

Our mechanics today, at \$3.05 an hour, and less—why, you can't even hire a good janitor for that today.

Mr. MACDONALD. Thank you very much.

The CHAIRMAN. Mr. Devine?

Mr. DEVINE. Mr. Ramsey, I would agree with some of my colleagues that this is a fine statement. There is, however, marked similarity between the charges that you make and those that management makes if you just reverse the names in here as to who are the good guys and who are the bad guys. It is hard to tell who is on what side.

Going through this, Mr. Ramsey, I get the impression that you, representing the shopcrafts, are vigorously opposed to the President's bill, or whatever this bill is before us, because it would rob your shopcraft members of the right to strike. That is your basic position.

Mr. RAMSEY. That is correct.

Mr. DEVINE. You say on page 15 of your statement that you are convinced that if the Congress does nothing, if the Congress does nothing, no strike will take place. Can you give us any assurance of that?

Mr. RAMSEY. Well, of course, in bargaining, corporations the size of the railroads make it difficult for a labor representative to say that they would change their position. As I have stated in this statement, in my opinion, and in the opinion of my colleagues here, the railroad corporations feel, that they enjoy the position of holding the whip hand at the present time, and that they will get legislation.

Mr. DEVINE. Your alternative, of course, is Government seizure.

Mr. RAMSEY. That is right. I lived through some of that previously.

Mr. DEVINE. I notice you said this bill of the President is a long step toward dictatorship and is designed to increase the profits of the private railroad corporations.

At the bottom of page 3 you say that the shopcraft organizations are asking for a 20-percent general pay increase effective January 1, 1967; a cost-of-living escalator clause; increased overtime rates; differentials of 18 cents an hour for the swing shift and 25 cents an hour for the night shift; substantial improvements in the vacation and holidays rules; paid 30-minute lunch periods, and pay for jury duty services.

Those are the basic demands of the shopcrafts?

Mr. RAMSEY. Those were the original demands.

Mr. DEVINE. The original demands; yes.

I would ask you this question: In return for what?

Mr. RAMSEY. In return for what?

Mr. DEVINE. Yes.

Mr. RAMSEY. A day's labor, each day that an employee works. That is what we want it for.

Mr. DEVINE. These are asking for additional concessions on the part of railroad management. What is labor going to do in return other than what they are already doing today? Are they going to perform more efficient service? In return for what?

Mr. RAMSEY. I think, Mr. Congressman, the record will definitely convince you that every employee of a railroad, including the shopcrafts, with their reduced forces and with the railroads hauling greater tonnage than they ever hauled before in the history of railroading, that each man's productivity has increased radically and far beyond the general increase in productivity.