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simply enormous," says Mr. McNeill. Some unions have supplemented their regular lobbyists by bringing special delegations here to buttonhole their Congressmen. "Save-our-jobs" rallies are being staged around the country, and bumper stickers and posters are proliferating. Labor also is seeking support from state and local governments. Last month, for instance, the Milwaukee city council endorsed the Burke-Hartke bill.

The rapid growth of imports and international companies has forced labor to alter its historical free trade posture, union spokesmen admit. "We go out in the field to talk about national health care or minimum wage, but all the rank-and-file want to talk about is their jobs and what imports are doing to them," says one labor official.

Many union men contend the alternative to the Burke-Hartke measure isn't free trade but rather is "real" protectionism. "Burke-Hartke doesn't set up walls, but rather says to foreigners 'you may advance as our industry improves,'" says the Steelworkers Mr. Bernstein. And if this is beaten back there are dire warnings of much tougher measures. "The emotionalism of this issue is so great it'd be very easy to launch a 'Buy American' program and really try to put up walls," says the AFL-CIO's Mr. Denison.

Few supporters feel that the Burke-Hartke measure, in its present form, will ever pass Congress. But they're confident that events inexorably are moving in the direction of some import curbs.

RAILROAD ABANDONMENTS

Mr. MONDALE. Mr. President, recently, at an Interstate Commerce Commission hearing at Redwood Falls, Minn., I expressed my strong opposition to the abandonment of rural rail lines.

I testified there on behalf of the farmers and rural residents who are threatened with the loss of their rail service. The Honorable Wendell R. Anderson, Governor of the State of Minnesota, as well as several other elected officials, also protested the abandonment.

On the other side of the issue is the well-oiled machinery of a large corporation which owns the railroad involved. In the decisionmaking position is the Interstate Commerce Commission. I would hope that in this case, as it should be in all cases, the Commission would be a regulatory agency whose primary function is the protection of the people. That does not seem to be the case. As Governor Anderson pointed out:

Since 1963, there have been 13 similar railroad abandonment contests in Minnesota decided by the Interstate Commerce Commission. The score reads 13 wins for the railroads, none for the people.

Mr. President, there are 10 pending abandonments in Minnesota, involving some 247.87 miles of track. That trackage serves 28 communities in Minnesota. Beyond these abandonments which are at present pending on the ICC docket, State government and private industry in Minnesota have projected much more alarming railroad company plans. According to projections, based on rail industry plans, by 1980 the State would have only a few major rail lines crossing it. As Jon Wefald, commissioner of agriculture in Minnesota, points out:

The rail industry plans to fold up and rip out the vital economic life sustaining transportation arteries of the bulk of the rural community by 1980.

I am concerned, not only because of the consequences which would be visited upon the rural people of Minnesota, but also because of the severe threat this abandonment trend would have on all of rural America. How ironic it is that when rural development has finally gained national interest, there are so many forces intent on destroying rural transportation systems. Instead of seeking ways of improving service, railroad companies want to get out of the rural areas. The Federal Government, instead of proposing ways of improving and continuing rail service in rural areas, continues to grant more and more abandonments. Transportation legislation such as the Surface Transportation Act and the administration's Transportation Assistance Act seek to make abandonments of rail service even easier.

The wholesale abandonment of railroad lines must stop. Rural outmigration will be speeded by loss of these vital transportation arteries. For that reason, I strongly urge prompt action along the lines of Senate Concurrent Resolution 56 and Senate Joint Resolution 225. These measures seek to declare a moratorium on abandonments until alternatives can be developed to solve the transportation problems of rural America.

Mr. President, the Minneapolis Star, in an editorial, recently supported a moratorium on railroad abandonments. The St. Paul Pioneer Press, in a news analysis by Don Spavin, did a fine job of detailing the complexity of the abandonment issue as it affects not only small towns in Minnesota, but also the thousands of small communities across the Nation.

Mr. President, I ask unanimous consent that the editorial and article be printed in the RECORD.

There being no objection, the items were ordered to be printed in the RECORD, as follows:

ABANDONING RAIL LINES

Some key people in both political parties showed up at an Interstate Commerce Commission (ICC) hearing in Redwood Falls last week to protest the proposed abandonment of rail freight service on a branch line between Wanda and Sanborn.

Their appearances and some of the things said gave some small hope that Minnesota might really be serious about establishing a state transportation and/or state development policy. Certainly the need for such an approach was demonstrated.

For example, Sen. Walter Mondale said it would cost about \$80 million to provide communities threatened by loss of rail service with nine-ton highways. And the question posed immediately is whether government could or would build the highway, keep the railroad running or let those small towns perish.

The list of prospective rail abandonments was put together not by a state agency but by one of our large industries. That says as much as anything else about how well prepared the state is right now to offer a positive answer to the problems of all the Wandas in Minnesota.

Gov. Wendell Anderson can talk, as he did at Redwood Falls, about his responsibility to protect the economic well-being and quality of life of outstate communities, he can decry past performance of the railroads and he can support a national moratorium on railroad abandonments, but the harsh fact is that's about the limit of the state's ability at this time.

There is activity in the Anderson administration now aimed at establishing a state Department of Transportation, which could be the vehicle for creating a state transportation policy. But how that state policy would weigh the difficult choices involved in railroad abandonments—which is only a part of the whole problem—remains to be seen, and, frankly, we are skeptical.

The idea of a temporary moratorium on railroad abandonments while some attempts are made to sort this all out is certainly appealing. Mondale also suggested the possibility of operating rural railroad branch lines in the same manner as REAs and federal subsidies of branch lines, and those, too, deserve exploration.

WHO CARES WHETHER WANDA GETS BURIED?

(By Don Spavin)

REDWOOD FALLS.—All that remains is to bury the corpse.

The nails were hammered into the coffin of another Minnesota village this week when a public hearing was held here by the Interstate Commerce Commission to determine whether the Chicago & North Western Railroad could abandon eight and two-tenths miles of track linking the little village of Wanda with Sanborn, and eventually the markets of the world.

Someone once said, "Nothing is certain but death and taxes," and to that might be added "I.C.C. affirmation of requests for rail abandonment." For, despite eloquent political pleas and veiled threats, the chances that the I.C.C. will vote against the wishes of the railroad are pretty slim. In 13 such cases heard in the past few years in this state, the railroad has won permission to abandon 13 times.

Who really cares whether Wanda gets buried? Already off the beaten track, it has suffered, through modern highway and transportation, the fate so common of the small towns everywhere—gradual decline and eventual death. As a politician once pointed out, "When the need for the small town dies, so will that town."

Wanda hasn't had too much going for it for several years. It now has a lumberyard, a couple of bars, a grocery store, a service station-garage, an American Legion hall and a new and modern bank. It also has a large and modern cooperative elevator which serves about two and a half townships and 250 customers living in what is probably the richest farming area of the state. The elevator does about a million dollars a year in business and is a prime user of the C&NW line to Sanborn.

Not much when it's stacked against the likes of C&NW and a general indifference on the part of most people. It is true that at the opening day of the hearing this week, the brightest political lights in Minnesota were on hand to appear before a packed house which came more to see the not-offense-in-these-parts-politicians than to worry what is to become of Wanda.

There were politicians holding national offices—Sen. Walter Mondale and Rep. John Zwach—politicians holding state offices—Gov. Wendell Anderson, among a large contingent, and there were candidates seeking nominations for state and national office. All made impassioned speeches and when they were done duly made a tour of inspection of Wanda, the elevator and twisted, grass-grown tracks of the C&NW. Duty done, they flew off to Washington, the Twin Cities and other points to await another hearing, another chance to appear on behalf of their constituents.

Behind them they left, to fight the battle, a handful of farmers versus the cool and well-oiled machinery of a giant corporation.

"If the railroad would just put the money they use to push these abandonments into improving their lines, there wouldn't be any problem," said Harold Larson, president of the Farmers Cooperative elevator of Wanda.

"Just figure what they spend in travel, time and legal fees and most of the repairs needed on the Wanda line could be made. Then there wouldn't be any need of these hearings."

The railroad wasn't about to disclose to a reporter or a farmer how much they would spend on such a hearing. In fact they weren't about to disclose anything they didn't want to, but to this hearing they came well armed with figures to back their position. Their witnesses made no impassioned pleas for salvage from financial disaster. Instead they presented hard cold facts of income versus expense and backed such facts up with sheets and books of mathematical equations augmented by engineers with slide rules to prove that this branch of track isn't working.

What does it matter to the C&NW if Wanda or a dozen Wandas pass from existence. What does it matter that 250 farmers will have to pay anywhere from two to five cents a bushel more to get their grain to market via trucks. What does ecology really matter—the fact that it takes two semi-trailer trucks to haul what one rail car can haul. And, what does it matter that many of Minnesota's roads are closed in the Spring to loads such as a semi-truck would haul.

Two hundred and fifty people in a rural county in Minnesota are but drops in a very large bucket when it comes to a financial statement that must satisfy many times that number of stockholders. It matters not to such a corporation that the government gave them land equal to the size of the British Isles simply for bringing their railroads west. There was business for them then or they would never have laid a mile of track.

There is more business there today for since the end of the Great Depression farm production in this area has grown by leaps and bounds. In corn alone the 35 bushels an acre of the 30's has grown to 130 bushels an acre. Every market crop has shown a similar increase.

Thus it is hard for men who have learned to coax the ultimate out of the soil to see a railroad throw away the business. The logic is difficult to understand.

"They used to tell us there was no money in passenger rail travel," Bert Bellig, Sanborn retired farmer said, "but said freight was where the money was. We gave them freight. More than they could usually furnish rail cars for. Year after year the surplus of sugar beets and corn formed mountains on the ground outside the elevators waiting for the railroad to get some cars to us. The business was there but they didn't know how to handle it and now cry that such a line such as the Wanda line is unprofitable. It looks more like deliberate neglect and poor business."

It's hard to see it otherwise.

The railroads, on the other hand, and in this case the C&NW would like to have regional collection spots for farm produce, served by a couple main line roads, and this may be the ultimate goal sought in such abandonments of small branch lines. To the railroad and its ever present stockholders it also may be the answer they are seeking in a people-be-damned attitude.

Few will note and fewer care that Wanda can be left without rail transportation and without adequate highway transportation for this village is off the beaten track on roads that would cost many thousands of dollars to be upgraded to unlimited load restriction highway. The village is four miles from a major highway—U.S. 71—and its 150 population is a voice too weak to be heard in the halls of government.

But, this case may be the catalyst that will unite rural Minnesota. This may be the straw that breaks the back of patient people who have seen the voice of rural America and rural Minnesota become a hoarse whisper. There is a growing dissatisfaction in Minnesota countryside with government and politicians as it and they apply to the rural areas.

"We have become weakened through organiza-

tion," said Herbert Bollum, Redwood Falls farmer. "It seems almost a deliberate plot to get as many farm organizations as possible operating among the farmers. Each has its own ideas and each tries to go its separate way. Divided as we are, we are bound to fail and fall. What we really need is one, and only one, unified voice of the farmer and then we would have the strength we need not only to be heard in the state capital but in Washington."

Speaker of the House Aubrey Dirlam, who hails from a Redwood county farm, charged that "grass will truly grow in the streets of rural villages and towns" if the railroads are allowed to continue a growing rash of abandonments of rail lines.

Half way decent repair would do a lot for the Wanda line. It doesn't take a railroad expert to see that this is far from a first-class line, and years of neglect have done little to make it better. The rails twist and turn and in sections have more kinks than a hog's tail. Grass not only grows alongside the track but between the rails and through the many rotting ties, some of which have been there for more than half a century.

This line, rail experts testified, does not get enough traffic to keep the weeds down; is built of too light rail to carry heavy loads; cannot carry a train at much more than four miles an hour, and has an un-drained, sod bed with little or no ballast.

Few could dispute these facts, but those concerned ask which came first—neglect of the railroad or lack of traffic. Facts tend to prove neglect came first for there is little doubt the potential for business is greater.

Why, if there is business for the begging do railroads seek abandonment—304 Minnesota communities will lose rail service by 1980 if the present trend continues—is a question asked again and again. Perhaps only those who direct such corporations as the C&NW know the real answer. Sen. Mondale, Rep. Zwach and Gov. Anderson all took swipes at both the railroads and the Interstate Commerce Commission which has allowed in almost every instance the petitions for abandonment. They charged that railroads which want to leave an area simply make the service so poor shippers cannot provide enough business to make the line profitable and it is abandoned.

"It is clear," Sen. Mondale said, "that at least some of (the railroad) conglomerates regard the railroad only as a tax loss; they ignore the fact their tax loss is a transportation company vital to the lives of many Americans."

Perhaps it was ordained when Wanda got its name that this event would occur for in 1901 when it was incorporated, the Chicago and Northwestern railway named it from a Chippewa word—Wanenda which in that Indian language means, "to forget."

DISCLOSURE BY SENATOR JACOB K. JAVITS, OF NEW YORK, OF DIRECT OR INDIRECT FINANCIAL INTERESTS

Mr. JAVITS. Mr. President, under the Senate Code of Ethics, I filed on May 15, 1972, with the Secretary of the Senate a formal "Statement of Contributions and Honorariums," in which I disclosed all substantial contributions or honorariums received by me during the last calendar year. The form is a public document to which the press has access.

In addition, I filed under the Senate Rules a "Confidential Statement of Financial Interests," which includes lists of companies in which I have a direct or indirect financial interest. As that statement is filed with the Comptroller General under the Rules of the Senate and

is not open to public examination, I hereby publish a list of companies subject to some form of regulation by the Federal Government—or which I feel may be doing some appreciable business with the Federal Government—in each of which I have an interest, direct or indirect—generally in a family trust of which I am trustee—as of this date, in an amount exceeding \$5,000.

These are normal investments in publicly owned corporations and constitute no element of control alone or in combination with others, directly or indirectly:

American & Foreign Securities Corp.
American Telephone and Telegraph.
American Water Works.
Cenco Scientific Institution.
Cities Service Corporation.
Coastal States Gas Prod. Co.
Criterion Insurance Co.
First Chicago Corp.
First National City Bank of New York.
Flying Tiger Corp.
Government Employees Financial Corp.
Government Employees Insurance Co.
Government Employees Life Insurance Co.
Kerr McGee.
Marion Laboratories.
South Carolina Electric & Gas Co.
Southern Co.
Transamerica Corp. of Delaware.
Telco Marketing Services.
White Shield Oil & Gas.

DEDICATION OF MARIE MCGUIRE PLAZA

Mr. WILLIAMS. Mr. President, Oklahoma City has honored Mrs. Marie C. McGuire, one of our Nation's most respected experts in the field of housing for the elderly. On March 16, 1972, the Oklahoma City Housing Authority formally dedicated a new housing project for senior citizens. This project will be called the Marie McGuire Plaza.

Mrs. McGuire is truly one of the pioneers in the creation and development of apartment living that serves the specialized needs of our Nation's older citizens. Several years ago she was instrumental in the development of the Victoria Plaza Apartments in San Antonio, Tex., the first highrise in the country planned and designed specially for older Americans.

As Commissioner of the Public Housing Administration, and more recently as Deputy Assistant to the Secretary for Programs for the Elderly and Handicapped at the Department of Housing and Urban Development, Marie McGuire has continued to offer her expert understanding and her special brand of warmth to our growing national effort to provide a decent home and living environment for all elderly Americans.

Marie McGuire Plaza will be a fitting tribute to her many contributions to this field. This specially designed, 11-story building has 201 living units as well as ample community space for a conference and library room, clinic facilities, and an arts and crafts room. In addition, Marie McGuire Plaza will feature added safety features and emergency call systems in both the bathrooms and the bedrooms.

Mr. President, I have known Marie McGuire as a personal friend for several years, and I would like to say that I have only the highest admiration for her