU
LAROCCO, J. B.	2	SACRAMENTO	CA	12/13/91	5182	HOUSTON BELT & TERM. RW CO./ BLE
MARX, H. L., JR.	2	NEW YORK	NY	01/06/92	5183	CONRAIL-CONSOLIDATED RAIL CORP./ATDA
CLUSTER, H. R.	2	BALTIMORE	MD	01/02/92	5185	CSX TRANSPORTATION, INC./ UTU (C&T)
LARNEY, G. E.	2	EVANSTON	IL	12/31/91	5187	NE ILLINOIS REGIONAL COMMUTER/IBEW
CRISWELL, J. B.	2	STIGLER	OK	01/02/92	5188	NORFOLK & PORTSMOUTH BELTLINE/UTU-T
EUKER, W. F.	2	MARENGO	IL	01/29/92	5191	NORFOLK SOUTHERN RW CO./BLE
VERNON, G. H.	2	EAU CLAIRE	WI	01/29/92	5192	UNION PACIFIC RR/BLE
BENN, E. H.	2	GLENCOE	IL	01/29/92	5193	UNION PACIFIC RR/BLE

**1.—Neutrals Appointed Pursuant to Public Law 89-456 (Public Law Boards),
October 1, 1991 to September 30, 1992—Continued**

Name	Type	City	State	Date of Appt.	PLB No.	Parties
MISERENDINO, C. R.	2	FAIRFAX	VA	01/29/92	5195	NORFOLK SOUTHERN RW CO./ATDA
HARRIS, R. O.	2	WASHINGTON	DC	01/29/92	5196	LONG ISLAND RAIL ROAD/TCIU
FLETCHER, J. C.	2	MT. PROSPECT	IL	02/02/92	5198	ATLANTA AND ST.ANDREWS BAY/IAM&AW
MIKRUT, J. J., JR.	2	COLUMBIA	MO	06/12/92	5200	ELGIN, JOLIET & EASTERN RY CO./UTU
FISCHETTI, M.	1	POTOMAC	MD	02/12/92	5202	NORFOLK SOUTHERN RW CO./ATDA
FLETCHER, J. C.	2	MT. PROSPECT	IL	01/13/92	5203	ELGIN, JOLIET & EASTERN RY CO./TCIU
DENNIS, R. E.	2	NEW YORK	NY	02/11/92	5204	LONG ISLAND RAIL ROAD/UTU
WALLACE, W. C.	2	NEW YORK	NY	02/11/92	5204	LONG ISLAND RAIL ROAD/UTU
WEINSTOCK, B. S.	2	DIX HILLS	NY	02/11/92	5204	LONG ISLAND RAIL ROAD/UTU
FISHER, A. J.	2	EVANSTON	IL	02/13/92	5205	MIDSOUTH RAIL CORP./UTU
MELBERG, G. E.	2	WOODBURY	MN	02/25/92	5206	DULUTH, MISSABE & IRON RANGE/UTU—MISSABE DIV
CLUSTER, H. R.	2	BALTIMORE	MD	02/25/92	5207	BURLINGTON NORTHERN RR CO./UTU
FLETCHER, J. C.	2	MT. PROSPECT	IL	02/25/92	5208	LONG ISLAND RAIL ROAD/UTU-Y
PETERSEN, D. A.	2	PITTSBURGH	PA	03/09/92	5209	BUFFALO & PITTSBURGH RR CO./UTU (C,T&E)
O'BRIEN, R. M.	2	MILTON	MA	03/09/92	5210	PORT AUTHORITY TRANS-HUDSON/BLE
WALLIN, G. E.	2	ST. PAUL	MN	03/31/92	5211	ATCHISON, TOPEKA & SANTA FE RW/BLE
TWOMEY, D. P.	2	QUINCY	MA	03/31/92	5211	ATCHISON, TOPEKA & SANTA FE RW/BLE
VERNON, G. H.	2	EAU CLAIRE	WI	03/31/92	5211	ATCHISON, TOPEKA & SANTA FE RW/BLE
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	03/09/92	5212	PORT AUTHORITY TRANS-HUDSON/ATDA
SUNTRUP, E. L.	2	EVANSTON	IL	03/09/92	5213	CSX TRANSPORTATION, INC./IAM&AW
SUNTRUP, E. L.	2	EVANSTON	IL	03/09/92	5214	NE ILLINOIS REGIONAL COMMUTER/TCIU
CAREY, T. F.	2	JERICHO	NY	04/07/92	5215	LONG ISLAND RAIL ROAD/NTSA
KLEIN, J. I.	1	CLEVELAND	OH	05/19/92	5219	CUYAHOGA VALLEY/UTU (E)
LAROCCO, J. B.	2	SACRAMENTO	CA	03/20/92	5220	BURLINGTON NORTHERN RR CO./BLE
CRISWELL, J. B.	2	STIGLER	OK	03/27/92	5221	UNION PACIFIC RR/UTU (C&T)
KLEIN, J. I.	1	CLEVELAND	OH	03/19/92	5222	NORTHERN INDIANA COMM. TRANSP./UTU
VERNON, G. H.	2	EAU CLAIRE	WI	08/06/92	5223	AMTRAK/UTU
HAWKINS, R. R.	2	ALBUQUERQUE	NM	05/04/92	5224	SOUTHERN PACIFIC RR CO./IAM&AW
MILLER, R. L.	2	HINSDALE	IL	07/09/92	5224	SOUTHERN PACIFIC RR CO./IAM&AW
SUNTRUP, E. L.	2	EVANSTON	IL	04/07/92	5225	ATCHISON, TOPEKA & SANTA FE RW/TCU-CARMEN
FISHER, A. J.	2	EVANSTON	IL	04/23/92	5226	NE ILLINOIS REGIONAL COMMUTER/IBF&O

**1.—Neutrals Appointed Pursuant to Public Law 89-456 (Public Law Boards),
October 1, 1991 to September 30, 1992—Continued**

Name	Type	City	State	Date of Appt.	PLB No.	Parties
COOK, J., JR.	2	PORTLAND	OR	04/16/92	5227	ATCHISON, TOPEKA & SANTA FE RW/UTU (E)
FLETCHER, J. C.	2	MT. PROSPECT	IL	04/16/92	5228	NE ILLINOIS REGIONAL COMMUTER/TCU
EUKER, W. F.	2	MARENGO	IL	04/16/92	5229	NORFOLK SOUTHERN RW CO./UTU
SUNTRUP, E. L.	2	EVANSTON	IL	04/16/92	5230	SOUTHERN PACIFIC RR CO./ATDA
CLUSTER, H. R.	2	BALTIMORE	MD	04/16/92	5231	BURLINGTON NORTHERN RR CO./UTU
ZUSMAN, M. E.	2	MUNSTER	IN	05/19/92	5232	ATCHISON, TOPEKA & SANTA FE RW/BMWE
WALLACE, W. C.	1	NEW YORK	NY	07/17/92	5233	DELAWARE & HUDSON RW CO./UTU
MISERENDINO, C. R.	2	FAIRFAX	VA	05/04/92	5234	SOUTHERN RAILWAY/ATDA
MISERENDINO, C. R.	2	FAIRFAX	VA	05/04/92	5235	SOUTHERN RAILWAY/ATDA
BENN, E. H.	2	GLENCOE	IL	05/19/92	5236	ATCHISON, TOPEKA & SANTA FE RW/UTU
BENN, E. H.	2	GLENCOE	IL	05/19/92	5237	ATCHISON, TOPEKA & SANTA FE RW/UTU
CRAWFORD, J. D.	2	GLENVIEW	IL	04/23/92	5238	NE ILLINOIS REGIONAL COMMUTER/UTU
CRAWFORD, J. D.	2	GLENVIEW	IL	04/23/92	5239	NE ILLINOIS REGIONAL COMMUTER/UTU
MOORE, P. J.	2	OKLAHOMA CITY	OK	04/23/92	5240	NORFOLK & WESTERN RY CO./UTU
DUFFY, H. G.	2	GALESVILLE	ND	04/23/92	5241	CHICAGO & NORTH WESTERN RW CO./IBF&O
ZUSMAN, M. E.	2	MUNSTER	IN	05/19/92	5242	ATCHISON, TOPEKA & SANTA FE RW/IBF&O
MOORE, P. J.	2	OKLAHOMA CITY	OK	04/23/92	5243	NORFOLK & WESTERN RY CO./UTU
MALIN, M. H.	2	CHICAGO	IL	04/23/92	5244	NE ILLINOIS REGIONAL COMMUTER/BMWE
SCHEINMAN, M. F.	2	BAYSIDE	NY	04/21/92	5245	LONG ISLAND RAIL ROAD/TCU
ZUSMAN, M. E.	2	MUNSTER	IN	05/01/92	5246	UNION PACIFIC RR/TCU
BENN, E. H.	2	GLENCOE	IL	06/15/92	5247	ATCHISON, TOPEKA & SANTA FE RW/BLE
VAN WART, A.T., SR.	2	WILMINGTON	DE	05/04/92	5248	CSX TRANSPORTATION, INC./UTU
MEIRIES, W. E.	2	OVERLAND PARK	KS	05/04/92	5249	UNION PACIFIC RR/UTU
MARX, H. L., JR.	2	NEW YORK	NY	08/24/92	5250	MARYLAND & PENNSYLVANIA RR CO./UTU
VAUGHN, M. D.	2	BETHESDA	MD	05/04/92	5251	MIDSOUTH RAIL CORP./IAM&AW
EUKER, W. F.	2	MARENGO	IL	05/19/92	5252	NORFOLK SOUTHERN RW CO./UTU
ZUSMAN, M. E.	2	MUNSTER	IN	06/15/92	5253	ATCHISON, TOPEKA & SANTA FE RW/IAM&AW
GOLD, C. H.	2	NEW YORK	NY	05/19/92	5254	FLORIDA EAST COAST RY CO./FFRE
LEFKOW, D. M.	2	CHICAGO	IL	05/19/92	5255	NE ILLINOIS REGIONAL COMMUTER/BRs
MEYERS, P. R.	2	CHICAGO	IL	06/01/92	5256	MONTANA RAIL LINK/TCU-CARMEN
WALLACE, W. C.	1	NEW YORK	NY	07/17/92	5257	DELAWARE & HUDSON RW CO./UTU
LIEBERMAN, I. M.	2	STAMFORD	CT	06/01/92	5258	BURLINGTON NORTHERN RR CO./UTU
CANNAVO, J. S.	2	ST. LOUIS	MO	06/03/92	5259	MANUFACTURERS RY CO./BLE

**1.—Neutrals Appointed Pursuant to Public Law 89-456 (Public Law Boards),
October 1, 1991 to September 30, 1992—Continued**

Name	Type	City	State	Date of Appt.	PLB No.	Parties
MIKRUT, J. J., JR.	2	COLUMBIA	MO	06/03/92	5260	CHICAGO S. SHORE & S. BEND/UTU
CARBERRY, J. P.	2	CHAUMONT	NY	06/03/92	5261	UNION PACIFIC RR/BLE
PETERSEN, D. A.	2	PITTSBURGH	PA	06/03/92	5262	UNION RAILWAY CO./USWA
QUINN, F. X.	2	TULSA	OK	08/24/92	5262	MIDSOUTH RAIL CORP./UTU
JOHNSON, J. R.	2	SPRINGFIELD	VA	06/04/92	5263	CHICAGO & NORTH WESTERN RW CO./UTU
GOLDSTEIN, E. H.	2	CHICAGO	IL	06/03/92	5264	ATCHISON, TOPEKA & SANTA FE RW/TCU-CARMEN
ZUSMAN, M. E.	2	MUNSTER	IN	06/30/92	5265	AKRON & BARBERTON BELT RR/UTU
LIEBERMAN, I. M.	2	STAMFORD	CT	06/25/92	5266	CHICAGO SHORT LINE RW CO./TCU
MARX, H. L., JR.	2	NEW YORK	NY	06/15/92	5267	CSX TRANSPORTATION, INC./ TCU-CARMEN
MARX, H. L., JR.	2	NEW YORK	NY	06/15/92	5268	CSX TRANSPORTATION, INC./ TCU-CARMEN
HAYS, D. B.	2	SHERMAN	TX	06/15/92	5269	UNION PACIFIC RR/UTU (C&T)
LYNCH, F. T.	2	POTOMAC	MD	06/30/92	5271	UNION PACIFIC RR/BLE
CRISWELL, J. B.	2	STIGLER	OK	06/30/92	5272	HOUSTON BELT & TERM. RW CO./ UTU
ZUSMAN, M. E.	2	MUNSTER	IN	06/30/92	5273	ATCHISON, TOPEKA & SANTA FE RW/IBEW
FLETCHER, J. C.	2	MT. PROSPECT	IL	06/30/92	5274	NORTHERN INDIANA COMM. TRANSP./TCU-CARMEN
LAZAR, J.	1	BOULDER	CO	08/12/92	5276	SOUTHERN PACIFIC RR CO./IAM&AW
HAYS, D. B.	2	SHERMAN	TX	07/17/92	5277	WINSTON-SALEM SOUTHBOUND/ UTU (C-E-T-Y)
HAWKINS, R. R.	2	ALBUQUERQUE	NM	07/15/92	5278	CSX TRANSPORTATION, INC./ IAM&AW
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	07/17/92	5279	BURLINGTON NORTHERN RR CO. TCU-CARMEN
HARRIS, R. O.	2	WASHINGTON	DC	08/13/92	5280	ELGIN, JOLIET & EASTERN RY CO./UTU (C)
FISHBACH, C. P.	2	CHICAGO	IL	08/06/92	5281	MANUFACTURERS RY CO./UTU
O'BRIEN, T. H.	2	DORCHESTER	MA	08/06/92	5282	SPRINGFIELD TERMINAL- VERMONT/UTU
WALLACE, W. C.	2	NEW YORK	NY	08/06/92	5283	AMTRAK/UTU
LAROCCO, J. B.	2	SACRAMENTO	CA	08/06/92	5284	MIDSOUTH RAIL CORP./BLE
LAROCCO, J. B.	2	SACRAMENTO	CA	08/06/92	5285	CHICAGO, CENTRAL & PACIFIC RR/ BLE
LAZAR, J.	1	BOULDER	CO	08/12/92	5286	SOUTHERN PACIFIC RR CO./IBBM&BS
VAN WART, A.T., SR.	2	WILMINGTON	DE	08/13/92	5288	UNION PACIFIC RR/BMWE
LEFKOW, D. M.	2	CHICAGO	IL	08/13/92	5291	NE ILLINOIS REGIONAL COMMUTER/BLE
SIMON, B. E.	2	ARLINGTON HEIGHTS	IL	08/24/92	5293	AMTRAK/IAM&AW
MELBERG, G. E.	2	WOODBURY	MN	08/24/92	5294	AMTRAK/TCU
CARBERRY, J. P.	2	CHAUMONT	NY	08/24/92	5295	UNION PACIFIC RR/BLE
ZUSMAN, M. E.	2	MUNSTER	IN	09/10/92	5296	CHICAGO & NORTH WESTERN RW CO./UTU

**1.—Neutrals Appointed Pursuant to Public Law 89-456 (Public Law Boards),
October 1, 1991 to September 30, 1992—Continued**

Name	Type	City	State	Date of Appt.	PLB No.	Parties
FLETCHER, J. C.	2	MT. PROSPECT	IL	09/10/92	5297	CHICAGO & NORTH WESTERN RW CO./UTU
FLETCHER, J. C.	2	MT. PROSPECT	IL	09/10/92	5298	ST. LAWRENCE RR/BMWE
KELLY, D. T.	2	LIVONIA	MI	09/10/92	5300	CONRAIL-CONSOLIDATED RAIL CORP./UTU
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	09/21/92	5301	SOUTHERN PACIFIC RR CO./ TCU-CARMEN
EUKER, W. F.	2	MARENGO	IL	09/10/92	5302	NORFOLK SOUTHERN RW CO./UTU

1 = Procedural.

2 = Merits.

2.—Arbitrators Appointed—Arbitration Boards, October 1, 1991 to September 30, 1992

Name	Residence	Date of Appt.	Arb. No.	Parties
Eckehard Muessig*	Arlington, VA	01-16-92	523	Nat'l RR Pass. Corp. (Amtrak) & SMWIA
Dana E. Eischen*	Ithaca, NY	01-27-92	524	Union Pacific Railroad Co. & BLE

*Selected by the parties.

2a.—Arbitrators Selected—Interest Arbitration, October 1, 1991 to September 30, 1992

Name	Residence	Date of Panel	Case No.	Parties
Richard I. Bloch	Washington, DC	01-29-92	A-12133	Nat'l RR Passenger Corp. (Amtrak) and AFRP
Richard Mittenenthal	Birmingham, MI	07-06-92	A-12205, A-11071	NRLC and IAM&AW
John J. Mikru	Columbia, MO	07-08-92	A-12318	Nat'l RR Passenger Corp. (Amtrak) and IAM&AW
Robert M. O'Brian	Milton, MA	07-07-92	A-12290	Nat'l RR Passenger Corp. (Amtrak) and BLE

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

3.—Neutrals Appointed—Special Boards of Adjustment, October 1, 1991 to September 30, 1992

Name	Type	City	State	Date of Appt.	SBA No.	Parties
RINALDO, T. N.	2	BUFFALO	NY	02/12/92	0934	METRO NORTH RAILROAD (MTA)/ IBEW
BLACKWELL, F. R.	2	GAITHERSBURG	MD	05/20/92	0940	NEW JERSEY TRANSIT RAIL OP., IN/ BLE
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	01/02/92	0950	METRO NORTH RAILROAD (MTA)/ IAM&AW
VAUGHN, M. D.	2	BETHESDA	MD	10/07/91	0957	SOUTHEASTERN PA. TRANS. AUTH./BMW
MINNI, D. E.	2	STRONGSVILLE	OH	07/09/92	0958	SOUTHEASTERN PA. TRANS. AUTH./BRAC
BUCHHEIT, S. E.	2	PHILADELPHIA	PA	06/12/92	0959	METRO NORTH RAILROAD (MTA)/ BLE
MINNI, D. E.	2	STRONGSVILLE	OH	11/05/91	0966	SOUTHEASTERN PA. TRANS. AUTH./BRS
TWOMEY, D. P.	2	QUINCY	MA	11/08/91	0974	METRO NORTH RAILROAD (MTA)/ UTU
PETERSON, R. E.	2	BRIARCLIFF MANOR	NY	11/08/91	0974	METRO NORTH RAILROAD (MTA)/ UTU
VAN WART, A.T., JR.	2	SALEM	NJ	10/15/91	1009	NEW JERSEY TRANSIT RAIL OP., IN/ TCU
KELLY, R. M.	2	NEW YORK	NY	01/28/92	1010	METRO NORTH RAILROAD (MTA)/ IBT
EISCHEN, D. E.	2	ITHACA	NY	05/19/92	1010	METRO NORTH RAILROAD (MTA)/ IBT
COOK, J., JR.	2	PORTLAND	OR	03/23/92	1017	SOUTHERN PACIFIC RR CO./UTU
RINALDO, T. N.	2	BUFFALO	NY	07/09/92	1035	NEW JERSEY TRANSIT RAIL OP., IN/ ARASA
FLETCHER, J. C.	2	MT. PROSPECT	IL	03/09/92	1059	CONRAIL-CONSOLIDATED RAIL CORP./TCIU
MELBERG, G. E.	2	WOODBURY	MN	06/30/92	1060	AMTRAK/ANT.SERV.WORKERS
DENNIS, R. E.	2	NEW YORK	NY	08/06/92	1062	DELAWARE & HUDSON RW CO./BLE
MARX, H. L., JR.	2	NEW YORK	NY	08/06/92	1062	DELAWARE & HUDSON RW CO./BLE
TWOMEY, D. P.	2	QUINCY	MA	08/06/92	1062	DELAWARE & HUDSON RW CO./BLE
WESTON, H. M.	2	HASTINGS-ON- HUDSON	NY	09/24/92	1063	NORFOLK SOUTHERN RW CO./BLE
VAN WART, A.T., SR.	2	WILMINGTON	DE	09/24/92	1063	NORFOLK SOUTHERN RW CO./BLE
EUKER, W. F.	2	MARENGO	IL	09/24/92	1063	NORFOLK SOUTHERN RW CO./BLE
CRISWELL, J. B.	2	STIGLER	OK	09/24/92	1063	NORFOLK SOUTHERN RW CO./BLE
FLETCHER, J. C.	2	MT. PROSPECT	IL	09/21/92	1064	CSX TRANSPORTATION, INC./BLE

**4.—Neutrals Nominated Pursuant to Union Shop Agreements,
October 1, 1991 to September 30, 1992**

Name	Residence	Date of Appt.	Carrier/Union	Individual Involved
Harold M. Weston	Hastings-On-Hudson, NY	11-14-91	Long Island Rail Road/IBEW/ UTU/SMWIA/ IAM&AW/BRS	Juris. dispute relative to opening the Hillside Maintenance Complex

**5.—Referees Selected—System Boards of Adjustment (Airlines),
October 1, 1991 to September 30, 1992**

Name	Residence	Date of Panel	Parties
George S. Ives*	Sarasota, FL	10-17-91	Aeroperu Airlines—IAM&AW
Don B. Hays*	Sherman, TX	10-17-91	Aeroperu Airlines—IAM&AW
Panel submitted but no arbitrator was selected		10-17-91	United Parcel Service—IBT
Two panels submitted but no arbitrator has been selected as yet		10-28-91	Alaska Airlines—AFA
Panel submitted but was never used due to bankruptcy		10-28-91	Midway Commuter—ALPA
James P. Martin	Lake Bluff, IL	11-12-91	United Parcel Service—IBT
Panel submitted but dispute settled prior to selection of an arbitrator ..		11-12-91	United Parcel Service—IBT
Barbara W. Doering*	W. Lafayette, IN ..	11-12-91	United Parcel Service—IBT
Panel submitted but dispute settled prior to selection of an arbitrator ..		11-12-91	United Parcel Service—IBT
Louis V. Imundo*	Dayton, OH	11-18-91	USAir, Inc.—IAM&AW
Frederick R. Blackwell*	Gaithersburg, MD	11-18-91	USAir, Inc.—IAM&AW
Panel submitted but no arbitrator has been selected as yet		12-09-91	Ecuatoriana Airlines—IAM&AW
Panel submitted but dispute was consolidated with another grievance dispute.		12-09-91	Varig Brazilian Airlines—IAM&AW
Panel submitted but no arbitrator has been selected as yet		12-10-91	Alaska Airlines—AFA
Charles M. Rehms*	Poway, CA	12-26-91	USAir, Inc.—IAM&AW
Pat Cain*	Austin, TX	01-27-92	Southwest Airlines—ROPA
John F. White*	Ft. Worth, TX	01-27-92	Southwest Airlines—ROPA
Robert W. McAllister*	Northfield, IL	01-27-92	Southwest Airlines—ROPA
Stephen Crable*	Potomac, MD	01-27-92	Varig Brazilian Airlines—IAM&AW
Panel submitted but no arbitrator has been selected as yet		01-28-92	Henson Airlines—ALPA
Lloyd L. Byars*	Atlanta, GA	01-28-92	Simmons Airlines—ALPA
Panel submitted but no arbitrator has been selected as yet		01-29-92	Air Wisconsin—ALPA
Panel submitted but no arbitrator was selected		01-29-92	Henson Airlines—ALPA
Carol Kyler*	Hurst, TX	01-29-92	Metroflight, Inc.—ALPA
Nicholas H. Zumas*	Washington, DC ..	01-29-92	Simmons Airlines—ALPA
George S. Ives*	Sarasota, FL	01-29-92	Simmons Airlines—ALPA
Robert L. Douglas*	Woodmere, NY ..	01-29-92	Simmons Airlines—ALPA
Panel submitted but no arbitrator has been selected as yet		02-14-92	Alaska Airlines—AFA
Panel submitted but dispute settled prior to selection of an arbitrator ..		03-18-92	Pennsylvania Airlines—AFA
Gilbert H. Vernon*	Eau Claire, WI	03-27-92	Simmons Airlines—ALPA
Panel submitted but dispute withdrawn prior to selection of an arbitrator.		03-30-92	Southwest Airlines—ROPA
Joseph A. Weston*	Belleair Beach, FL	03-31-92	Atlantic SE Airlines—AFA
Dennis R. Nolan*	Columbia, SC	03-31-92	Atlantic SE Airlines—AFA
Charlotte H. Gold*	Palm Beach Gardens, FL.	04-02-92	AVIANCA Airlines—IBT
Rolf Valtin	McLean, VA	04-02-92	AVIANCA Airlines—IBT

**5.—Referees Selected—System Boards of Adjustment (Airlines),
October 1, 1991 to September 30, 1992—Continued**

Name	Residence	Date of Panel	Parties
Panel submitted but dispute settled prior to selection of an arbitrator..		04-02-92	AVIANCA Airlines—IBT
Eckehard Muessig*.....	Arlington, VA.....	04-09-92	Air Wisconsin—ALPA
Panel submitted but no arbitrator was selected.....		04-09-92	Air Wisconsin—ALPA
Panel submitted but no arbitrator was selected.....		04-09-92	Air Wisconsin—ALPA
Panel submitted but no arbitrator was selected.....		04-09-92	Air Wisconsin—ALPA
Four panels submitted but no arbitrators have been selected as yet..		04-09-92	Air Wisconsin—ALPA
Marvin J. Feldman*.....	Cleveland, OH....	04-16-92	Air Wisconsin—ALPA
David L. Beckman*.....	Louisville, KY....	04-16-92	Air Wisconsin—ALPA
Gladys Gershenfeld*.....	Flourtown, PA....	04-16-92	Pennsylvania Airlines—AFA
Irwin M. Lieberman*.....	Stamford, CT.....	04-17-92	Aeronautical Radio—IAM&AW
Rodney E. Dennis*.....	Palm Beach Gardens, FL.	04-17-92	Dominicana Airlines—IAM&AW
Panel submitted but no arbitrator has been selected as yet.....		04-20-92	Ecuatoriana Airlines—IAM&AW
Panel submitted but no arbitrator has been selected as yet.....		04-20-92	VIASA Airlines—IAM&AW
Irvine L.H. Kerrison*.....	Metuchen, NJ....	04-22-92	Varig Brazilian Airlines—IAM&AW
Robert O. Harris.....	Washington, DC..	04-24-92	Atlantic SE Airlines—AFA
Panel submitted but no arbitrator has been selected as yet.....		04-28-92	Alaska Airlines—AFA
Charles H. Frost*.....	Tampa, FL.....	04-29-92	Tampa Airlines—IAM&AW
Joe H. Henderson*.....	Santa Rosa, CA...	05-07-92	WestAir Commuter Airlines—ALPA
Robert O. Harris.....	Washington, DC..	05-08-92	AFA—Service Charge Objections
Seven panels submitted but no arbitrators were selected.....		05-11-92	Henson Airlines—ALPA
Panel submitted but dispute settled prior to selection of an arbitrator..		05-12-92	USAir, Inc.—IAM&AW
Tia S. Denenberg.....	Red Hook, NY....	05-14-92	Atlantic SE Airlines—AFA
Panel submitted but dispute settled prior to selection of an arbitrator..		05-18-92	Southwest Airlines—ROPA
Panel submitted but no selection was made.....		05-27-92	Air India—IBT
Panel selected but no arbitrator has been selected as yet.....		05-27-92	Alaska Airlines—AFA
Panel submitted but no arbitrator was selected.....		06-01-92	Atlantic SE Airlines—AFA
Panel submitted but dispute settled prior to selection of an arbitrator..		06-01-92	TWEXPRESS—ALPA
Rolf Valtin*.....	McLean, VA.....	06-02-92	AVIANCA—IBT
Alexander B. Porter*.....	Vienna, VA.....	06-03-92	Atlantic SE Airlines—AFA
Jack Clarke*.....	Tuscaloosa, AL....	06-03-92	Atlantic SE Airlines—AFA
Panel submitted but no arbitrator has been selected as yet.....		06-03-92	Atlantic SE Airlines—AFA
John F. White*.....	Fort Worth, TX...	06-11-92	Metroflight, Inc.—ALPA
Three panels submitted but no arbitrators have been selected as yet..		06-12-92	Air Wisconsin—ALPA
Arthur T. Van Wart*.....	Brooksville, FL...	06-19-92	ALM Antillean Airlines—IAM&AW
Panel submitted but parties selected their own arbitrator.....		06-19-92	ALM Antillean Airlines—IAM&AW
James F. Scearce*.....	Atlanta, GA.....	06-19-92	Precision Valley Aviation—ALPA
Two panels submitted but no arbitrators have been selected as yet..		06-19-92	Precision Valley Aviation—ALPA
Dana E. Eischen*.....	Ithaca, NY.....	06-23-92	Aviation Associates—ALPA
M. David Vaughn.....	Gaithersburg, MD	06-24-92	Air Wisconsin—ALPA
Panel submitted but no arbitrator has been selected as yet.....		06-29-92	Mesaba Aviation—ALPA
Panel submitted but dispute withdrawn prior to selection of an arbitrator.		06-30-92	CCAair, Inc.—ALPA
Peter R. Meyers*.....	Chicago, IL.....	07-08-92	Atlantic SE Airlines—AFA
Panel submitted but dispute withdrawn prior to selection of an arbitrator.		07-08-92	Ross Aviation—IBT
John W. Boyer*.....	Duluth, MN.....	07-14-92	Northwest Airlines—IBT
Two panels submitted but no arbitrator has been selected as yet....		07-20-92	Alaska Airlines—AFA
Three panels submitted but no arbitrators have been selected as yet..		07-21-92	Alaska Airlines—AFA
Irwin M. Lieberman*.....	Stamford, CT.....	07-21-92	Pennsylvania Airlines/Allegheny Commuter Airlines—UAW
Three panels submitted but no arbitrators have been selected as yet..		07-31-92	Air Wisconsin—ALPA

**5.—Referees Selected—System Boards of Adjustment (Airlines),
October 1, 1991 to September 30, 1992—Continued**

Name	Residence	Date of Panel	Parties
Three panels submitted but no arbitrators have been selected as yet .		07-31-92	Alaska Airlines—AFA
James F. Searce*.....	Atlanta, GA.....	07-31-92	Atlantic SE Airlines—ALPA
William H. Holley*.....	Auburn, AL.....	07-31-92	Atlantic SE Airlines—ALPA
Panel submitted but no arbitrator has been selected as yet		08-05-92	Trans World Express—IBT
Panel submitted but no arbitrator was selected		08-20-92	Atlantic SE Airlines—AFA
Herbert Fishgold	Washington, DC ..	08-20-92	Atlantic SE Airlines—AFA
Three panels submitted but no arbitrators have been selected as yet .		09-04-92	Air Wisconsin—ALPA
Panel submitted but dispute settled prior to selection of an arbitrator..		09-10-92	Metroflight, Inc.—ALPA
Seventeen panels submitted but no arbitrators have been selected as yet.		09-14-92	Henson Airlines—ALPA
Panel submitted but no arbitrator has been selected as yet		09-18-92	ABX Air, Inc.—IBT
Panel submitted but no arbitrator has been selected as yet		09-18-92	World Airways—IBT
Panel submitted but no arbitrator has been selected as yet		09-28-92	Alaska Airlines—AFA
Peter R. Meyers*	Chicago, IL.....	09-28-92	Atlantic SE Airlines—AFA
Panel submitted but dispute settled prior to selection of an arbitrator..		09-28-92	Atlantic SE Airlines—AFA
Panel submitted but no arbitrator has been selected as yet		09-28-92	Atlantic SE Airlines—AFA

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

**5a.—Arbitrators Selected—CAB Labor Protective Provisions,
October 1, 1991 to September 30, 1992**

Name	Residence	Date of Panel	Parties
Panel submitted but dispute settled prior to selection of an arbitrator..		01-27-92	USAir, Inc./Catherine Larson
Panel submitted but no arbitrator selected as yet		04-16-92	USAir, Inc./Eladio H. Herrera

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

**5b.—Neutrals Appointed Pursuant to Interstate Commerce Commission's Orders,
October 1, 1991 to September 30, 1992**

Name	Residence	Date of Appt.	Parties
Robert O. Harris.....	Washington, DC ..	12-02-91	CSX Transportation—TCU
Robert E. Peterson.....	Briarcliff Manor, NY.	12-02-91	Southern Pacific Transportation Co.—UTU
Robert O. Harris.....	Washington, DC ..	01-30-92	Illinois Central Railroad 1972— Merger Agreement
Barry E. Simon	Arlington Heights, IL.	02-26-92	Union Pacific Railroad Co.—IBEW
James F. Scearce.....	Atlanta, GA.	05-04-92	CSX Transportation—UTU
Rodney E. Dennis.....	Palm Beach Gardens, FL.	05-20-92	R. G. Heurung v. Burlington Northern RR
Robert O. Harris.....	Washington, DC ..	05-20-92	Floyd E. Kimball v. Burlington Northern RR
Arthur T. Van Wart.....	Brooksville, FL ...	07-07-92	CSX Transportation—BRS
Herbert L. Marx, Jr.....	New York, NY	08-24-92	Consolidated Rail Corp.—BMWE
Richard R. Kasher	Bryn Mawr, PA ...	09-08-92	Realignment and Consolidation of Southern Pacific Lines
Harold M. Weston	Hastings-On- Hudson, NY.	09-22-92	Soo Line-Milwaukee/UTU

**5c.—Referees Selected—System Boards of Adjustment (Railroads),
October 1, 1991 to September 30, 1992**

Name	Residence	Date of Appt.	Parties
Edward L. Suntrup.....	Winnetka, IL	09-22-92	Green Bay & Western RR/TCU— Carmen Division

**6.—Neutral Referees Appointed to Public Law 91-518—Rail Passenger Service Act of 1970
(Amtrak), October 1, 1991 to September 30, 1992**

Name	Residence	Date of Appt.	Amtrak No.	Parties
NONE				

**7.—Arbitrators Appointed Pursuant to Public Law 93-236—Regional Rail Reorganization Act
of 1973 (ConRail), October 1, 1991 to September 30, 1992**

Name	Residence	Date of Appt.	ConRail No.	Parties
NONE				

