

has enabled L&N to discontinue, with resulting economies, passenger trains which had been abandoned by the public and which were suffering staggering operating losses, but which, under prior law, would have been discontinued only after long delay while running virtually without patronage. These discontinuances, and other actions, have enabled the nation's railroads to render low-cost service to shippers and to those passengers who actually *use* the trains that can justifiably be continued in operation. This contrasted with the long delays this Company encountered prior to 1959 when we had to proceed before state commissions. In every case before the Interstate Commerce Commission it decided the proposal within the time limits set by the statute, and nobody requested L&N to extend the time. Our experience does not show that additional time would serve any needed purpose.

The imposition of conditions relating to the passenger service would be a tremendous invasion of the responsibilities of management and would impose terrific burdens upon the Interstate Commerce Commission. Job protection conditions are not needed when only one aspect of service over a given line is discontinued. In all L&N train discontinuances the crews manning the trains were able to exercise their seniority rights to other L&N positions, and the junior employee on the extra board who was unemployed temporarily because of the level of business received the job protection provided by Congress through the provisions of the Railroad Unemployment Insurance Act.

Yours very truly,

W. H. KENDALL, *President.*

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS,
Chicago, Ill., July 16, 1968.

Re H.R. 18212.

HON. SAMUEL FRIEDEL,
Chairman, Subcommittee on Transportation, House Committee on Interstate and Foreign Commerce, U.S. House of Representatives, Washington, D.C.
like to go on record in support of H.R. 18212.

In an earlier letter to Chairman Staggers the NARP supported the general recommendations of the ICC regarding passenger service, and we would appreciate it if you would make that letter a matter of the hearing record.

In view of the testimony before your Subcommittee offered by Mr. Lang, Federal Railroad Administrator, the NARP no longer feels that the Department of Transportation is the appropriate agency to conduct the study asked by the ICC. Apparently, Mr. Lang has already prejudged the case and would be an advocate, rather than a judge, in any such study. Without a moratorium or delay in the rapid discontinuance of passenger trains, a DOT study would likely be only a post mortem on a dead passenger service system, rather than an objective study.

At this time, the NARP would favor a study commission appointed by the President, financed by both government and private sources, and representative of all interested groups.

The NARP urges prompt enactment of H.R. 18212, with the modification suggested above.

Very truly yours,

ANTHONY HASWELL,
Executive Director.

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS,
Chicago, Ill., June 28, 1968.

HON. HARLEY STAGGERS,
Chairman, House Committee on Interstate Commerce, Rayburn House Office Building, Washington, D.C.

DEAR MR. CHAIRMAN: The National Association of Railroad Passengers strongly supports the legislative proposals on rail passenger service which the Interstate Commerce Commission has recommended to your Committee.

The legislation if enacted would be helpful for the following reasons in preserving and improving needed rail passenger service:

The Commission would have more time to consider and to decide individual discontinuance cases.