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formation and counseling services to families affected by sudden infant death syndrome, and to personnel engaged in research for the prevention of sudden infant deaths.

SEC. 2. (a) The Secretary of Health, Education, and Welfare (hereinafter referred to as the "Secretary") is authorized to make grants to or enter into contracts with public or private nonprofit institutions to pay the Federal share of the cost of research, designed to identify the causes and to develop preventive measures to eliminate sudden infant death syndrome.

(b) Activities for which a payment may be made under this Act include—

(1) the establishment of research centers for the study of sudden infant death syndrome;

(2) the collection, analysis, and furnishing of information with respect to the causes of sudden infant death syndrome;

(3) counseling services to families affected by sudden infant death syndrome; and

(4) short-term training and other professional services for personnel engaged in preventing sudden infant death syndrome.

(c) No grant under this Act may be made and no contract may be entered into under this Act unless—

(1) an application is made to the Secretary at such time, in such manner, and containing or accompanied by such information as the Secretary may reasonably require; and

(2) provision is made for such reporting and fund accounting procedures as the Secretary deems necessary.

(d) Payments in any fiscal year to any single institution under this Act may not exceed \$50,000.

SEC. 3. (a) The Federal share of the cost of any activities for which application is made under this Act shall be 50 percent.

(b) Non-Federal contributions may be in cash or in kind, fairly evaluated, including plant, equipment or services.

SEC. 4. Not later than September 1, 1975, the Secretary shall prepare and submit to the President and to the Congress a detailed and complete report of the findings and conclusions developed pursuant to activities assisted pursuant to this Act.

SEC. 5. There are authorized to be appropriated \$2,000,000 for the fiscal year ending June 30, 1974 to carry out the provisions of this Act.

By Mr. WILLIAMS:

S. 1746. A bill to incorporate the Catholic War Veterans of the United States. Referred to the Committee on the Judiciary.

Mr. WILLIAMS. Mr. President, I am privileged today to introduce a bill which will provide the Catholic War Veterans of the United States with a national charter by act of Congress.

Since 1935, the Catholic War Veterans have been in the forefront of protecting rights and benefits and promoting fellowship for men and women of the Catholic faith who honorably served in our Nation's armed services during wartime.

As loyal Americans and defenders of our national interest, the Catholic War Veterans of the United States are committed to the moral and ethical principles of their faith and the advancement of those principles as a guide in the conduct of our national affairs. It is in the American tradition that the more than 8,000,000 living Catholics who served in our Nation's defense and whose interests are advanced by the Catholic War Veterans should receive a charter from Congress.

In his second inaugural address, President Lincoln pledged the Nation—"to care for him who shall have borne the battle and for his widow and his orphan—to do all which may achieve and cherish a just and lasting peace among ourselves and with all nations." The Catholic War Veterans of the United States preeminently helps carry out that pledge.

By Mr. GRAVEL:

S. 1748. A bill to amend the Ship Mortgage Act, 1920, in order to provide that a State, the District of Columbia, the Commonwealth of Puerto Rico, and a territory of the United States shall be considered to be a citizen of the United States for the purposes of such Act. Referred to the Committee on Commerce.

Mr. GRAVEL. Mr. President, today I am introducing a bill which will enable the State of Alaska and any other State, district, Commonwealth, or territory to make loans to commercial fishermen for the repair and rehabilitation of their fishing vessels. This legislation amends the Ship Mortgage Act of 1920 [46 U.S.C. 922(a) (5)] by including a State within the definition of a citizen for purposes of that act.

Since State statutes require them to obtain a first lien on the collateral which secures the loan, most applicants are unable to offer any collateral other than their fishing vessel; and this creates the problem. In most cases the only first lien obtainable on a vessel is a preferred ship mortgage created and held in accordance with the Ship Mortgage Act of 1920. This act requires that, in order to have a preferred ship mortgage, the mortgage must be a citizen of the United States. Unfortunately, a State is nowhere defined as being a citizen. This legislation will correct that oversight by enabling States to create and hold preferred ship mortgages.

Mr. President, I ask unanimous consent that this bill be printed in the Record.

There being no objection, the bill was ordered to be printed in the Record, as follows:

S. 1748

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That subsection D(a) (5) of the Ship Mortgage Act, 1920 (46 U.S.C. 922(a) (5)) is amended by inserting after "Reconstruction Finance Corporation" the following: "and a State, the District of Columbia, the Commonwealth of Puerto Rico or a territory of the United States".

By Mr. MONDALE:

S. 1749. A bill to provide continued rail transportation in rural America. Referred to the Committee on Commerce.

Mr. MONDALE. Mr. President, I am introducing legislation to establish within the Department of Transportation a Rural Rail Transportation Administration.

This legislation is designed to provide rural community groups with a way to continue rail service when it is important to the economic growth and development of communities.

The Rural Rail Transportation Administration would have the responsibility of aiding the continuation and improvement of rail service in rural America. It would be authorized to make loans or loan guarantees to reestablish service of an abandoned rail line or to continue and improve service on a line to be abandoned. This type of financing program would enable cooperatives or other nonprofit organizations made up of shippers and residents to purchase and operate short-line railroads.

I have not included in the bill a ceiling on the size of loans. This was done on the assumption that the Commerce Committee, through hearings and appropriate study, will be able to establish fair and practical limits and percentages.

Increased reliance on motor carriers is not the answer for farmers or for other residents of rural America. In my home State of Minnesota, a recent study indicates that 304 communities will lose railroad service by 1980. Of those communities, 98 now have roads which are restricted to less than 9-ton carrying capacity. The Minnesota Highway Department informed me that it would cost State and county governments \$79.7 million in additional highway construction money to provide unrestricted access to those communities. I am afraid that many rural communities would be left to die, because of the prohibitive cost of providing adequate transportation facilities to replace railroads.

But even if it were possible to obtain the vast investment required to improve rural roads in the next 5 years, it is becoming more and more apparent we should not permit rail service to be discontinued.

This spring the Nation is experiencing serious gasoline shortages, and industry spokesmen predict that there is almost an even chance of gas rationing. Independent distributors throughout the Midwest and Northeast regions of the country may be forced to close for lack of fuel supplies.

The fuel shortages are in many ways related to the growing agricultural transportation crisis. As we become more and more dependent upon overseas sources for oil, the Federal Government is looking toward a dramatic expansion in domestic agricultural production to feed world markets, and to alleviate the balance-of-payments deficit created by large-scale imports of oil. Reports indicate that by 1980, the United States may be spending \$18 billion overseas to pay for oil imports alone, compared with a \$4.2 billion expenditure in 1972.

The promising outlook in world demand for farm products is viewed by administration strategists as the major hope of preventing a sharp deterioration in the U.S. balance of payments. In fiscal 1973, it is estimated we will export \$11.1 billion in farm commodities for a net surplus of \$3.3 billion in agricultural trade. The Department of Agriculture has recently moved to remove Government controls on farm production. In a report prepared for Presidential Assistant Peter M. Flanigan, officials of the Agriculture Department concluded optimistically

that the United States could achieve \$18 billion in agricultural exports by 1980.

We see already the vicious cycle which could occur. The U.S. imports greater supplies of oil from overseas. The Agriculture Department opens up millions of acres of farmland to production to pay for these imports. Rail transportation is reduced while we increase the amount of agricultural produce which must be moved. Thus we are forced to rely more and more on trucks to haul not just present but also greatly expanded production. Yet highways in many cases are not capable of replacing rail transport without costly improvements. And the increased reliance on trucks adds to the skyrocketing demand for fuel.

Trains can move one ton of freight for nearly one fourth the fuel required by trucks.

It is therefore critical to not only the agricultural community but also to the Nation's over-all economic future, that we maintain rural rail lines.

Corporations which presently own the railroads want to abandon rural lines. They have shown clearly that they do not want to live up to their responsibilities. Service to rural communities has been declining for a number years.

A year ago, I had an opportunity to examine some of the rail lines in the State of Minnesota, which were slated for abandonment. The rails were old, ties were rotted out, and in many places it was difficult to tell whether there were any ties at all because the entire roadbed was covered with sod.

The railroads argue that this faulty equipment is a reason to be granted permission to abandon the branch lines. But the poor condition of the track and roadbed are not the fault of the shippers and rural communities serviced by the lines. Who else but the companies owning the railroads is at fault?

Not long ago, railroads were allowed to abandon passenger service to many major cities. They said that was necessary in order to run freight trains profitably. Now they want to abandon freight service in rural areas. They say they must do this to keep main freight lines operating. And so it goes on. A dangerous trend continues and rural America is the victim.

In my judgment, we should initiate a transportation program similar to the Rural Electrification Administration. The REA has been one of our Nation's truly great rural development successes. Rural electric cooperatives, owned and operated by rural residents and farmers, provide services that big business cannot or will not provide. And REA's pay back all loans that they get from the Government.

Three or four decades ago opponents of the REA effort said it would never work. They said farmers don't need electricity, and if they had it, they could not pay for it.

Today rural America has electric power. All the bills get paid. And I am convinced that the labor saving, accomplished by electricity on the farm, has contributed greatly to the farmers' productivity, which has made American

agriculture the bright spot of our international payments crisis.

I believe investing in people and entrusting our Nation's resources to organizations run by the people. Rural electric cooperatives have a fine record showing what can be done by such organizations. The Rural Rail Transportation Administration authorized by this legislation would do so also.

Mr. President, I do not claim that this will completely solve the transportation crisis. As put forth in this bill, I strongly support efforts to declare a moratorium on the abandonment of railroad lines until a national transportation plan can be developed. But the Rural Transportation Administration is needed to help continue rail service in rural communities.

Mr. President, I ask unanimous consent that the text of the bill be printed at this point in the RECORD.

There being no objection, the bill was ordered to be printed in the RECORD, as follows:

S. 1749

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That this Act may be cited as the "Rural America Rail Transportation Act of 1973."

RURAL RAIL TRANSPORTATION ADMINISTRATION

SEC. 2. The Secretary of Transportation (Hereinafter referred to as the "Secretary") shall establish within the Department of Transportation a Rural Rail Transportation Administration which shall be headed by an Administrator who shall be appointed by the President by and with the advice and consent of the Senate and shall be compensated at the rate provided for level IV of the Executive Schedule in title 5, United States Code. The Secretary shall carry out his functions under this Act through such Administration.

STUDIES, RESEARCH, AND DEMONSTRATION PROGRAMS

SEC. 3. (a) In order to promote the continuation and improvement of rail service in rural areas of the United States the Secretary is authorized to contract or enter into other arrangements for studies, research, and demonstration programs as may be necessary to—

- (1) develop improved equipment for such service;
- (2) determine means of continuing and improving such service under existing railroad management;
- (3) determine means of restoring such service where it has been discontinued.

(b) In carrying out the provisions of this section the Secretary shall consult and cooperate with appropriate State and local agencies, shippers, railroads, and other appropriate organizations and groups.

LOANS AND LOAN GUARANTEES TO RESTORE ABANDONED SERVICE

SEC. 4. (a) The Secretary is authorized to make loans or loan guarantees pursuant to this section to reestablish service on an abandoned railroad line, or to continue service on a line to be abandoned, in any case in which he determines—

- (1) a valid need for such service in order to maintain economic growth and development of areas along the line;
- (2) that the applicant has the capability of providing such service and for the purpose of this section any applicant which is a nonprofit organization made up of shippers and residents, or is a State or local government agency, of the area to be served, shall be given preference;

(3) that the applicant has complied with the provisions of the Interstate Commerce Act to provide such service; and

(4) that the provision of such service is, or can be made, economically feasible.

(b) Any such loan or loan guarantee—

(1) shall be made in accordance with the provisions applicable to loans and loan guarantees made pursuant to section 7(b)(5) of the Small Business Act (15 U.S.C. 636(b)(5)), except as otherwise provided in this section;

(2) may be made for costs of any necessary acquisition of tracks and right-of-way and other real property and necessary acquisition and improvement of equipment;

(3) may be made for not to exceed _____ per centum of such costs or \$_____;

and (4) may be made subject to such other terms and conditions as the Secretary determines necessary to carry out the purpose of this Act.

(c) As part of any loan guarantee under this section the Secretary shall pay such portion of the interest on the guaranteed loan as may be necessary to make the cost of such interest to the borrower equal to the interest cost of a direct loan from the Secretary.

AMENDMENT OF INTERSTATE COMMERCE ACT

SEC. 5. Part I of the Interstate Commerce Act is amended by inserting after section 13a a new section as follows:

"ABANDONMENT OF LINES

"SEC. 13b. (a) The Commission shall not consider the request of any common carrier by railroad for a certificate authorizing the abandonment of all or any portion of a line of railroad, or the operation thereof, until after a five-year period following the date of such request to the Commission and during which the carrier has provided public notice of such request, in accordance with regulations of the Commission in the area affected by such abandonment. In determining whether the public convenience and necessity permit the granting of such request, the Commission shall give thorough consideration to the economic importance of such line to all areas which it serves.

"(b) As a condition to the granting of any certificate authorizing such abandonment the Commission shall require such carrier to—

"(1) cooperate to the extent possible with communities served by such line in efforts to restore operations on such line, including making the right-of-way and tracks available for lease on a reasonable basis; and

"(2) not disturb the tracks and roadbed of such line for five years after the date on which such certificate was granted.

"(c) The Commission shall notify the Secretary of Transportation of the receipt of any request for a certificate of abandonment pursuant to this part and shall, to the extent possible, give priority to any proceedings initiated to continue or restore rail operations on an abandoned railroad line.

"(d) The Commission may reduce the five-year period required by subsection (a) or subsection (b)(2) of this section in any case in which it determines, after notice and public hearing, that the public convenience and necessity does not require such period."

AUTHORIZATION

SEC. 6. There are authorized to be appropriated such amounts as may be necessary to carry out the provisions of this Act.

By Mr. KENNEDY (for himself, Mr. BROOKE, Mr. JAVITS, and Mr. BUCKLEY):

S. 1750. A bill to establish the Frederick Law Olmsted Home and Office in Brookline, Mass., as a national historic site. Referred to the Committee on Interior and Insular Affairs.