

Mr. CUNNINGHAM. I was always under the impression that the Railway Labor Act was one of the finest acts that we have in the field of labor-management relations. Isn't it looked upon that way?

Secretary WIRTZ. The Chairman of the Board is here and he could perhaps speak better to that. I think the answer is, "Yes," except that there is a feeling that, as the practice has developed, there is a strong tendency on the part of both sides, the railroad organizations and the railroad carriers, to rely too much on the statutory procedures and not to do enough of a job themselves.

Mr. O'NEILL. That is true. Of course, it should be recognized that this is the first time in my memory where we had a wage case put in the hands of Congress. The other cases dealt with serious problems involving changing rules and eliminating manning problems. That was the one in 1963.

This is a wage case, which is quite unusual. They always seem to get ironed out under the act. This one, unfortunately, has not been.

Mr. CUNNINGHAM. In other words, we had the one in 1963, then the airline strike, and now we have this one. It seems then that these are, except in this case, far-reaching, technical disputes and that is the reason we are having them before us now?

Secretary WIRTZ. No. The first one was, but in distinction this one is not.

Mr. CUNNINGHAM. This is all wage?

Secretary WIRTZ. That is correct.

Mr. CUNNINGHAM. Thank you.

Mr. FRIEDEL. Mr. Kornegay?

Mr. KORNEGAY. Thank you, Mr. Chairman.

Mr. Secretary, most of the questions I had in mind have been asked, but I don't know that I fully understand the answers.

One of them concerns your statement, on page 5, which is repeated several times, that this is only the third case to come before the Congress in the last 4 years. Actually, there are about 100,000 cases a year under labor-management contracts. Somebody touched on it, but I don't recall what your answer was in connection with how many of these have been in the area of transportation that is covered by the Railway Labor Act, the railroads and airlines.

Secretary WIRTZ. I think we ought to supply a detailed record of that, but this much is true, and I think central to the answer to your question:

The most serious problems we encounter in collective bargaining center to an extraordinary degree on the transportation industry, the railroads, the airlines, the offshore and onshore maritime problems, and the trucking problem this year, although this is the first time that that has become so great.

But your point, and my answer, is that there is a real concentration of difficulty in the transportation industry.

Mr. KORNEGAY. Would you care to make any statement, if you have any opinion about it, as to why this is the case?

Secretary WIRTZ. I am frank to say that I get more confused about it than I get clear about it.

I think the elements in the railroads and the airlines have a similarity, but they are quite different from the elements of controversy