

from the South Side yards of many of the trains which cross the country, and what there would be, say, at O'Hare Airport, which is the largest airport in the world?

Would there be a reason for that?

Secretary BOYD. Yes, there is a definite reason for it.

As I understand it, unlike the other industry negotiations, aviation, aerospace, and so forth, in the railroad industry for the past 20 years the negotiations between the railroads and the brotherhoods have been based on general across-the-board increases.

This has led to this major issue of compression where the relationship of the wages of unskilled workers has become closer and closer to the wages of the skilled workers. This is what is the inequity situation.

Mr. SPRINGER. That is between skilled workers and unskilled. What I was primarily trying to get was this: Take the machinists, for example. A machinist at a railroad on the South Side of Chicago, and a machinist with the same qualifications working on airplanes at O'Hare Airport, for those two I understand there is a substantial difference between the two in Chicago.

Can that be explained?

Mr. SCOTT HARVEY. I am sure the Department of Labor can answer much more fully than I have. You do have different bargaining patterns in the industries that are involved. There are differences in skill levels. This is one of the issues that is involved in this present dispute.

Mr. SPRINGER. A variation of skills? That is, for abilities in the same skill grouping?

Mr. SCOTT HARVEY. Let me put it this way, that the skills of the airline mechanic are probably not completely comparable to the skills of the railroad mechanic. There may be differences up and down. Certainly the bargaining patterns are different. In some cases you have national bargaining which doesn't take into account the local differences.

In some cases, you have local bargaining which does take this into account. You do have a problem involved in adjusting to the local differences.

I would feel the Department of Labor would be much more qualified to comment on the actual aspects of the wage differentials.

Mr. SPRINGER. This has intrigued me. I admit I am not an expert in the field. I wonder what testimony will be offered as to what is the true situation. I will wait until some other witness arrives.

The CHAIRMAN. Mr. Secretary, I have to leave to go before the Rules Committee, but we will return as soon as we possibly can.

Secretary BOYD. Thank you, sir.

Mr. MACDONALD (presiding). Mr. Moss.

Mr. MOSS. Mr. Secretary, prior to calling up in the House the last extension resolution, I attempted to develop some comparative studies or facts as to payment schedules in the areas where there would be a concentration of shopcraft employees.

I had my personal staff prepare this. I had to have them do a considerable amount of long-distance telephoning because the information I felt most pertinent to this issue was not available here in Washington.