

In order to add an important dimension to the study and to strengthen Federal-State cooperation in this matter, we strongly urge that Section 2 be amended to require the Secretary of Transportation, in conducting the study, to also cooperate with representatives of State regulatory agencies selected in consultation with the NARUC.³

In summary, we believe that the enactment of H.R. 18212, with the amendments we propose, will significantly strengthen the ability of regulators to protect the public interest in Section 13a cases and at the same time will permit the railroads to discontinue passenger service which unduly burdens interstate commerce.

Thank you for your attention.

Mr. FRIEDEL. Thank you very much for your cooperation.

The meeting now stands adjourned.

Thank you.

(The following material was submitted for the record:)

HOUSE OF REPRESENTATIVES,
Washington, D.C., July 2, 1968.

HON. HARLEY O. STAGGERS,

Chairman, Interstate and Foreign Commerce Committee, Rayburn House Office Building, Washington, D.C.

DEAR MR. CHAIRMAN: I am pleased to learn that you have introduced H.R. 18212, a bill to authorize the Secretary of Transportation to conduct an in-depth study of essential railroad passenger service in the United States.

There has been great concern in Utah, as well as in other sections of the country, over the widespread discontinuance of passenger train service. I have repeatedly protested these discontinuances to the Interstate Commerce Commission and have urged that a comprehensive study be made of the over-all situation.

I am hopeful, therefore, that committee action will be taken in time to afford the full membership of the House of Representatives the opportunity to vote on H.R. 18212 before the expiration of the 90th Congress.

Thank you for your consideration.

Sincerely,

LAURENCE J. BURTON,
Member of Congress.

ATLANTA & WEST POINT RAIL ROAD CO.,
THE WESTERN RAILWAY OF ALABAMA,
GEORGIA RAILROAD,
Atlanta, Ga., July 10, 1968.

HON. HARLEY O. STAGGERS,
House of Representatives,
Washington, D.C.

MY DEAR MR. STAGGERS: Reference is made to House of Representatives Bill 18212 dated June 26, 1968, which I understand is a proposal to amend Section 13a of the Interstate Commerce Act to provide more effective and efficient regulations of rail passenger service by authorizing "a study of essential railroad passenger service by the Secretary of Transportation, and for other purposes," including a provision that would "preserve a minimum level of passenger service while the study is in progress."

The Atlanta and West Point Railroad, The Western Railway of Alabama, and the Georgia Railroad are opposed to any such amendment to Section 13a. It is

³ This amendment may be made by adding between the comma and "is" in line 22, page 7 of H.R. 18212, the following "and three representatives of interested State commissions selected by the Secretary after consultation with representatives of the national organization of the State Commissions referred to in part II of the Interstate Commerce Act" and by adding at the end of Section 2 of H.R. 18212 the following:

The representatives of the State commissions participating in the study may be compensated at a rate to be fixed by the Secretary not to exceed \$100 per diem (including travel time) when engaged in actual duties in connection with the study. Such State representatives, while away from their homes or regular places of business, may be allowed travel expenses, including per diem in lieu of subsistence as authorized by section 5703 of title 5, United States Code, for persons in the Government service employed intermittently. Payments under this section shall not render the State representatives employees or officials of the United States for any purpose.