

The railroads always serve a number of counterproposals as a strategic move so that if in trying to secure our proposals we should call a strike on individual railroads rather than a nationwide strike, they would place their obnoxious counterproposals in effect on all the other railroads and force us into calling a national strike.

That has been their conception and their purpose in serving counterproposals. That is the situation that is present in the industry today.

It is due completely to the fact that the railroads always submit counterproposals which would crucify our people if put into effect.

Mr. DINGELL. What you are saying, then, is that these counterproposals would be permanent in nature if you did not strike the other roads? Would they become a part of the contract and permanent and lasting, or would they last and exist until such time you would have terminated the first labor dispute and moved on to the second?

Mr. LEIGHTY. That has never occurred, but in my opinion that would be the result.

Mr. DINGELL. It would be permanent or temporary?

Mr. LEIGHTY. It would be temporary.

Mr. DINGELL. What you are saying is you don't work under the old contract but you would be compelled to work under a contract or working conditions entirely proposed by railroads without the protection of a contract between the parties?

Mr. LEIGHTY. Yes.

Mr. DINGELL. Would it be possible for us to legislate the contract into permanent existence even though a strike takes place, to permit the strikes to take place on a railroad-by-railroad basis? Is that possible?

Mr. LEIGHTY. That is a new concept. At first blush it would seem to be possible; yes.

Mr. DINGELL. Let me ask you here: Can you submit to us a comparison of wages in the same crafts with other industries, for example the railroads versus the auto or building trades, the steel trades, the aircraft industry, and some of the other segments of the transportation industry, trucking, or the airlines, where there are appropriate similarities of crafts, remembering that there might be very broad differences from region to region?

Mr. LEIGHTY. Yes, we can supply that information. I am sure the shopcraft unions will cooperate with us in giving that information to you, and we can get it from our records, too.

(The information requested follows:)

Submitted herewith by the Railway Labor Executives' Association are wage comparisons between railroad shopcraft employees and employees in other industries doing work as nearly comparable as possible.

The rates shown for shopcraft employees are present rates. However, rates for other employees are in most cases less than those now current, because of the lag in reporting.