

Mr. RODGERS. Based upon the testimony from the labor witness, apparently none have. I frankly do not understand that.

I have not been in communication with the chairmen of those State commissions. But it seems difficult for me to understand why such action was not taken unless they felt the service was such it would be futile to make an effort to restore it.

I would think that the State commissions would clearly have the authority when the section 13a shield is removed to step in and require the restoration of that service, because prior to section 13a, the State commissions made quite a reputation for themselves in maintaining passenger service.

That is one reason why Congress adopted section 13a in the first instance.

The CHAIRMAN. I wonder if you could find out from the different State agencies as to what they have done, whether they have done anything, or why they haven't, and submit the information to this committee?

Mr. RODGERS. I will be glad to.

(The information requested was not available at time of printing.)

The CHAIRMAN. If there are no further questions, thank you very much. We appreciate your coming and presenting us with your testimony.

This completes the hearings on this bill, S. 2711.

The committee is hereby adjourned.

(The following material was submitted for the record:)

TRANSPORTATION ASSOCIATION OF AMERICA,
Washington, D.C., February 16, 1968.

HON. HARLEY O. STAGGERS,
Chairman, House Committee on Interstate and Foreign Commerce,
Washington, D.C.

DEAR CHAIRMAN STAGGERS: On behalf of the Board of Directors of the Transportation Association of America, I should like to pass along its views on S. 2711, the bill now under consideration by your committee.

As indicated by a TAA witness in testimony before your Subcommittee on Transportation & Aeronautics last May, our Association is opposed to any substantive change in Section 13a, the provision in the Interstate Commerce Act that permits the Interstate Commerce Commission to authorize discontinuance of unprofitable passenger trains. For reasons outlined in detail at that time, TAA believes Section 13a, has proved to be a fair and expeditious means by which railroads can seek relief from unprofitable services that in total represent a drain of several hundred million dollars a year on their overall operations.

In order to determine the current thinking of the TAA Board on this important and timely legislative issue, this subject was reviewed at its May 23, 1967, meeting. Not only did the Board reaffirm its support of Section 13a, but it took a position as being opposed to attempts to weaken ICC's authority over passenger-train discontinuances.

As to S. 2711, our interpretation of this bill is that it contains "technical," rather than "substantive," amendments that are designed to clarify the ICC's authority in such proceedings. Therefore, while we would not object to its passage, we should stress that our strong opposition to any substantive changes remains as stated last May. We thus urge your Committee, in its consideration of this bill, to reject any proposals to broaden it by incorporating one or more of the substantive changes under consideration by our Subcommittee on Transportation & Aeronautics last May.

We request that this letter be made a part of the official transcript of the hearings on S. 2711.

Sincerely,

HAROLD F. HAMMOND, *President.*