

That may be a historical fact, I don't know; but how many do you think would be affected, as a concrete example, in Boston now if the strike were to take place?

Secretary BOYD. I can't give you an answer on Boston. I can tell you that the information I have is to the effect that in excess of 700,000 persons per day use rail for commutation traffic primarily in Chicago, New York, and Philadelphia.

Mr. MACDONALD. And, therefore, the remark about Boston is sort of gratuitous?

Secretary BOYD. It is information which was accurate as a fact.

Mr. MACDONALD. Mr. Brown?

Mr. BROWN. My question cuts the same thing, Mr. Secretary, and perhaps I should only ask it to cite a bias, but I would like to get some figures on it.

What is the change in passenger impact and commuter impact since the strike of 1946? That was 21 years ago and we have built an Interstate Highway System and have taken off a great many passenger trains.

Is there some way you can tell us how those two things relate?

Secretary BOYD. I think we can provide that information. I do not have it readily available.

(For information requested see letter at end of testimony (p. 108).)

Mr. BROWN. I thought you might not. If you would provide it, I would appreciate it. I would also like to get some other factual information: What is the percentage of many processors, whom you refer to on page 5, who ship by full trainloads, 40 cars or more, versus those who ship by less than full trainloads and, I presume, less than 40 cars?

If you could supply that, I would like to have it.

Secretary BOYD. You want the ratio of the full-car shippers to the total shipments?

(For information requested see letter at end of testimony (p. 108).)

Mr. BROWN. The sentence said, "many processors ship full trainloads (40 cars or more) with reduced rates."

I would like to know what the percentage is of those processors versus the processors who ship by individual cars or a few cars at a time.

The reason this is significant for this hearing is I think, obviously, anybody who ships by 40 cars or a full trainload needs a train to work on, but anybody who ships a car or two at a time might be able to find an alternative method of shipment in case there is a rail strike.

Mr. ADAMS. Would the gentleman yield on that point?

I believe you have been discussing substitute modes of transportation, but as I understand from your testimony, Mr. Boyd, the real reason for your testimony on the impact and the national emergency is that there is no substitute means available that would have any type of significant impact to reduce the emergency situation if all of these railroads went on strike.

Secretary BOYD. That is correct. As I outline in my testimony, the best information we have is that all other modes of transportation collectively could, after a period of adjustment, pick up approxi-