

You gentlemen enacted a law last year establishing special boards which we hoped would break up this logjam that resulted. We don't want to see any more of that. It deprives the organizations of collective bargaining, and in cases of this kind the railroads tell the other organizations, "We can't meet with you because we have all these arbitration board proceedings and these matters confronting us. Therefore, we must delay any meetings with you" and all negotiations with railroads reach a standstill.

It is a situation that should not exist.

If the railroads were informed that no legislation would come out of this Congress, as I said before, this dispute would be promptly settled because settlement terms could be arranged that would be equitable to both parties, and would be arranged if the railroads would indicate and actually desire to negotiate. It would be within the framework that has already been discussed.

I want to call your attention to just one more thing. An Emergency Board on the Long Island Rail Road heard a Trainmen case and made recommendations a few days ago for 5 percent beginning October 1 of last year and beginning October 1 of this year, for another 5 percent.

So the so-called pattern of 5 percent for 2 years is not out of the picture, and an additional amount to take care of inequities is also in the picture. In that Long Island case, the Machinist and Electrical Workers were before this same Board, and they pointed out that their rates of pay, based on the quotations that they put into their report, were around 70 cents under what was paid for similar work in that area on the New York Transit Authority, for example, and the Board recommended that negotiations be conducted to give the people on the Long Island similar rates.

They didn't designate any figures, but they indicated quite clearly what their position would be.

They recommended an additional fifth week of vacation for all of these employees, as well as improvement in their health and welfare programs.

This is the recommendation of an Emergency Board on the Long Island Rail Road just a few days ago.

So I say to you gentlemen what would settle this strike would be clearly within the recommendations of what that Board recently presented.

I could talk to you on this subject for hours, but I think I better let you gentlemen ask any questions that you have to ask, and then Mr. Schoene would like to give you considerable additional information with respect to this proposed resolution and the dispute that now confronts the shopcrafts.

(The documents referred to in Mr. Leighty's statement follow:)

RAILWAY LABOR EXECUTIVES' ASSOCIATION,
Washington, D.C., November 10, 1959.

COL. EARL C. HEDLUND, USAF,
Director of Transportation, Office, Deputy Chief of Staff, Materiel, Headquarters,
USAF, Washington, D.C.

DEAR COLONEL HEDLUND: You will recall that in recent discussions between representatives of our Association, the Association of American Railroads, Military Traffic Management Agency, and the Air Force concerning the ability of the Railroad Industry to provide uninterrupted service in support of the Air Force MINUTEMAN missile program, I assured you that the members and officers of the Railway Labor Organizations are patriotic and sincerely devoted to the ideals