

We have truckdrivers averaging \$10,000 a year.

I don't know, and I don't want to go into the legal aspects of the law—though you certainly are learned in it, and I respect the way you have presented your views to the Members of this Congress—

Mr. SCHOENE. Thank you, sir.

Mr. WATKINS (continuing). But I am beginning to believe there may be too many rules in collective bargaining. I am beginning to believe that love for each other is going out the window in some way. That is bad.

Management must understand labor and labor must understand the trials of management. It is beyond reasoning for me to think that this great business in this country, the railroads, and the members of the union cannot get together.

The sickening thing to me is to think that there is no bargaining. We set up additional time at the request of the President of the United States to continue bargaining and to ward off legislation of this type. It would certainly be my hope that the two—and I am afraid the hour is growing late—somewhere along the line will request additional time, which I am sure would be granted.

I hate to see this thing happen. I hate to see this issue thrown before the Congress. I must feel very sadly, and I do feel sadly about it, because if the biggest percentage of this Nation has been able to operate without bringing the bargaining job that they have to do up to Congress to see that it is done, it is just bad.

Mr. SCHOENE. Mr. Watkins, I think I find myself in agreement with all the sentiments you have expressed. I will make this comment: The chairman of our association, Mr. Leighty, seated beside me, has been very active in trying to promote a settlement of this dispute.

So far he has had no more success than the Government officials who have tried the same. But the effort has been made.

Mr. WATKINS. Who is quitting on this deal? Do you charge the railroads with quitting bargaining with labor?

Mr. LEIGHTY. Yes, I definitely say they are. They have decided what they will do, and that is as far as they will go and that is the end of it.

Mr. WATKINS. The railroads?

Mr. LEIGHTY. Absolutely. And let me say one further thing.

More than 2 years ago, at our request, we had a meeting with the presidents of the railroads and the presidents of the organizations, and at that time we suggested that they set up a committee to meet with a committee of our people to try to work out some of these labor problems.

At the time they thought the idea was a great idea and would go along with it. They set up a committee to meet with our committee. A date was set for the meeting. It developed that two of the presidents on their committee couldn't be there, so they asked us to postpone the meeting.

After two further postponements, it just dropped by the wayside. I said to the administration that we have not been able to set up a committee of that kind; now it is up to you to arrange to set up a committee of that kind.

I think when a committee of that kind is set up and gets into operation, many of the problems that now confront us will be taken care of. They won't disappear; we will have to meet them. But we will be able