

mately 10 percent of the movement by rail. That is just on a pure tonnage basis. It has nothing to do with oversize commodities, with the various missiles, for example, Titan and others, which can only move by rail.

Mr. ADAMS. So your testimony about the danger of shifting to other modes of transportation is really a limited one, isn't it, a limited danger?

Secretary BOYD. Yes.

Mr. ADAMS. Thank you.

Mr. MACDONALD. The chairman has now returned.

The CHAIRMAN. I would like to say that we appreciate your coming up to give us the benefit of your views. You and I are necessarily on the same side on this subject, for the public interest and for no other interest, is that correct?

Secretary BOYD. Yes, sir.

The CHAIRMAN. I am elected for that purpose and you are appointed for that purpose.

Secretary BOYD. Yes, sir.

The CHAIRMAN. We are not for either railroads or labor, but we are here to see that justice is done.

Secretary BOYD. That is correct.

The CHAIRMAN. Perhaps my statement a little earlier was a little bit severe, but I still stand by it. I believe your place is here to tell us about your views, which you have done very well.

Secretary BOYD. Thank you, Mr. Chairman.

The CHAIRMAN. We appreciate your coming to give us the benefit of your views.

I might say, tomorrow morning we will continue with Secretary Wirtz, and some of the points brought up today can be asked of him.

I am sure your labor adviser can get information requested of him.

The hearing will be adjourned until 10 o'clock tomorrow morning.

(The following letter replying to questions posed during Mr. Boyd's appearance, was subsequently submitted by the Department of Transportation:)

THE SECRETARY OF TRANSPORTATION,
Washington, D.C., May 23, 1967.

HON. HARLEY O. STAGGERS,
Chairman, Committee on Interstate and Foreign Commerce,
House of Representatives,
Washington, D.C.

DEAR MR. CHAIRMAN: During my testimony on May 10, 1967 on the railway dispute, the Committee requested additional information on certain economic points.

Concerning the unemployment rate which would result from a month-long railroad strike, the additional unemployment of 6.5 million would produce an unemployment rate of from 12 to 12.5 percent, depending on seasonal conditions, as compared to an unemployment rate of 3.5 percent in April 1967. The normal unemployment rate for June or July would be somewhat higher due to the presence of students looking for work and could go up to approximately 4.0 percent. The unemployment rate resulting from a month-long rail strike would be considerably higher than any reached during the period since the 1930's.

Information was requested on changes in railroad traffic since 1946. While the rise of other transportation modes has contributed to a decline in the relative importance of rail transportation both for passengers and freight and a decline in absolute numbers of total passengers carried (as is shown in the table below), freight traffic has increased in absolute terms over 20 percent and the railroads