

I just wonder if the learned gentlemen on both sides of this dispute since April 25, instead of having us sit here for 24 hours since that time, doing their job for them, if they had to forfeit their pay to this committee during that time, if they wouldn't get down to business. I am talking to both parties now.

I think it is time for both parties to start thinking about these men in Vietnam, to quit wondering about who is the biggest villain on the other side, and maybe one of them try to be a hero, for a change, to the American people.

If we are to believe each side's opinion of himself, as we have heard through 24 hours of listening, both sides are perfect. If we are to believe each party's opinion of the other side, there is no virtue on either side. I assume that somewhere in between lies the truth. It is their job to settle that and not ours.

Thank you, Mr. Chairman.

The CHAIRMAN. Mr. Stuckey?

Mr. STUCKEY. No questions.

The CHAIRMAN. Mr. Kyros?

Mr. KYROS. No questions, Mr. Chairman.

The CHAIRMAN. Mr. Devine?

Mr. DEVINE. I have no questions, Mr. Chairman.

The CHAIRMAN. This will conclude our session with you gentlemen. We want to thank you for coming over to give us your views. I am sorry Secretary McNamara could not be here. We appreciate the fact that you have been with us.

Thank you again.

The next witness we will have this morning is Mr. W. T. Rice, president, Atlantic Coast Line Railroad, Jacksonville, Fla.

I want to thank you, Mr. Rice, for being so patient this morning. We hope that we can finish with your testimony today. I understand you have some other commitments. That is the reason we are hoping to get through.

You may proceed with your testimony.

STATEMENT OF W. THOMAS RICE, PRESIDENT, ATLANTIC COAST LINE RAILROAD CO.

Mr. RICE. Thank you, Mr. Chairman and gentlemen of the committee.

My name is W. Thomas Rice. I am president of the Atlantic Coast Line Railroad Co., with general headquarters in Jacksonville, Fla.

I started railroading after I graduated from college in civil engineering in 1934. I worked for the Pennsylvania on seven different divisions until I was called on active duty during World War II in 1942. I served in the Army for 4 years, 3 of which was overseas.

I was in railroad operations a good portion of this time on the railroad running from the Persian Gulf to the Caspian Sea, serving ourselves and our allies, the Russians.

Subsequent to that, I was in the Philippines and later in Japan. I returned to civilian railroading in April of 1946. I went to work then for the Richmond, Fredericksburg & Potomac Railroad, which is the one that operates between Washington and Richmond, as a track supervisor at Fredericksburg.