

and by "we," I mean the Congress in the public interest—and a number of us, as I indicated to Mr. Wolfe, have been working on proposed forms of legislation to do just that. We wanted to state publicly, so that you were on notice, as well as the railroads, that we don't think either of you are going to like what is going to be proposed. That question will be the first one that I will ask.

I have no further questions.

Mr. DINGELL. Will the gentleman yield?

Mr. ADAMS. Yes.

Mr. DINGELL. It is our expectation to make the alternative legislation equally obnoxious to both, and not unduly unfair to one side or the other.

The CHAIRMAN. Mr. Brown.

Mr. BROWN. Mr. Leighty, I would like to get from you, or someone in the shopcraft unions, information on what a rail strike would cost your employees per day, per week, per month, or whatever kind of figure you might give me in terms of wages lost.

Mr. LEIGHTY. Do you want the aggregate amount or amount per employee?

Mr. BROWN. I would like to have the aggregate amount of the employees who would be out on strike, what the cost is to those individual employees in a rail strike.

Mr. LEIGHTY. We will supply that for the record.

(The information requested follows:)

MEMORANDUM SUBMITTED BY THE RAILWAY LABOR EXECUTIVES' ASSOCIATION ON
ESTIMATED STRIKE LOSS TO EMPLOYEES

On the basis of the railroad payroll for the year 1966, we estimate that a strike of the shopcraft employees would result in a wage loss to them of about \$2,694,000 a day and for all employees, it would be \$13,368,000 a day.

If it is assumed that supervisory employees would continue to be paid, the loss for all employees would be \$12,788,000 a day.

Mr. BROWN. I would like to pursue for a moment the question Mr. Dingell raised earlier, and that is the possibility of making your wage negotiations or labor negotiations nonnational. Is it practical any place along the line for the unions to negotiate other than on a nationwide basis? Is it practical for the management of the railroad industry to negotiate on other than a nationwide basis?

Mr. LEIGHTY. I do not consider it practical. You would have to have 200 to 300 separate negotiations in the railroad industry on each movement. I don't believe it would work out.

After years of experience in trying to handle it on that basis and a regional basis, both sides in the 1930's came to the conclusion that the national basis of handling was the better of the two.

Mr. BROWN. And now we are seeing the demise of collective bargaining.

Mr. LEIGHTY. I think that has come about for a number of reasons.

Mr. BROWN. Unrelated to the fact that we are now bargaining nationally?

Mr. LEIGHTY. Yes.

Mr. BROWN. You think that has nothing to do with it?