

Report
TO
THE PRESIDENT
BY THE
EMERGENCY BOARD

**APPOINTED BY EXECUTIVE ORDER 11041
DATED AUGUST 6, 1962, PURSUANT TO
SECTION 10 OF THE RAILWAY LABOR ACT,
AS AMENDED**

**To investigate a dispute between the Belt Railway Company of
Chicago, and certain of its employees represented by the Brother-
hood of Locomotive Engineers**

**WASHINGTON, D.C.
March 4, 1963**

(National Mediation Board Case No. A-6690)

Emergency Board No. 150

LETTER OF TRANSMITTAL

WASHINGTON, D.C., *March 4, 1963.*

THE PRESIDENT
The White House,
Washington, D.C.

MR. PRESIDENT: The Emergency Board created by you on August 6, 1962 by Executive Order No. 11040, pursuant to Section 10 of the Railway Labor Act, as amended, to investigate a dispute between the Belt Railway Co. of Chicago and certain of its employees represented by the Brotherhood of Locomotive Engineers, has the honor of advising you that it has been able to bring about a voluntary negotiated settlement of the dispute by the parties. The Board submits herewith a brief report of the history of the dispute and the activities of your Emergency Board.

Respectfully submitted.

PAUL D. HANLON, *Chairman.*
FRANK D. REEVES, *Member.*
DAVID H. STOWE, *Member.*

(111)

REPORT TO THE PRESIDENT BY EMERGENCY BOARD NO. 150

HISTORY OF THE DISPUTE

Between September of 1959 and September of 1960, the Brotherhood of Locomotive Engineers served a series of Section 6 notices on the Belt Railway Co. of Chicago requesting the negotiation of numerous additions or revisions to the existing collective bargaining agreement. A total of 37 changes or additions were requested.

Conferences were held by the representatives of management and the organization to discuss the proposed changes in the agreement. These conferences continued sporadically over a rather long period of time until negotiations between the parties broke down suddenly on May 2, 1962, and at 10 p.m. on that date the Brotherhood of Locomotive Engineers went out on strike and placed pickets around the property of the Belt Railway Co. At 11 a.m. on May 3 the company went into the United States District Court in Chicago and obtained a temporary restraining order against the strike, and the engineers returned to work at 2:30 p.m. on May 3. The temporary restraining order was subsequently followed by an injunction pending the exhaustion of all procedures contemplated and required under the provisions of the Railway Labor Act.

On May 3, 1962 at the request of the carrier a mediator entered the negotiations under the direction of the National Mediation Board. Numerous meetings between the parties were held, but despite the efforts of the mediator no agreement could be reached. On August 6, 1962, the President issued Executive Order No. 11040 creating a board of three members to be appointed to investigate the dispute pursuant to Section 10 of the Railway Labor Act. By agreement of the parties the Emergency Board was not immediately convened and extensions of time for the filing of the Board's report were granted by the President in contemplation of further possible mediation sessions. No agreement materialized, and on October 6, 1962, the President named Paul D. Hanlon of Portland, Oregon, Chairman, and David E. Stowe of Washington, D.C., and Frank D. Reeves of Washington, D.C., as members of the Emergency Board.

EMERGENCY BOARD PROCEDURES

The Board convened in Chicago, Ill., on October 10, 1962. Hearings were held at Chicago from October 10 through October 12, from October 22 through October 26, and from November 5 through November 9, 1962. The record of the case consists of 1,493 pages of transcript and 23 exhibits. At the conclusion of the hearings, the Board proffered its services for further mediation sessions and both parties expressed a willingness to participate in such sessions. Based upon stipulations of the parties, the President granted several extensions of time the last of which requires the filing of this report by March 5, 1963. The Board then met with the parties on November 9, 19, and 20 and again on December 14 and subsequently prepared and submitted to the parties settlement proposals for the various items remaining in dispute. Subsequent to these mediation sessions the parties returned to the bargaining table and on February 16, 1963, the parties voluntarily arrived at a settlement agreement which has been reduced to writing and executed and which by its terms constitutes "a full and complete settlement of all disputes and matters involved in or growing out of all Section 6 notices heretofore served by the organization on the carrier and now pending pursuant to the provisions of the Railway Labor Act as amended and identified as National Mediation Board Case No. A6690."

CONCLUSION

The Board is highly gratified that the hearings which were held clarified many of the items in dispute and that its mediation efforts were successful in bringing the parties together for a voluntary negotiated settlement. The Board extends its appreciation to the representatives of the parties for their cooperation with the Board throughout its proceedings and for the conscientious return to responsible collective bargaining which culminated in settlement.

Respectfully submitted.

PAUL D. HANLON, *Chairman.*

FRANK D. REEVES, *Member.*

DAVID H. STOWE, *Member.*