

On April 28, 1967, President Johnson sent Congress a proposal to extend the no-strike, no-lockout deferment for a period of 47 additional days. At the same time, he indicated that he would submit proposed legislation to Congress which, in his own words, "will protect the public interest in this case."

As we understand it, the proposal sent to Congress is the proposal under discussion here today, that is, House Joint Resolution 559. Congressional hearings began on the President's proposal on May 9.

I will have more to say later in this statement as to the feelings of the railroad industry toward the President's proposal. At the moment there are certain things I wish to discuss because I believe they are of great importance in your deliberations concerning the recommendations of Emergency Board No. 169.

I think you want to know whether these recommendations were adequate, whether they were fair to the employees, to the public, to the railroad industry, and whether such recommendations were supported by the record that was put before this Emergency Board by the parties.

In this respect, I would like to make it clear, perhaps for the first time, that the recommendations of Emergency Board 169 followed almost precisely what the unions had argued for. The carriers did not get what they advocated. But in all of my experience, I have never known of an Emergency Board appointed by the President of the United States under section 10 of the Railway Labor Act to recommend exactly what counsel for the unions argued they should include in their recommendations.

In this respect, a great deal has been said about arbitration, mediation with finality, or whatever enlightened and knowledgeable people might recommend in an effort to prevent a national disaster. I am not going to deal with semantics. Call it anything you want. I am simply trying to carry out our responsibility to our principals, to our employees, and to the public.

But I do want to point out that at page 34 of the closing argument for the unions submitted to Emergency Board No. 169 in brief form, the unions said:

Although it may require several years to fully correct these inequities, the evidence is more than ample to warrant an immediate down payment. In the case of shop mechanics to close the demonstrated differentials of the art of 40 to 50 cents—

And it is quite important that you keep that clearly in mind, 40 to 50 cents—

might require 3 or 4 years, but the evidence fully justifies a down payment of 13 or 14 cents at once and the Board should recommend.

I would like to ask you to consider carefully this statement, which was before the Ginsburg Board, in the light of the testimony of Mr. Fox, the chief spokesman for the unions, before the Senate committee. Mr. Fox said:

Our last offer is 25 cents to correct the differential, 12½ cents on January 1, 1967, and 12½ cents on January 1, 1968.

In other words, 25 cents in less than a year, although counsel urged upon the Ginsburg Board that there should be a down payment of 13 or 14 cents.