

ricated wood products, and flour and other grain mill products, among others.

Railroads account for 37 percent of total manufacturing shipper ton-miles and over 60 percent of total manufacturing shipper ton-miles if petroleum and coal products are excluded.

Particular products which are carried almost exclusively by rail and which are important to the Nation's health and welfare include chlorine, without which water purification efforts would be hampered.

Rail is also the primary source of transportation for many non-manufactured commodities. 72.8 percent of coal tons move by rail, as do 89.5 percent of hogs, 73.3 percent of cotton bales, 68.0 percent of Northwest grains, and 74.2 percent of North Central grains.

Rail is of greater importance to commodities produced in particular regions than in others. For instance, while railroads carry 83.8 percent of the ton-miles of lumber and wood products in the Nation, they carry 91.9 percent of the ton-miles originating in the Pacific States.

The Department of Agriculture has informed us that any prolonged interruption in rail service would bear most heavily on perishable products and on semiperishable grains that usually move to concentration and consumption points by rail. May through September is the heaviest period of production of poultry meat.

Southeastern producers rely on regular movement primarily by rail of large quantities of corn and other feed ingredients. Any interruption of these movements could result in grossly inadequate supplies of feed for the poultry in houses at the time.

June, July, and August are months of heavy movements of fresh fruits and vegetables. Carlots moving by rail from California in June 1966 were almost 31,000, and in July, over 29,000. If not moved quickly to market, most such products deteriorate and cannot be salvaged.

The impact on agriculture of a nationwide strike would be particularly severe now for some areas.

As of April 1, 1967, there were still more than 3.1 billion bushels of grain and soybeans in storage on farms.

The 1967 harvests, the majority of which moves by rail, have already started in Texas and will continue northward throughout the spring, summer and fall. Any lengthy interruption in the movement of wheat, sorghum, corn, soybeans, soybean oil, and meal to ports would be a great loss to the industry and the Nation, as large quantities of our supplies move into export channels as commercial sales or as donations.

Many processors ship full train loads (40 cars or more with reduced rates) of these items to port locations. A rail strike would interfere with the flow of this country's agriculture traffic to foreign nations—and thus the further aggravation of the balance-of-payments problem.

Forestry products, reportedly have been lagging in shipments over the past 8-12 months because of the lull in building activity. This has resulted in unemployment and hardships in many lumbering areas of the Northeast and Northwest. Most lumber products move by rail, and any further interruption of the movements now beginning in response to the brighter construction outlook would be disastrous to numerous communities.

These facts vividly point out the importance of rail transportation to the economy. Furthermore, it is unlikely that a significant pro-