

RAILROAD LABOR DISPUTE

WEDNESDAY, MAY 31, 1967

HOUSE OF REPRESENTATIVES,
COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
Washington, D.C.

The committee met at 10 a.m., pursuant to recess, in room 2123, Rayburn House Office Building, Hon. Harley O. Staggers (chairman) presiding.

Mr. MACDONALD (presiding). The hearing will come to order. This is a continuation of the hearing on H.J. Res. 559, filed by the chairman of the committee, Mr. Staggers of West Virginia, to provide for the settlement of the labor dispute between certain carriers by railroad and certain of their employees.

The first witness to be heard this morning is Mr. H. E. Gilbert, international president of the Brotherhood of Locomotive Firemen and Enginemen.

STATEMENT OF H. E. GILBERT, PRESIDENT, BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEMEN; ACCOMPANIED BY DONALD BENNETT, COUNSEL

Mr. GILBERT. My name is H. E. Gilbert, I am president of the Brotherhood of Locomotive Firemen and Enginemen, an organization which represents virtually all locomotive helpers (firemen) and hostlers employed on railroads in the United States and a significant number of locomotive engineers.

Since 1947, I have served as a national officer of the Brotherhood of Locomotive Firemen and Enginemen, first as a vice president, and, since 1953, as international president. I occupy that office today.

For the past 20 years I have been directly and actively involved in national railway labor negotiations, particularly those affecting my organization.

In this period I have developed a thorough working knowledge of the provisions of the Railway Labor Act, as well as the procedures of the National Mediation Board. Thus, I feel qualified today to come before this distinguished committee and discuss the current state of labor relations in the railroad industry.

The Brotherhood of Locomotive Firemen and Enginemen was one of the five operating unions subjected to compulsory arbitration by the Congress in 1963. I was one of the seven men appointed to the arbitration board created under the 1963 law—Public Law 88-108.

I, therefore, have had firsthand knowledge of the serious problems associated with compulsory arbitration and its most recent application in the railway industry.