

this agreement to be effective at the expiration of the 2 years, as the law provided.

After we signed this agreement, the railroad negotiating team, Mr. Wolfe & Co., moved in and from that day on I was only able to get one or two other agreements from the railroads. I tried desperately to get the presidents of these railroads to meet with me, like the eastern railroads did, so that we could sit down and they refused to meet with me and said that the Association of American Railroads would handle the negotiations, and from that day to this we have not been able to get a meeting with them on it.

We also have been in court. We also got a decision that they should have negotiated with us, but that is a year and some odd months after the award runs out. We have been through the court. We have paid the price for it and we are going back in there when we get the order and try to negotiate on the rest of the railroads.

I then authorized the general chairmen to go in and negotiate. They, too, were refused. They said they were not required to bargain until the expiration of the 2-year period.

What makes it worse, they took it to Judge Holtzoff. They agreed with him. He got his quote out of some other law because he could not find it in the Railway Labor Act. The issue is now before the court of appeals and has been decided and they said the carriers did not negotiate in good faith and told them to do so.

Now, on top of that, one of the members asked what we thought of the national railroad crisis. If you will check the history, you will find out that 1946 was the last national railroad strike we had. It lasted 2 days and it was settled. They wrote us a pretty plain letter, that Congress and the American people wouldn't stand for a national railroad strike.

I interpreted that letter to mean they meant what they said. So we started moving on each individual railroad. What happened then? They took us to court and said that we didn't have a right to negotiate on individual railroads; we had to negotiate on a national basis.

We spent 5 or 6 days before Judge Holtzoff and explained to him and proved our case that all they were trying to do was set up a national crisis every time we moved. We felt that we shouldn't be a party to a national crisis, we should be big enough to settle our own differences by direct negotiation.

Judge Holtzoff held with them and told us that we had to bargain nationally. Now that case is on appeal. Thank heavens the Justice Department has filed with us. They, too, see the errors in having to negotiate nationally on everything. That shows very clearly what the railroads are trying to do. They have come to the point that if you don't give it to them now, the court gives it to them their way, they will be back again and the demand will be for compulsory arbitration.

In some way, collective bargaining must be resumed on these railroads if they are continued in private control and ownership. Our members are angry. They write every day asking how the courts can disregard congressional action. They are sick of waiting for justice. They are fed up with pro-management boards and court judgments.

They want their elected representatives to bargain for better conditions. They want to know why the railroad brotherhoods cannot represent their members like industrial unions can.