

tion has a monopoly on transportation ought to sit on this subcommittee and they will find out that it is quite different.

I have only one question that will take a moment to develop, however.

I would like for you to outline the general practice and if the Association of American Railroads has a policy, I would like for you to tell us what the policy is and compare it with the practice that is suggested in this legislation, if it is different, as regards the disposition of the existing crewmembers on existing passenger trains when they are discontinued?

Mr. MOLONEY. Well, at the present moment, I think, as Mr. Goodfellow said, we don't know of any substantial number of employees that have lost jobs or have been put out of work as a result of the discontinuance of a passenger train or the discontinuance of passenger trains.

On the contrary, as Mr. Goodfellow pointed out, the industry today is looking for qualified employees, and I know some railroads, for instance, that have had to cancel scheduled freight train runs because they did not have the qualified personnel.

Mr. KUYKENDALL. If I may interrupt there a moment, what would be, if there is not an overall practice by the AAR, what would be the typical practice—I mean officially when it comes to the disposition of the specific crewmembers of a specific discontinued railroad, what do you do with them?

Mr. MOLONEY. On the passenger train discontinuance?

Mr. KUYKENDALL. Yes. I am asking you to give a typical case.

Mr. MOLONEY. I am not sure I can answer that question. I say that for this reason. It is my understanding that on some railroads, as a result, for instance, of mergers and consolidations, that there are in existence what are known as attrition agreements, and the attrition agreement would apply in this instance. This is what I am told. As I said, I cannot speak with knowledge in this area. But in practically every instance, as I have said, we find little real impact on railroad labor in the train discontinuance, passenger train discontinuance area.

I personally have this feeling, to the extent that the governmental policies of highways and airways and so on have made the passenger train outmoded, to the extent that the Government itself has placed by those policies railroad passenger train service in the position that it is in, and I am not arguing with those policies, progress, if you wish to term it that, but if that is the fundamental cause of this situation, and if the Government itself has created the atmosphere that brings about this impact, then I for one feel it is somewhat asking me to go a long way to protect the man who is hurt by that Government policy. Yet that is exactly what has happened, as we know it. The promotional activities, and I am not arguing against it. In fact, we are going to see them grow.

Mr. KUYKENDALL. Let me say one short statement in closing, I hope that the time doesn't come that I have to agree with you on this last statement, that the Government has this much influence over progress in this country. I think the demise of the passenger train has been a part of the growth and technology of this country and has been a casualty of it and I would hate to think that the Government has done that much.