

Mr. DINGELL. I think it is also important, Mr. Secretary, that this committee have before it information as to the cost of the different proposals to the carriers, a matter which has not been before the committee as yet.

Secretary WIRTZ. If I may take these one at a time so I won't get them confused, first you want a statement on the impact data. It is not technically in the record. It is in the documents which have been given to you.

I will ask that they be made part of the record, and also the President's statement accompanying the first proposal for the extension which does set out the impact data.

Second, you have asked for economic data. The record does include—the emergency board report does include—the complete economic data.

I will suggest, Mr. Chairman, that that be made part of the record. (The documents referred to follow:)

[H. Doc. 104, 90th Cong., 1st sess.]

MESSAGE FROM THE PRESIDENT OF THE UNITED STATES TRANSMITTING A REPORT ON NEGOTIATIONS TO WARD OFF THE THREATENED RAILROAD STRIKE AND A RECOMMENDED JOINT RESOLUTION

*To the Congress of the United States:*

The threat of a crippling and paralyzing nation-wide railroad strike now faces America.

At 12:01 a.m. on Thursday, April 13th, 137,000 shopworkers—mechanics, powerhouse employees and shop laborers—without whose services the trains cannot operate are scheduled to begin a walkout against virtually every major railroad in this country. Over 95 percent of the Nation's railroad mileage will be affected.

For almost a year the parties have engaged in extensive collective bargaining to reach a settlement. These negotiations have proceeded with a seriousness of purpose. The parties have bargained hard and with skill.

The major issues on the bargaining table are traditional but vital. They include higher wage rates, larger wage differentials between skilled and unskilled workers, and the length of the contract.

Since October, 1966, the negotiations have taken place under the Railway Labor Act—the machinery established by the Congress to handle disputes involving the Nation's railroads.

Through mediation and through the recommendations of an Emergency Board that I established last January, some progress has been made. Recently, at my direction, Secretary of Labor Wirtz and Under Secretary of Labor Reynolds have worked, with National Mediation Board Chairman O'Neill, to achieve a fair settlement. Out of this process many of the issues have been narrowed. Others have been eliminated.

Now, however, the procedures under the Railway Labor Act have run their full course—but the parties have still not been able to resolve their differences.

Under the law, the unions are free to strike on 12:01 a.m. April 13th unless:

- A settlement is immediately reached.
- The unions agree to a voluntary extension of the "no strike" period. The government's request for such an agreement has already been rejected.
- Congress takes special action to keep the trains running while the parties can continue to work toward a settlement through collective bargaining without a nation-wide strike.

In this Message I call upon the Congress to take that special action.