

RAILWAY LABOR EXECUTIVES' ASSOCIATION,
Washington, D.C., July 9, 1968.

Hon. SAMUEL N. FRIEDEL,
Chairman, Subcommittee on Transportation and Aeronautics,
House of Representatives, Washington, D.C.

DEAR MR. CHAIRMAN: Your subcommittee has under consideration S. 752. The RLEA, a voluntary association of the chief executive officers of the twenty-three standard national and international railroad labor organizations wishes to express its support for S. 752 as it was passed by the Senate.

For some years, Section 203(b) (5) of the Interstate Commerce Act has been attracting, by its exemption, carriers who could be considered agricultural cooperative associations only in the most nominal of senses as well as encouraging bona fide agricultural cooperative associations to transport and on a large scale, commodities with little or no relationship to the farm or farm related commodities. The existence of this situation is, of course, in contravention of the spirit of purpose embodied in Section 203(b) (5) and against the grain of the Interstate Commerce Act.

The diversion of transportation in interstate commerce into unregulated forms certainly runs contrary to the principles of effective administration of an equitable and efficient transportation system for the country. Furthermore, the diversion of this traffic results in employment of a high ratio of non-union labor which is paid at a lower wage scale, and this constitutes a threat to the wage scale of union members in the railroad industry. Consequently, the movement to curtail non-farm related hauling of legitimate agricultural co-ops and to curtail the nominal agricultural cooperative is one which this association wholeheartedly supports. The bill that is presently before you is one which represents a good deal of consultation with the government, motor carriers, agricultural cooperatives, and rail carriers. Their consultation has in our minds resulted in legislation which achieves the need of a coherent transportation policy while doing as little damage as possible to the legitimate interests of the agricultural cooperative associations. For these reasons, we would encourage your committee's favorable disposition toward the bill as passed by the Senate.

Yours very truly,

DONALD S. BEATTIE,
Executive Secretary.

NATIONAL ASSOCIATION OF REGULATORY UTILITY COMMISSIONERS,
Washington, D.C., December 11, 1967.

Hon. HARLEY O. STAGGERS,
Chairman, House Committee on Interstate and Foreign Commerce,
Rayburn House Office Building, Washington, D.C.

DEAR CHAIRMAN STAGGERS: On November 2, 1967, this Association, in meeting assembled in Hollywood, Florida, adopted a resolution Supporting S. 752—90th Congress, sponsored by the Honorable Walter R. McDonald, Commissioner of the Georgia Public Service Commission, Atlanta, Georgia.

Pursuant to the directive contained in the resolution, a copy of this resolution is attached for your information and consideration.

Very truly yours,

EVERETTE KREEGER, Secretary.

RESOLUTION SUPPORTING S. 752—90TH CONGRESS

Whereas, The National Association of Regulatory Utility Commissioners (NARUC) is an organization whose membership consists of the public utility regulatory commissions of each of the states of the United States; and

Whereas, Regulation of both motor carriers and railroads in the public interest is an important function of the member commissions; and

Whereas, The economic well being of the motor carrier and railroad industries is a vital factor to the economy of the member states and the nation and to the nation's defense; and

Whereas, Many of the member commissions of the NARUC have for a number of years been actively engaged in the enforcement of their motor carrier laws, rules and regulations to the end that illegal transportation be curtailed; and

Whereas, The National Association of Regulatory Utility Commissioners has