

in other situations where the authority it confers adversely affects the livelihoods of railroad employees.

On behalf of the Railroad Labor Executives' Association and my own organization, the Order of Railway Conductors & Brakemen, I urge favorable consideration by this committee for H.R. 16910 and its enactment into law, with one modification.

While I have emphasized in this statement the loss of income which would be visited upon the train and engine crews by the construction of Libby Dam, I must point out that these are not the only employees of the Great Northern who would be adversely affected: the employees who maintain the track and those who maintain the signal system of the Great Northern between Whitefish and Troy will be faced with the loss of 15 miles of track and signal maintenance work. They, no less than the employees who man the trains, should be protected from the adverse economic effects of the construction of Libby Dam; therefore, on behalf of the association, I respectfully recommend that the language of H.R. 16910 be modified to include those nonoperating employees who performed work on the old line prior to the date the new line is placed in service.

Thank you for the opportunity of expressing the views of railroad labor on this bill which is of great importance to the individual employees who earn their livings on the railroads of this country.

Thank you.

Mr. Chairman, there is attached to my statement an appendix, and I think for the benefit of the committee, if you will allow me just a moment, I will explain that.

Mr. JONES. Yes, sir. Please do.

Mr. LUNDBORG. It refers to the pay rates on the Great Northern passenger train, you will see a conductor receiving \$24.34 on a basic day, so does the baggageman who gets \$21.90 and the brakemen get \$21.21.

This is based on a footnote that they work on what is constituted a 150-mile day, which is the equivalent of their working day.

Now, all of the rest of the figures that appear on that document are based on the 100-mile day, a 100-mile being equal to 8 hours and 1 hour being equal to 12.5 miles an hour. That is 12.5 miles an hour times 8 equals 100.

This is the calculation that has been used for as many years as I can remember, and that is almost 40 years.

Now, there is one comment that I would like to direct your attention to and it says behind "engineer," there is the word "3." That means a three-unit pay.

Now, the reason for that is that normally they have a three-unit diesel on these particular trains.

Now, if it was more, they would receive a few cents more per hundred.

Then I would like to invite your attention to one other thing, and that is to the freight conductor. For example, he gets \$24.34 for a basic day of 100 miles, which means he gets \$3.65 for the 15 miles that he loses in each direction.

Now, behind "engineer" it is \$27.61, and \$4.14 is the loss with the fireman, but in the event he does not have a fireman, then his rate of pay goes up \$4, and on a three-unit diesel he would get \$31.01,