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added as a cosponsor of Senate Joint Resolution 112, proposing an amendment to the Constitution of the United States relating to open admissions to public schools.

SENATE JOINT RESOLUTION 187

At the request of Mr. PACKWOOD, the Senator from Oklahoma (Mr. BELLMAN) and the Senator from Arizona (Mr. FANNIN) were added as cosponsors of Senate Joint Resolution 187, providing for a procedure for settlement of the dispute on the Pacific coast and Hawaii among certain shippers and associated employers and certain employees.

SENATE JOINT RESOLUTION 189

At the request of Mr. BROCK, the Senator from West Virginia (Mr. RANDOLPH), the Senator from Kansas (Mr. DOLE), the Senator from New Hampshire (Mr. MCINTYRE), the Senator from Delaware (Mr. BOGGS), the Senator from Colorado (Mr. ALLOTT), the Senator from Pennsylvania (Mr. SCOTT), the Senator from Georgia (Mr. TALMADGE), the Senator from Georgia (Mr. GAMBRELL), the Senator from Hawaii (Mr. FONG), the Senator from Massachusetts (Mr. BROOKE), the Senator from Colorado (Mr. DOMINICK), the Senator from Iowa (Mr. MILLER), the Senator from Vermont (Mr. STAFFORD), the Senator from Minnesota (Mr. MONDALE), the Senator from Nevada (Mr. CANNON), the Senator from North Dakota (Mr. YOUNG), the Senator from Oregon (Mr. PACKWOOD), the Senator from Alaska (Mr. STEVENS), the Senator from Iowa (Mr. HUGHES), and the Senator from Oklahoma (Mr. HARRIS) were added as cosponsors of Senate Joint Resolution 189, to authorize the President to designate the period beginning March 26, 1972, as "National Week of Concern for Prisoners of War, Missing in Action," and to designate Sunday, March 26, 1972, as a national day of prayer for these Americans.

ADDITIONAL COSPONSORS OF A RESOLUTION

SENATE RESOLUTION 232

At the request of Mr. CHILES, the Senator from Maine (Mr. MUSKIE), the Senator from Indiana (Mr. HARTKE), and the Senator from Oregon (Mr. PACKWOOD) were added as cosponsors of Senate Resolution 232, expressing the sense of the Senate that the remainder of the amount appropriated for the rural electrification program for fiscal 1972 be immediately released by the Office of Management and Budget.

SENATE CONCURRENT RESOLUTION 56—SUBMISSION OF A CONCURRENT RESOLUTION RELATING TO THE ABANDONMENT OF RAIL SERVICES

(Referred to the Committee on Commerce.)

SENATOR HUMPHREY CALLS FOR MORATORIUM ON RAILWAY ABANDONMENTS UNTIL DECEMBER 31, 1972

Mr. HUMPHREY. Mr. President, I am today submitting a concurrent resolution on behalf of myself and my colleague

from Minnesota, Senator MONDALE, expressing the sense of the Congress that a moratorium be declared on any further abandonment of rail services or facilities within the rural and nonmetropolitan regions of the United States until at least December 31, 1972, in order to provide time for appropriate investigations to be conducted to determine what might be done to continue such transportation services, where needed.

Mr. President, since 1920 the Interstate Commerce Commission has permitted over 60,000 miles of railway to be abandoned. Almost 14,000 miles of trackage has been abandoned in the last 10 years alone.

Rail transportation for many of our Nation's smaller communities and industries located in rural areas is the only mode of bulk transportation available. Discontinuance of this service to these communities means their certain demise.

If we are serious in our commitment to pursuing a more balanced national growth strategy in this country and in revitalizing our Nation's rural areas and smaller communities as a part of such a strategy, then we must take a closer look at the importance of continued rail transportation to their future growth and development.

This is just another example of how we have ignored, as a Nation, the interrelationships of various happenings and decisions that directly affect our future growth and development as a Nation.

We now have several Federal programs to provide assistance in expanding jobs and industry in rural areas and in our smaller communities. And, many more have been proposed. Yet, in other parts of our Government we not only permit, but encourage abandonment of rail service, which often is vital to the successful operation of the very businesses that we are trying to help with other Federal programs.

Such dichotomies of purpose are to often found within our public and private decisionmaking process and steps should be taken to minimize such conflicts.

Mr. President, abandonment of railway trackage is creating serious economic and social problems for many Minnesota communities. If a moratorium can be declared on these abandonments, ways and means might be found to continue rail service to them. We need time to study these questions including possible subsidies to the railroads themselves in order to continue service where needed.

The concurrent resolution is as follows:

SENATE CONCURRENT RESOLUTION 56

Expressing the sense of the Congress that a moratorium be declared on any further abandonment of rail services or facilities within the rural and non-metropolitan regions of the United States until such time that appropriate investigations can be conducted to determine what might be done to continue such service where it is determined to be essential to the continued growth and development of communities and industries located within such regions. This moratorium shall not end before December 31, 1972

Whereas, the American people, in the early days of our nation's history, made generous grants of land, including the mineral rights of such land, to American railroad companies in order to stimulate the growth and devel-

opment of the then unsettled rural parts of our nation; and

Whereas, the pursuit of a more balanced national growth and development pattern in the United States has been declared by the Congress as a matter of the highest priority; and

Whereas, the President and Executive Branch of the Federal Government has indicated concurrence in the pursuit of this goal; and

Whereas, it has been acknowledged by both the Legislative and Executive Branches of Government that revitalization of Rural America and our nation's smaller communities is essential to the successful attainment of this goal; and

Whereas, the continued availability of rail transportation services and facilities within Rural America today are absolutely essential to the continued economic and social viability of those communities and industries located within this part of our nation; and

Whereas, wholesale abandonments of rail service are being permitted within rural areas, which is causing major disruptions in the commerce and movement of goods and services produced and required in such areas; and

Whereas, little is known about the overall impact that these abandonments are having on future growth and development of such areas; Now, therefore, be it

Resolved by the Senate (the House of Representatives concurring), That it is the sense of the Congress that the Federal Interstate Commerce Commission, in cooperation with the U.S. Department of Transportation and other appropriate departments and agencies of Federal and State governments, declare a moratorium on all further abandonments of rail service or railways until such time as appropriate studies and analysis can be made concerning the adverse impact that such abandonments are having on the areas and communities served by rail transportation. As a part of these studies and analysis, recommendations should be submitted to the Congress, the Executive Branch, and to the Interstate Commerce Commission regarding what actions might be taken to continue such rail service where it is essential to the continued growth and development of the regions and communities largely dependent upon such service.

RAILROAD LINE ABANDONMENTS MUST STOP

Mr. MONDALE. Mr. President, currently there are several applications for railroad line abandonments pending before the Interstate Commerce Commission. Some of the proposed abandonments will deny rural communities balanced and competitive commercial transportation service. The eventual result will be increased transportation costs to farmers and rural businessmen. Also, there would be sudden and drastic shifts of heavy freight volume to public highways. The trucking industry is indeed a vital part of our transportation complex and it must continue to grow. But a sudden shift away from rail transport could severely overtax maintenance facilities of our highway system and reduce highway safety.

Continuing to force railroads into a position where economics dictate that they reduce service and abandon lines is one of the greatest injustices the Government can deal to rural America. Farmers already face a drastic cost-price squeeze. They certainly should not be burdened with additional problems or added costs in getting their products to the marketplace. As increasingly narrower margins force farmers to tighten up and reduce expenditures, while still others move off

their farms, rural businessmen lose sales. Facing that situation, they should not have sudden increases in freight rates visited upon them either.

Mr. President, with the help of the Federal Government, railroads opened up the frontiers of this great Nation. But now, for several years, little has been done to help the railroads remain viable in rural areas. Some railroad beds are several decades old and desperately in need of repair. I am often told that some of them in the State of Minnesota are so bad that trains are only allowed to travel at 20 miles per hour over them and in the spring, when the ground is soft, they must slow down to 7 miles per hour.

This should not be allowed to continue happening when this transportation is so vital to thousands of communities and millions of people.

During recent years, the Senate has considered several proposals to give aid of one type or another to bail out defense industries or for development of aircraft and space vehicles. These projects are always tremendously costly and have very limited down-to-earth value to most citizens. The SST, and more recently, the space shuttle, fit into this category.

As you know, Mr. President, I have strongly opposed these proposals. Why should we spend billions of dollars on a space truck when there are 20 mile-an-hour trains serving some of our most productive farm country? Better rail service is vital right now to millions of people in rural America. Instead of considering the granting of abandonments, we should be studying ways of helping railroads to improve their service to rural America.

The main argument for the SST and now for the Space Shuttle is that these projects will create jobs and boost the economy. Revitalization of the railroads serving America would create jobs too. Additionally, it would directly benefit more people by bringing new life to rural areas. This is of uppermost importance to the national interest. Good rail service, along with better farm prices, is basic to rural development. If the term "rural development" is ever to be more than just words, we need to continually upgrade all transportation services in rural America.

Mr. President, a national moratorium on reductions in rural rail service is needed. Comprehensive investigations are needed to find out what action is needed to stop this trend toward reduction of rail service in rural areas. We need to find methods of continuing and expanding service while treating railroad companies and other transportation industries equitably.

Railroad service is essential to the economy of our Nation. We must take whatever steps are necessary in Congress to make certain that railroads maintain service to rural America. If this means additional subsidies to the railroads, these would be good investments with direct payoffs in the form of revitalization of rural America. Possibly to keep railroad beds in better condition, the Federal Government should nationalize them and maintain them, as is done with public highways.

I am not suggesting any of these as definite answers to the problem, but these and several other possibilities should be studied.

A moratorium on line abandonments is needed until the Senate Subcommittee on Surface Transportation, the Department of Transportation and the Interstate Commerce Commission have thoroughly explored all the alternatives.

ADDITIONAL COSPONSORS OF A CONCURRENT RESOLUTION

SENATE CONCURRENT RESOLUTION 55

At the request of Mr. BYRD of West Virginia, for Mr. HOLLINGS, the Senator from Texas (Mr. BENTSEN), the Senator from Oklahoma (Mr. HARRIS), the Senator from Illinois (Mr. PERCY), the Senator from Wisconsin (Mr. NELSON), the Senator from Alaska (Mr. GRAVEL), the Senator from New Jersey (Mr. WILLIAMS), and the Senator from Illinois (Mr. STEVENSON) were added as cosponsors to Senate Concurrent Resolution 55, expressing the sense of Congress that the President should immediately recognize Bangladesh as an independent foreign country and recognize the government of that country.

STRATEGIC STORABLE AGRICULTURAL FOOD COMMODITIES ACT OF 1971—AMENDMENT

AMENDMENT NO. 853

(Ordered to be printed and referred to the Committee on Agriculture and Forestry.)

SENATOR HUMPHREY INTRODUCES A NEW GRAIN RESERVE AND LOAN INCREASE BILL

Mr. HUMPHREY. Mr. President, last week the administration led by Secretary Butz was successful in defeating the House-passed strategic grain reserve bill, H.R. 1163. The administration and Secretary Butz fought against enactment of this legislation from the very day it was first introduced in the House and Senate. And most of their objections and attacks on this legislation were directed against those provisions which gave wheat and feed grain producers an increase in their 1971 and 1972 loan levels. Yet President Nixon former Secretary Hardin and now Secretary Butz all have made repeated statements that they believe prices for these commodities are too low and should be improved. However, if they really wanted to bring this about, they should have, and could have, taken action themselves to increase 1971 and 1972 crop loan levels and reduce plantings this year to levels not to exceed market demands. Secretary Butz has all the statutory authority he requires to make these adjustments but still refuses to employ it.

Last Thursday, USDA released its planting intentions report which indicates that producers are planning to plant more than 70 million acres to feed grains this year. Plantings at this level would produce close to 200 million tons of feed grains this year or about 30 million tons more than we need. Adding this carryover to last year's carryover of 45 million tons, would economically destroy most of our Nation's feed grain producers

and eventually create chaos throughout the grain and livestock industries.

Mr. President, I have been exhorting the administration, the Senate Agriculture Committee, and the Senate itself for over 5 months regarding the weaknesses of the administration's set-aside programs; the need to tighten up production controls under these programs; the need for reserve inventory authority and the need to increase the loan levels for these basic commodities. The administration has consistently fought against every proposal that I and others have made in the Congress to achieve these objectives.

The Senate Agriculture Committee voted down the House-passed bill that would have accomplished much of what is needed and tabled my companion proposal to tighten up the 1972 programs.

However, the full Senate has not had an opportunity to vote on these matters. Therefore, I am today introducing for myself, Senator MONDALE and others, amendments in the form of a substitute to S. 2729 the strategic grain reserve bill that we introduced during the last session of Congress.

I am reintroducing this bill with the hope that passage of all of its provisions will be unnecessary. If Secretary Butz promptly exercises the authority that he now has to increase 1972 loan levels by at least 25 percent for wheat, feed grains, and cotton, I will withdraw those provisions from the bill. The same applies to those provisions of the new bill which will require him to hold 1972 plantings of feed grains to a production level not to exceed 170 million tons. But if he fails to act soon on these matters, I will leave them in the bill so they can be considered along with the grain reserve features of the bill.

I wrote to Secretary Butz last Thursday following release of the planting intentions report and urged him to exercise his statutory authority to bring about the necessary reductions in plantings. I pointed out that although there was legislation still pending before Congress to require him to take such action, not enough time was available for Congress to act before signup begins.

The new feed grain option announced by Secretary Butz today is another example of administrative actions, "too little and too late," to ease the economic plight of the Nation's feed grain producers.

The January 27 report of the Statistical Reporting Service indicated that farmers, under the 1972 feed grain program, announced in October, planned to reduce their 1972 plantings of corn and grain sorghums by less than half of the amount required to reach the administration's goal of 170 million tons of feed grains produced in 1972.

Under the new option announced today, it is most unlikely that the reduction in 1972 plantings will be sufficient to achieve more than two-thirds to three-fourths of the administration's announced goal.

There is little possibility that farmers will divert an additional 6 million acres of corn and over 2 million additional acres of grain sorghums as a result of the new option. Yet this is what is needed to