

Mr. Leighty said, "The officials present didn't seem to be interested in our answers to questions about the plan's feasibility or in exploring the matter further."

I say, wouldn't you have liked to have been there to explore the plan further?

Mr. WOLFE. Well, Mr. Macdonald, I can say this to you, that if I had been invited, I would have been there. Whether I would have been able to make any greater contribution than I have elsewhere, which apparently hasn't been too much, that is a question. But if I had been invited, I can assure you I would have been there to do what limited, very limited, things I could do.

Mr. MACDONALD. If you were there, and Mr. Fox was there, wouldn't that have been a confrontation in collective bargaining?

Mr. WOLFE. No, sir.

Mr. MACDONALD. That is, one in which you could explain the railroad's side as to the difficulties that you keep talking about in putting such a plan as has been suggested into effect?

Don't the railroads have more expertise than Deputy Secretary Vance or Assistant Secretary Ignatius in how to run a railroad, if you will pardon the expression?

Mr. WOLFE. I have been out of operating for some time, although I believe I am still an operating man. As to these various people I never even heard of them until I saw their names here. How expert they are in their job, my gracious, I wouldn't be in a position to say. They may be expert railroad men for all I know.

Mr. MACDONALD. But there were no expert railroad men that you do know that were at the meeting? Isn't that correct?

Mr. WOLFE. I wouldn't want to say that the two union people are not railroadmen with a lot of experience. As to the others, I just don't know them. They may be the best railroadmen in the world for all I know.

Mr. BROWN. If Dr. Carter has any time left I would like to ask him to yield, if I may.

The CHAIRMAN. He has time left.

Mr. CARTER. I yield to the distinguished gentleman from Ohio.

Mr. BROWN. Thank you, Dr. Carter.

I would like to clarify one figure that was mentioned yesterday, and which was mentioned again in your colloquy with the gentleman from North Carolina. That is this \$6 million a day. That is not the fixed railroad charges. Yesterday you said something to the effect that strikers and nonworkers are paid \$10 a day, a total for the railroad industry of \$6 million a day.

Would you explain that or elaborate on it?

Mr. WOLFE. Yes, sir. It has been held, and I believe—in fact, I am certain—affirmed by the courts, that employees who strike in the railroad industry are entitled to unemployment insurance benefits. The benefits are something in excess of \$10 a day, and they are paid for 5 days a week.

In other words, if a group of railroad employees strike they are paid \$50 plus each week they are on strike, and the railroads pay for it. On the basis of 630,000 employees, at \$10 a day—these are rough figures—the railroads would pay \$6,300,000 a day in strike benefits.