

Mr. WOLFE. That subject was discussed just recently before a Committee of Nine representing the American Bar Association. I was there. I spoke for the railroads. It is a very interesting subject.

The discussion we had may have been a little bit different from your question. It involved compulsion; that is, if you had an Emergency Board with final and binding authority, and before it would be submitted the last proposition of the carrier and the last proposition of the union or unions, and the Emergency Board would be limited to selecting one or the other—

Mr. PICKLE. Pardon the interruption. This pertains to possible future legislation. I am mindful of the other members' time. Would you submit your proposition on that for the record?

Mr. WOLFE. I will be glad to, yes.

(The material requested was not available at time of printing.)

The CHAIRMAN. Mr. Adams?

Mr. ADAMS. Mr. Wolfe, I hope you do understand that the positions that many of us take here do not represent a particular dislike of either party but a dislike of our particular position. We do want to talk about the specific legislation.

The specific thing that continues to bother me about it, and Mr. Kornegay brought this out very well—and it has been brought out several other times—is that the parties have frozen, and the chairman has pointed out there has been very little actual face-to-face bargaining.

It seems to many of us that it is a fact that the parties are not bargaining or will not bargain and, therefore, we are looking for the solution. When we talk about seizure, we are not talking about seizure alone. I want to ask your opinion about this:

Suppose we combine all of the factors which have been discussed here, which are a board that will set down a specific set of findings or a decision—you can call it compulsory arbitration—and we continue to hold the union by injunction, and that we hold management during the same time by a form of seizure which, in effect, puts their profits and so on in escrow and prevents the giving of bonuses and the other things, continuing to operate as usual—that we put all of these factors together.

When you have testified about the fact that in a strike situation you have a \$12 million a day loss, I think you know, and I think this affects the bargaining, we are not going to be able to let a strike occur, according to the Secretary of Transportation, the Secretary of Defense, the Secretary of Labor, the President, and everybody else.

I would like to know where you think, if we don't put in in addition to the compulsory arbitration feature which we have in House Joint Resolution 559, and the injunction which we have in House Joint Resolution 559, some pressure on the railroad, why there is any pressure on you to change your position and bargain?

Mr. WOLFE. Is that a question?

Mr. ADAMS. It is.

Mr. WOLFE. It is not a question?

Mr. ADAMS. It is a question. What are we doing in this legislation, in House Joint Resolution 559, that is going to do what we want to do, in other words, to dynamite the parties out of their frozen position, what pressure is there at all on management to bargain?