

greater burden on the public interest than it should be required to bear at this juncture because of the issues which are still before the two parties.

Mr. KORNEGAY. Let me interrupt you there to say this: Based upon your knowledge of the situation, and the issues involved between the two parties, if there were a strike, how long do you think that strike would last before an agreement could be reached by the parties?

Secretary BOYD. I have no idea, Mr. Kornegay. I don't think that is something I would estimate. I am completely unable to assess that situation.

Mr. KORNEGAY. We have had only one nationwide rail stoppage since 1946?

Secretary BOYD. That was in 1946.

Mr. KORNEGAY. That was in 1946; what was the duration of that?

Secretary BOYD. Two days, 48 hours.

Mr. KORNEGAY. Was agreement reached within 48 hours by the parties in that case? I don't recall the details of that.

Secretary BOYD. That was the 1946 seizure case, as I understand it.

Mr. KORNEGAY. And what happened after the seizure?

Secretary BOYD. The brotherhood returned to work and over a period of time, and I do not know the extent of the time, on the basis of continued bargaining, there was agreement reached.

Mr. MACDONALD. Will the gentleman yield for one question?

Mr. KORNEGAY. Yes.

Mr. MACDONALD. Mr. Boyd, I know you are not from the Labor Department, but don't you believe that every time the Congress or the Government intervenes in collective bargaining, that it further weakens the whole fabric of collective bargaining and that both sides in a dispute will just say—

We don't have to really bargain in good faith because the Government will step in and either seize or order us back to work. Therefore, we don't really have to make up our minds between ourselves.

Secretary BOYD. Mr. Chairman, I don't know how to answer that question. The Government has intervened in a number of cases, through Taft-Hartley and through other activities authorized by law over the period of years just going back to World War II.

Yet in the railroad industry today, it is my understanding that on the basis of collective bargaining nearly three-quarters of the railroad brotherhoods, the total employees of the railroad industry, through the collective bargaining process, have reached agreements. That is, I believe, one of the critical elements here, whether or not there can be some agreement in this remaining area which is not going to have the effect of dynamiting the agreements which have been reached with 70 percent of the brotherhoods, of the employees.

Mr. KORNEGAY. That was one of the things that concerned me, and I am sure it concerns everybody else. That is, that a great majority have reached an agreement.

Secretary BOYD. That is my understanding.

Mr. KORNEGAY. You have to have all of the elements, I am sure, in order to run a railroad. You can't have everybody standing there except one man, maybe, who does a certain thing essential to the operation. Of course, this affects not only those for whom settlement has not been reached, but all the others standing by who are perfectly