

The CHAIRMAN. I might say in response to the gentleman from Colorado that the invitation has not been issued once, but more than once. It will be issued again. I will see what can be done. I think this is the true American way to get these things done.

Mr. Brown?

Mr. BROWN. I have two tacks. I think I will pick up where Mr. Brotzman left off, the tack he was working on.

First, in your testimony, Mr. Greenough, the comment is made on page 2 that Mr. Wolfe informed you this morning that he would enter into such an arbitration agreement on behalf of the carriers and if the unions would also agree, the final disposition of all issues could be disposed of in 30 minutes.

Is that a particularly new position of the rail management?

Mr. GREENOUGH. No; it is not a new position. I think Mr. Wolfe explained that back in January we indicated our agreeableness to enter into voluntary arbitration. At that time the proffer was not acceptable to the organizations, and I think this is perhaps the first mention of it since then, as far as I know.

Mr. BROWN. Mr. Brotzman cited a homily. I would like to cite another. It seems to me that in labor relations, as in politics and love, that time and humor are so important.

I am encouraged by the comment you make, and I hope that the unions will see fit, if not to go into voluntary arbitration, to at least pick up the conversations again.

Mr. Wolfe, has such an invitation as Mr. Brotzman extended, been extended to you by anyone in the administration before?

Mr. WOLFE. An invitation to meet or an invitation to consider voluntary arbitration?

Mr. BROWN. Either one.

Mr. WOLFE. As to voluntary arbitration, the National Mediation Board, through its Chairman, Mr. Francis O'Neill, did proffer arbitration to the parties. That is a proffer which may be accepted or rejected. The carriers did accept it.

To the best of my knowledge, there has been no suggestion, no formal suggestion, of voluntary arbitration since that time.

Mr. BROWN. Has there been any suggestion or any proffer of sitting down with the rail unions, proffered either by the President or by the Secretary of Labor?

Mr. WOLFE. We have had no discussions, Mr. Brown, with the President, nor have we had discussions with any of his assistants.

Mr. BROWN. The reason I asked that question, Mr. Chairman, is that I was a little disturbed yesterday to read a UPI dispatch, No. 65, which came over the ticker, in which these statements were made.

I would like to have the whole dispatch, as I was able to get it from the ticker, included in the record at this point, if I may.

In that statement, according to the dispatch, the President told Democratic congressional leaders today that enactment of legislation to prevent a nationwide rail strike remains a matter of urgent control and the White House said they—presumably meaning the leaders of the Congress—promised to push for its enactment.

It goes on to say that George Christian, the press secretary to the President, said Johnson hailed the Senate Labor Subcommittee's approval of the longrun measure yesterday, but "pointed out that