

of our country and could be expected to give paramount consideration to our country's defense needs whatever they might be and under all circumstances. I also pointed out, however that the organizations whose Chief Executives are affiliated with our Association are all autonomous entities and that I had no authority to make commitments for them. I stated that I would present the matter to the members of our Association at their scheduled meeting in Chicago beginning the week of October 26, 1959.

This I have done and the response was unanimous as I had anticipated. I advised the other Chief Executives that Mr. Loomis had stated on behalf of railroad managements that if the assurances you sought from Railway Labor were given the managements would not, in the event of a strike, use service to the government as a means of impairing the effectiveness of a strike; that if missile train operations and other services in connection therewith were required, employees who would normally perform such services would be used under joint management-union arrangements and the services thus made available to the government would not be utilized by management in efforts to handle other traffic. In your letter of October 23, 1959, you suggest that an understanding along the following lines might be appropriate.

"Both railroad management and railroad labor units in their positive assurance that there will be no delay or interruption in the maintenance, scheduling, dispatching and operation of missile trains in support of the mobile or fixed missile weapon systems as programmed and directed by the United States Air Force, in the event that interruptions to civil rail service are impending or should occur as the result of unresolved differences between railroad management and railroad labor."

With the understanding that railroad managements involved will observe the conditions set forth above, as Mr. Loomis in our conference stated they would, the Railway Labor Organizations affiliated with Railway Labor Executives' Association, subscribe to the assurances as you have formulated it.

Sincerely,

G. E. LEIGHTY, *Chairman.*

ASSOCIATION OF AMERICAN RAILROADS,
Washington, D.C., November 4, 1959.

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

DEAR COLONEL HEDLUND: Replying to your letter of 23 October 1959, with respect to the ability of the Railroad Industry to provide positive uninterrupted service in support of Air Force *Minuteman* missile program, when and if activated:

You suggest an understanding along the following lines:

"Both railroad management and railroad labor unite in their positive assurance that there will be no delay or interruption in the maintenance, scheduling, dispatching and operation of missile trains in support of the mobile or fixed missile weapon systems as programmed and directed by the United States Air Force, in the event that interruptions to civil rail service are impending or should occur as the result of unresolved differences between railroad management and railroad labor."

This will advise you that I am authorized by the Board of Directors of the Association of American Railroads to confirm the above quoted understanding on behalf of its member lines.

I assume you will hear from Mr. Leighty as soon as his group has completed consideration of the matter.

Sincerely,

DANIEL P. LOOMIS, *President.*