

I will only ask one question. Mr. Wirtz, in responding to a question from the gentleman from Michigan. I believe, sir, you said that the railroad craft wages were below similar crafts in other transportation industries.

Mr. Dingell mentioned Greyhound, I believe, and several others.

Am I right in understanding that you said in the railroad crafts wages for similar work is below those mentioned?

Secretary WIRTZ. That is my general understanding of it with respect to the journeymen. I think there is no disagreement about that. I think it is less true with respect to some of the other what they call mechanic crafts here and on that there is an argument as between the two parties.

Mr. CUNNINGHAM. I wonder if you would express your view on this further? Are you considering just the wage that is paid or are you considering the variations in the fringe benefits which are a part of the wage package? Perhaps in the railroads the fringe benefits might be different than a similar craft in another industry.

The question is were you thinking of the whole package or just the wage paid?

Secretary WIRTZ. The general point is well taken. I don't know the details of it. That would make a difference. I think the basic point is the feeling that there has been more compression within this industry as between these journeymen and the lower paid workers than there has in, for example, the building trades, where the skilled mechanics or the journeymen, the machinists, or in the metal trades, have bargained separately.

So I think it is fairly well recognized that there is some differential when you get to that point, even taking all of these things into account.

Mr. CUNNINGHAM. Then in conclusion, what is your view or your position, or your philosophy or how you operate in the Department, when you compare wages? Do you just consider the wage rate or do you consider the various fringe benefits in your work in dealing with these disputes and consider the total package?

Do you set them aside and just deal with the wages?

Secretary WIRTZ. Any final comparison of that kind ought to include both.

Mr. CUNNINGHAM. You would include both?

Secretary WIRTZ. Yes.

Mr. CUNNINGHAM. Thank you, sir.

Mr. FRIEDEL. Mr. Rogers.

Mr. ROGERS. Thank you, Mr. Chairman.

Mr. Wirtz, perhaps Mr. O'Neill could answer this question: What is the average length of time it takes for a rules notice served on a party by the Railway Labor Act to be handled to conclusion?

Mr. O'NEILL. If it is a wage movement handled on a concerted basis with all the railroads, I would say a period of 6 months.

Mr. ROGERS. We have in Florida this East Coast Railway situation which has been going 4 years now.

Why is that?

Mr. O'NEILL. I didn't hear the question, sir.

Mr. ROGERS. If my information is correct, I understand there is a case in Florida where notice was given, the Florida East Coast