

Every time we try to do that, the railroad attorneys go and wake up the judge and get him to write out an injunction. Now we find the railroads trying to put compulsory arbitration into the Railway Labor Act on a permanent basis. They think if they cry loud enough before Congress they will get what they want.

Our members are asking for their rights without discrimination. Don't forget them. They work for a powerful economic giant which is using the vital nature of its service to gain an advantage in the bargaining procedure. Don't let it happen.

Since I have prepared this statement, another matter has come to my attention on which I would like to comment briefly.

The shopcraft has offered to move all rail shipments essential to the military and public health. The Brotherhood of Railroad Trainmen agree with them and will join in their efforts to help them.

I would like to point out that there has not been a national crisis in recent times in railroad disputes. Public Law 88-108 was enacted out of fear of an emergency. How can anyone know what would happen in any national strike? We offered to move all vital trains, including passengers and commuters, as well as military material and trains for the health and welfare of the people.

Granting the railroads compulsory arbitration is no solution to this crisis. You gave them a taste of it in Public Law 88-108 and they are back again. Do it again and you will set a pattern that will spread like a cancer through all of labor.

You take the power of collective bargaining away from labor with compulsory arbitration, you give all the advantages to management, the next step for the railroads is nationalization.

I warned of this in New York in 1963. There is no such thing as restriction or temporary compulsory arbitration. It becomes a habit, a ready solution. The only trouble is that in the process, it destroys one of our basic freedoms, collective bargaining, a freedom which has helped make our free enterprise system so great.

The CHAIRMAN. Thank you very kindly, Mr. Luna. I know that your testimony will be of help to the committee in making their decision. Although this bill involves a different issue, it is closely related to what you have talked about to some extent. We only can judge the future by the past and this is something that is on the record and which has taken place.

A lot of people are prone to ignore things that have gone on in the past but that is the only way we can tell what the future might hold.

Now I was interested in one thing. You said that in your crew consist situation that you had negotiated with several of the eastern railroads and reached an agreement?

Mr. LUNA. We reached an agreement like the law called for, and the general law called for, with 34 eastern railroads.

Now Mr. Saunders, Mr. Perlman, the late Bill White told me, they understood what the law meant. We sat down and worked out an agreement to be effective at the end of 2 years. We didn't try to make it effective before that.

I am proud to say it has worked marvelously. It has not made any trouble. The men are contented, but the other railroads, we tried to