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U.S. GOVERNMENT
INFORMATION
GPO

NATIONAL MEDIATION BOARD

Suite 250 East, 1301 K Street NW., Washington, DC 20572
Phone, 202–523–5920

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National Railroad Adjustment Board

Room 944, 844 North Rush Street, Chicago, IL 60611–2092
Phone, 312–751–4688

The National Mediation Board, in carrying out the provisions of the Railway Labor Act, assists in maintaining a free flow of commerce in the railroad and airline industries by resolving disputes that could disrupt travel or imperil the economy. The Board also handles railroad and airline employee representation disputes, and provides administrative and financial support in adjusting minor grievances in the railroad industry under section 153 of the Railway Labor Act.

The National Mediation Board was created on June 21, 1934, by an act amending the Railway Labor Act, as amended (45 U.S.C. 151–158, 160–162, 1181–1188).

The Board's major responsibilities include the mediation of disputes over wages, hours, and working conditions that arise between rail and air carriers and organizations representing their employees; and the investigation of representation disputes and certification of employee organizations as representatives of crafts or classes of carrier employees.

Disputes arising out of grievances or interpretation or application of agreements concerning rates of pay, rules, or working conditions in the railroad industry are referable to the National Railroad Adjustment Board. This Board is divided into four divisions and consists of an equal number of representatives of the carriers and of national organizations of employees. In deadlocked cases the National Mediation Board is authorized to appoint a referee to sit with the members of the division for the purpose of making an award.

In the airline industry no national airline adjustment board has been established for settlement of grievances. Over the years the employee organizations and air carriers with established bargaining relationships have agreed to grievance procedures with final jurisdiction resting with a system board of adjustment. The Board is frequently called upon to name a neutral referee to serve on a system board when the parties are deadlocked and cannot

agree on such an appointment themselves.

Activities

Mediation Disputes The National Mediation Board is charged with mediating disputes between carriers and labor organizations relating to initial contract negotiations or subsequent changes in rates of pay, rules, and working conditions. When the parties fail to reach accord in direct bargaining, either party may request the Board's services or the Board may on its own motion invoke its services. Thereafter, negotiations continue until the Board determines that its efforts to mediate have been unsuccessful, at which time it seeks to induce the parties to submit the dispute to arbitration. If either party refuses to arbitrate, the Board issues a notice stating that the parties have failed to resolve their dispute through mediation. This notice commences a 30-day cooling-off period after which self-help is normally available to either or both parties.

Employee Representation If a dispute arises among a carrier's employees as to who is to be the representative of such employees, it is the Board's duty to investigate such dispute and to determine by secret-ballot election or other appropriate means whether or not and to whom a representation certification should be issued. In the course of making this determination, the Board must determine the craft or class in which the employees seeking representation properly belong.

Additional Duties Additional duties of the Board include the interpretation of agreements made under its mediatory auspices; the appointment of neutral referees when requested by the National Railroad Adjustment Board; the appointment of neutrals to sit on system boards and special boards of adjustment; and finally, the duty of notifying the President when the parties have failed to reach agreement through the Board's mediation efforts and that the labor dispute, in the judgment of the Board, threatens substantially to interrupt interstate commerce to a degree such as to deprive any section of the country of essential transportation service. In these cases, the President may, at his discretion, appoint an Emergency Board to investigate and report to him on the dispute. Self-help is barred for 60 days after appointment of the Emergency Board.

Section 9A of the Railway Labor Act (45 U.S.C. 159a) provides emergency dispute procedures covering publicly funded and operated commuter railroads and their employees. That section attempts to resolve contract disputes between the parties through a series of emergency board procedures with a maximum 8-month status quo period. Section 9A is invoked only after all other procedures under the act have been exhausted.

Sources of Information

Publications Available for public distribution are the following documents: *Determinations of the National Mediation Board* (23 volumes); *Interpretations Pursuant to Section 5, Second of the Act* (2 volumes); Annual Reports of the National Mediation Board including the Report of the National Railroad Adjustment Board; *The Railway Labor Act at Fifty;* and *The National Mediation Board at Fifty—Its Impact on Railroad and Airline Labor Disputes.*

Reading Room At the Board's headquarters in Washington, DC, copies of collective-bargaining agreements between labor and management of various rail and air carriers are available for public inspection, by appointment, during office hours (1 to 4 p.m., Monday through Friday).

For further information, contact the Chief of Staff, National Mediation Board, Suite 250 East, 1301 K Street NW., Washington, DC 20572. Phone, 202–523–5920. Fax, 202–523–1494.

NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

60 Massachusetts Avenue NE., Washington, DC 20002
Phone, 202–906–3000

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Officers:	
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President, Amtrak Northeast Corridor	GEORGE D. WARRINGTON
President, Amtrak Intercity	LEE BULLOCK
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[For the National Railroad Passenger Corporation statement of organization, see the *Code of Federal Regulations,* Title 49, Part 700]

The National Railroad Passenger Corporation was established to develop the potential of modern rail service in meeting the Nation's intercity passenger transportation needs.

The National Railroad Passenger Corporation (Amtrak) was created by the Rail Passenger Service Act of 1970, as amended (49 U.S.C. 241), and was incorporated under the laws of the District of Columbia to provide a balanced national transportation system by developing, operating, and improving U.S. intercity rail passenger service.

Section 411 of the Amtrak Reform and Accountability Act of 1997 (49 U.S.C. 24302) changed Amtrak's Board of Directors structure from a nine-member panel to a seven-member Reform Board, including the Secretary of Transportation and six others appointed by the President with the advice and consent of the Senate. The Reform Board is to assume the responsibilities of the Board of Directors as soon as at least four members have been appointed and qualified. The Corporation is managed by its President/Chief Executive Officer, along with the chief financial officer, seven vice presidents, and three presidents of strategic business units (SBU's).

The three SBU's, the Northeast Corridor, the Intercity, and the West, were created during Amtrak's