

Very important is the chronology of the meetings you have had with the railroads and the duration of the meetings with them during this period.

As you and I know, in most industries in the country, if one party in a bargaining settlement feels that the other party is not bargaining in good faith, he can then go to an impartial Government board and make a formal declaration that the other party is not bargaining in good faith. If upheld, of course, they can then strike with the approval of the Government.

I was wondering whether or not any such machinery is open to you.

Mr. RAMSEY. Such machinery is not available under the Railway Labor Act. I believe you are referring to outside industry specifically and actions under the Taft-Hartley Act.

Mr. MACDONALD. Right, the National Labor Relations Board being one way. I was thinking if you went to court, for a concrete example, if somebody was looking for an injunction and pleaded that the other party had not bargained in good faith, would this not stay your injunction or the injunction that might be coming against you?

Mr. RAMSEY. I am not an attorney, Mr. Congressman. I am not in a position to pass upon that question.

Mr. MACDONALD. In essence, the thrust of most of your testimony is that the railroads have not bargained in good faith. Am I correct?

Mr. RAMSEY. I think the record proves the fact, the chronology of meetings of short duration. In fact, if I might add this, I have spent 10 years on this executive council and have watched the progress of negotiations both on an expanded basis where there were as many as perhaps 17 organizations all bargaining at the same time, where we have had 11 bargaining at the same time, and now with just the shop-crafts bargaining as the railway employees department, and during that entire period, sir, I have never seen negotiations that even slightly resemble the negotiations that would take place in outside industry where there were actual offers, counteroffers across the table, and re-writing of language right there, and finally an agreement being reached. I have never seen it, sir.

Mr. MACDONALD. I think that is certainly something the committee will take into account.

It seems that the railroads settled with some of the other unions and not the shop unions. Can you tell me if there is any reason for this, that they would settle with the operating unions and yet have not shown any evidence that I can see, anyway, of being willing to come to an agreement with the shop unions?

Mr. RAMSEY. I can best describe it from my experiences in the War Labor Board days of the Second World War, and in my service on the Wage Stabilization Board during the Korean situation, here in Washington.

That was what was then classified a rare and unusual case that we had, where, due to these long years of across-the-board increases—and, again, it takes two to tango—those across-the-board increases destroyed any proper differential that may have existed between the highly skilled and the lesser skilled.

Then we arrived at this plateau of this wide inequity. We feel fully justified, in fact, in seeking the original 20 percent wage adjustment. We would have talked about how it should have been divided up.