

more than 200 individuals are involved. Mr. L. J. Rutherford, Conductors local chairman of the Order of Railway Conductors and Brakemen, Whitefish Mont., is completing an analysis of the precise compensation loss on the basis of current wage rates and I will submit his analysis for the record when I receive it.

My bill, then, is intended to insure just and equitable treatment to railroad employees whose earnings will be reduced, through no fault of their own, because of the shortened run between Whitefish and Troy, Mont.

Now, this is the cost of relocation of the track.

As a matter of fact, you know tomorrow we are going to go down to the White House and the President is going to punch a button and we are going to have the "hole through program," that is the program where they punch the hole through a tunnel 7 miles long which is rather unique.

Now, Mr. Chairman, we do have a problem in that some men who are entitled to this run from Whitefish to Troy are going to retire next year and some men a few years hence. I think the estimate of the \$20 million is excessive.

We are going to put this into a computer and we are going to know what is the cost for these men that have a vested right to this run from Whitefish to Troy, Mont., which is being shortened by 15 miles every day. Their pay is being shortened by 15 miles every day and I would submit that for the record.

Mr. Chairman, my bill then is intended to insure just and equitable treatment to railroad employees whose earnings will be reduced through no fault of their own because of the shortened run between Whitefish and Troy, Mont.

Now, Mr. Chairman, I want to introduce to this committee and will recommend him for his testimony, Mr. O. R. Lundborg, vice president and national legislative representative of the Order of Railway Conductors and Brakemen.

STATEMENT OF O. R. LUNDBORG, VICE PRESIDENT AND NATIONAL LEGISLATIVE REPRESENTATIVE OF THE ORDER OF RAILWAY CONDUCTORS AND BRAKEMEN

Mr. LUNDBORG. I am vice president and national legislative representative of the Order of Railway Conductors and Brakemen. My office is in the Railway Labor Building, 400 First Street NW., Washington, D.C. I appear here today on behalf of my organization and on behalf of the Railway Labor Executives' Association which, as you know, is an association of the chief executive officers at 23 standard national and international railway labor unions and the Railway Employees' Department, AFL-CIO, representing virtually all of the railroad employees in the United States.

The organizations on whose behalf I appear support the enactment of H.R. 16910. We believe that this bill must be enacted if the railroad employees affected by the Libby Dam, Mont., projects are to be justly and equitably treated. The Congress, in providing for the construction of the Libby Dam, has insured the Great Northern Railroad against any adverse effects resulting from the flooding of its line by authorizing the construction of a new line of railroad at a cost of