

Mr. MACDONALD. The time of the gentleman has expired.

Mr. Kuykendall.

Mr. KUYKENDALL. Mr. Secretary, it seems your patience is endless and I want to congratulate you on it.

It seems that of the five parties involved here, the administration, the Congress, labor, management, and the general public, four of these five interested parties, the first four I named, not including the general public, are rather playing around a Maypole avoiding one thing: We admit almost everything. You presented your case well.

The impact this possible rail strike would have on the economy has just been clarified by you. I think we were all pretty well aware of it and all pretty well have to agree we have to avoid it.

We are all avoiding this word "compulsion." The Congress doesn't want to use the word "compulsion" because constituents at home don't like it and they have to face up to them.

The administration, particularly the Secretary of Labor, spent yesterday avoiding the word "compulsion." I know the labor unions don't like the word "compulsion" and I know management doesn't like the word "compulsion."

All right, 90 days are up and they have not agreed. They have to accept something that neither of them agree to. Is this or is this not compulsion?

Secretary BOYD. If I were either party, I would certainly think so.

Mr. KUYKENDALL. I will yield the remainder of my time to Mr. Brown.

Mr. BROWN. There are certain competitive pressures, are there not, on the rail industry to settle the strike for fear of loss of their traffic to the trucking industry? Is that not correct? The trucking industry is viable now.

Secretary BOYD. Certainly there is always the fear of a shutdown in a transportation service industry resulting in traffic moving on substitute modes if it is possible to do so.

Mr. BROWN. And perhaps not returning?

Secretary BOYD. They face that possibility.

Mr. BROWN. If this strike were not nationwide, would it be less in its impact than it is as a nationwide strike?

Secretary BOYD. Clearly.

Mr. BROWN. If the trucking industry were also on strike, the impact, I gather, would be much greater?

Secretary BOYD. Yes, sir.

Mr. BROWN. Is there any possibility that we could work out a system whereby if there was not total involvement of the rail lines and all the rail unions at one time, this would tend to eliminate the possibility of a nationwide rail strike?

Secretary BOYD. I don't know how that would work, Mr. Brown.

Mr. BROWN. It might work by force of law.

Secretary BOYD. Yes. That would be the only way. As I gather, what is being suggested is the possibility of a law which says that a national brotherhood—

Mr. BROWN. I am not suggesting, I am asking a question.

Secretary BOYD (continuing). Brotherhood cannot negotiate on a national basis.

I go by the proposition that anything is possible, Mr. Brown.