

or his pay then would go up to \$4.65 which would be the loss to that man for that 15-mile run.

That is the explanation. But like Mr. Olsen said, what it actually means is that their work has been shortened 15 miles.

When they go over, they have lost that much money. When they come back, they have lost that much money.

Presently today, as I outlined at this particular item, there are two passenger trains in each direction, and there are five freight crews in each direction.

The only thing that could alter that would be the one crew less or one crew more, but I think that the estimates that we have are reasonably accurate and fair.

Thank you.

Mr. OLSEN. Mr. Chairman, you know this is not really electrifying, because these people are named and we know who they are and they are going to have a certain number of years of service and it would be, and is a very simple matter to know how much they lose with each 15 miles for and back, and as they complete their service, of course, the pay from the Federal Government would be gone.

Now, we are going to pay people for every shack, for every piece of property, for every piece of woods that we take in this Libby Dam construction, and I think that it is only just and proper that we pay these working people for the miles they lose. We pay the railroad. We not only pay the railroad, we build them a better railroad.

Now, I think that \$2 million is outside, really beyond what really would happen.

Mr. HARSHA. Would you yield, please?

Mr. OLSEN. Yes.

Mr. HARSHA. What do you do propose to do on every highway that we have to relocate and shorten the highway?

Do you propose to pay every truckdriver an additional payment for the loss of mileage he sustains by going over a shorter route?

Mr. OLSEN. No; I do not.

Mr. HARSHA. How are you going to get around that, if you do this?

Mr. OLSEN. Now, just be sympathetic for a minute, will you?

Mr. HARSHA. I do not mind being sympathetic with the gentleman.

Mr. OLSEN. No, no; you are always that way. You are always very sympathetic and just listen to me for a minute.

The only way you get paid on a railroad is by mileage. You do not get paid any other way. That is why we are here today.

Mr. HARSHA. Well, the trucker has the same problem; does he not?

Mr. OLSEN. No; he does not get paid by mileage.

Mr. HARSHA. He gets paid by the hours he works. Suppose we cut a highway down so it cuts an hour off of his daily route. He loses 1 hour's work; does he not?

Mr. OLSEN. No. If we were paying the railroad workers by the hour, it would be a different thing. We do not do that. They are paid—and please don't shut me off.

Mr. HARSHA. All right; go ahead, then.

Mr. OLSEN. We get paid on the railroad by miles. You see, when you shorten the miles, and that is what is happening with the Libby Dam, then these people get shortened in pay.