

Until such time as the brotherhoods have said what they won't carry, who are we, sitting on this committee, to say that there is a national emergency? How do you know there is going to be a national emergency if the brotherhoods carried goods that are essential to the military and for the national health and defense? I don't see where the national emergency occurs.

Mr. WOLFE. Is that a question?

Mr. MACDONALD. Yes.

Mr. WOLFE. As I understood your question, it was something like this: Who am I to say thus and so. Is that correct?

Mr. MACDONALD. Yes.

Mr. WOLFE. My testimony yesterday, which I believe supports the conclusions of the people from the executive branch of the Government as set forth in this press release, was based——

Mr. MACDONALD. That is Alan Boyd's press release?

Mr. WOLFE. Yes.

Mr. MACDONALD. You just held it up in your hand?

Mr. WOLFE. That is correct.

It is based on almost 50 years of railroad experience. It was 49 years on February 2. I have had some experience in almost every line of railroading, including switchman, yardmaster, and so forth.

I believe that I do have some knowledge of the difficulties, I might say the impossibilities, of some of those things. It was on the basis of that knowledge that I testified.

Mr. MACDONALD. I agree that it might be difficult, but it is not impossible. That is proven by a system of priorities that was worked out during World War II; isn't that correct?

Mr. WOLFE. No, sir; that is not correct. There were priorities during World War II, but everything that was offered the railroads to move; that is, all commodities, was handled. There were priorities on certain types of shipments. There were priorities on what we called main trains. Those were troop trains and military impediments, things of that nature.

Occasionally we had to run special trains on commodities of extreme emergency and urgency. Those things were handled. But when we made up a train in a yard, a freight train, of from 80 to 150 cars, all the traffic that had been offered that carrier was put in that train. It wasn't a question of singling out a car here, a car there, or a question of not moving empty cars and things of that nature.

Mr. MACDONALD. Mr. Chairman, Mr. Wolfe is a very careful witness and a very knowledgeable one. But he wasn't at the meeting. Since I feel personally that this meeting is of great importance to determine whether or not there is a national emergency, I would suggest or hope—I would ask, request—that Mr. Boyd be asked back to testify before the committee about this alleged meeting which, according to the press, had Mr. Leighty saying the administration people had already made up their minds that this was not a feasible thing, but they just held the meeting because we, here on the committee, had been pressing them to do so.

I would request that we get Mr. Boyd back so we can ask him about what did transpire.

The CHAIRMAN. If possible, we will do that.

Mr. Kuykendall?