

that would cause us to go broke in a few days. We wouldn't have anybody to process the bills or collect the money, or bill the Government. You could dream all day about the problems under such a system of operation. They are realistic and not fantasy.

What about passenger trains? We move young men down to many of these military installations, Parris Island, S.C., the Marine induction center. We move them down to a place where they unload on many trains, little groups, 10 people sometimes, maybe 100, maybe 200, maybe a special train. But they frequently move on our regular passenger trains.

Would we move them, or would we say to the civilians who showed up there at the station, "You can't ride this train."

What about the express? I just can't imagine how such a thing could be done with an semblance of businesslike operation.

Passenger trains? Perhaps we wouldn't run any. I don't know.

I know your time is short and I would like to say this: In our opinion, the railroads of America are geared to mass transportation. That is the only way we know how to operate. The economy of the land—and no land can wage war if its economy falls on its face—is tied in with your basic form of transportation. We think in the railroad business we are the basic form of transportation.

For those reasons, gentlemen, I do not think this suggestion is possible to alleviate the problem that this country faces.

If I may, Mr. Chairman, as a Reserve officer of some 33 years, speaking now not as a railroad executive but just as a person, to let these boys overseas be short of material or supplies because of a stoppage of the railroads of America to me would be a most unthinkable thing.

I might further say I can imagine nothing more receptive in Hanoi, Peking, or Moscow than to see this country, faced with the emergency we are now faced with, let its basic transportation fall on its face.

I thank you.

The CHAIRMAN. Thank you, Mr. Rice.

I don't know how the wires got crossed, but I had hoped that you were going to talk on the complete issues here. We hope there will not be a strike. I wanted you to speak on the whole subject of the railroad emergency matter. Be that as it may, I think you have done well on what you have presented.

Mr. Friedel?

Mr. FRIEDEL. Mr. Rice, there is no question in my mind that you have a wonderful background and know this business from A to Z.

You have painted a very graphic picture of what could happen if there were a national railway strike. What have you done as a president of the Atlantic Coast Line in asking your representative to try to get together to negotiate now while we still have time?

Mr. RICE. I have been in communication with our people, who treat with the National Railway Conference who handle matters of negotiation for the American railroads, constantly in an effort to learn what is being done and what could be done.

Mr. FRIEDEL. As I understand it, there have been no meetings at all. They have not been trying to negotiate.

Mr. RICE. Sir, I am not qualified to speak on that. Mr. J. E. Wolfe is the negotiator for the Railway Labor Conference. He is the one who is eminently qualified to address you gentlemen on this subject. I am not.