

Mr. HARSHA. Do these people come and object to the construction of the Libby Dam?

Mr. LUNDBORG. No, Congressman. In finance docket No. 23738, the result was when the Interstate Commerce Commission decided to allow this railroad to shorten its line and build this particular track, the result of it was that the Interstate Commerce Commission included the protective agreement which are the Burlington conditions.

Very briefly, in 1936 a document was consummated between all of the railroads in the United States and all of the railroad labor in which we agreed to certain conditions, and out of this grew this particular condition.

Now, I think it is very important for this committee, like Mr. Olsen just said, to recognize that originally the Government, or the Interstate Commerce Commission, an arm of the Government, recognized that these employees were due some protection which they had been given in each and every case for years and years and years except in cases of discontinuance of passenger trains where this was recognized. But due to the length of time and the delay, the result of it is that these conditions that were prescribed for them are now going to be run out and, therefore, I think this is one of the things that Congressman Olsen had in mind as I understood him, to afford that protection which was intended in the first place.

Mr. JONES. Thank you very much, Mr. Lundborg.

The appendix of your statement will be made a part of the record at this point.

(The document follows:)

APPENDIX A

RATES OF PAY, GREAT NORTHERN RAILWAY

	Basic	Loss
Passenger:		
Conductor.....	24.34	2.43
Engineer.....	3/-24.60	3.69
Baggage.....	21.90	2.19
Brakeman.....	21.21	2.12
Fireman.....	21.46	3.22
Freight:		
Conductor.....	24.34	3.65
Engineer.....	3/-27.61	1 4.14
Do.....	3/-31.01	2 4.65
Brakeman.....	22.08	3.31
Fireman.....	23.31	3.50

¹ Fireman.

² No fireman.

Note: Basic day for passenger conductor, baggageman, and brakeman are figured at 150-mile day. Basic day for passenger engineer and fireman are figure dat 100-mile day. Basic day for freight conductor, brakeman, engineer, and fireman are figured at 100-mile day. All above losses are figured at 15 percent of 100 or 10 percent of 150-mile day or the 15 miles actual loss on each run in each direction.

Mr. JONES. We will leave the record open in order to take the other witnesses.

Mr. OLSEN. Thank you, Mr. Chairman.

WABASH RIVER BASIN (continued)

Mr. JONES. We will go back to the Wabash River and tributaries. Colonel Anderson, please come forward.