

for probably 90 percent of the employees involved in this service, there were men with 30 and 40 years of service with no place to go. They couldn't bump back to freight service.

Now, perhaps if they wanted to take a job down in Georgia at that late stage in their life, perhaps there might have been a job there for them. But 40 percent of the employees are not covered and that is the group we are speaking of.

There is no reason in the world why these employees should not be extended the same protection against the loss of their earnings that the other employees are in the same service on other railroads at different points or employees that lose their jobs by reason of the urban mass transportation act or by reason of the merger of railroads or line abandonments. As a matter of fact, we have always contended that the existing law gave the Interstate Commerce Commission the authority to impose employee protection. They have consistently disagreed with us and so we offer this suggestion that we amend to provide employee protection for all these employees.

Mr. WATSON. Mr. Chairman, I did have a couple more questions, but that is the second set of bells.

Mr. FRIEDEL. I want to thank you, Mr. Beattie. We have one other witness, Mr. Paul Rodgers, We have had the second bell.

Is Mr. Rodgers here?

Mr. RODGERS. Yes, sir; I am present.

Mr. FRIEDEL. Would you submit your statement for the record, because we have to go. This completes the hearings.

Mr. RODGERS. Very well, I will submit the statement for the record. (The statement referred to follows:)

STATEMENT OF PAUL RODGERS, GENERAL COUNSEL, NATIONAL ASSOCIATION OF
REGULATORY UTILITY COMMISSION

Mr. Chairman and members of the committee, my name is Paul Rodgers. I am the General Counsel for the National Association of Regulatory Utility Commissioners, commonly known as the "NARUC."

The NARUC is a quasi-governmental nonprofit organization founded in 1889. Within its membership are the governmental bodies of the *fifty* States and of the District of Columbia, Puerto Rico and the Virgin Islands engaged in the regulation of carriers and utilities. Our chief objective is to serve the public interest through the improvement of government regulation.

The members of the NARUC appreciate the opportunity you have given me as their spokesman to make their views known on H.R. 18212, which proposes an amendment to Section 13a of the Interstate Commerce Act relative to passenger train discontinuance procedures, and an authorization for a study of essential railroad passenger service by the Secretary of Transportation.

We of the NARUC are vitally concerned with the development of a sound and adequate rail passenger service which will be responsive to the needs of a growing America.

We believe that the decline in the use of rail passenger service is merely a temporary episode in the Nation's transportation history because the crowded airways and clogged highways of America will not be equal to tomorrow's transportation tasks.

It seems to us quite important to make a determined effort to preserve essential rail transportation because our trend of rapid urbanization and population growth unmistakably foretell that America will have to return to the use of widespread rail passenger service.

A simple amendment to Section 13a of the Interstate Commerce Act will of course not solve our rail passenger problem. However, the proper amendment of Section 13a will be an important tool in conserving a nucleus of rail passenger service to provide the foundation for expanding to meet tomorrow's transportation needs.