

Resolved, That the Railway Labor Executive Association:

1. Reiterates its previous appeals for suspension of Sec. 13(a) of the Interstate Commerce Act under which the railroads have slaughtered their passenger trains,

2. Wholeheartedly supports the recommendations by Mr. John S. Messer for minimal standards for rail passenger service and for creation of a National Rail Passenger System, and

3. Strongly endorses the proposal by Mr. Stuart Saunders for a National Railroad Passenger Council, offers the full participation of railway labor in such a Council, urges prompt creation of this Council by the federal government, and suggests that the Council should file its report and recommendations no later than March 31, 1969, and

4. Urges prompt action by Congress and the Post Office Department to implement the above-cited ICC recommendations of June 25, 1968, including enactment of a strong bill on the subject providing among other things for protective conditions for railroad employees adversely affected by passenger train abandonments and for a National Railroad Passenger Council along the general lines suggested by Mr. Stuart Saunders.

Mr. BEATTIE. The two amendments to H.R. 18212 that we urge are:

(1) Insertion of protective conditions for employees adversely affected by passenger train abandonments similar to those provided by law for employees adversely affected by railroad mergers or consolidations; and

(2) Creation of a National Railroad Passenger Council, with representatives from the Congress, the executive branch, the public, the railroads and railroad labor, to make a study and recommendations regarding the future of rail passenger service. We feel this Council should make its report by next March 31. We also feel that the Council should not depend on a new appropriation of funds from Congress, but should draw on whatever funds are already available for such a purpose in the executive branch plus private contributions.

One reason for suggesting such a National Railroad Passenger Council rather than a study by the Department of Transportation alone is that there will be a change of administration next year, which might involve some delay and confusion in pushing ahead this very urgent matter. I am constrained to add that yesterday's testimony by Mr. A. Scheffer Lang, the Federal Railroad Administrator, makes us feel even more strongly that Mr. Stuart Saunders' basic proposal for a National Railroad Passenger Council is a more fruitful approach than a study by the DOT.

Mr. Stuart Saunders, who is identified in our resolution, is chairman of the Penn Central Railroad Co., which is the largest railroad corporation in the world.

Mr. Lang seems to have already made up his mind that the railroads should be given pretty much a free hand to complete the destruction of intercity passenger train service. "Preserving today's outmoded intercity passenger service is and can be of little benefit to the public," Mr. Lang declared. With this attitude, and with Mr. Lang's further attitude that a study would be very complex, would require at least 2 years, and would also require approximately \$2 million of new appropriations, it is easy to see that practically all the passenger trains would be gone by the time Mr. Lang had his study done—and he would not regret it.

We in railway labor feel very strongly that today's intercity passenger service should not be destroyed—it should be built upon to create the truly modern, comfortable, efficient service that is needed