

NOVEMBER 9, 1989

TO: SENATOR DOLE  
FROM: GREG SCHNACKE  
SUBJECT: AMERICAN RAILROAD CONFERENCE SPEECH

BARBARA GRASSLEY WILL MEET YOU AT THE FRONT DOOR, LOWER LEVEL  
(BALLROOM LEVEL) OF THE WASHINGTON HILTON HOTEL, 1919 CONNECTICUT  
AVE., N.W. YOU ARE SCHEDULED TO SPEAK IN THE INTERNATIONAL  
BALLROOM AROUND 7:45 AM (BREAKFAST BEGINS AT 7 AM).

ROBERT KILGANNON, BANK OF AMERICA - ATLANTA, WILL INTRODUCE  
YOU. THE BANK OF AMERICA IS HOST. EXPECT 200-300 PERSONS AT THE  
BREAKFAST. THE CROWD WILL INCLUDE RAIROAD AND RAILROAD SUPPLY  
EXECUTIVES, BANKERS AND ACCOUTANTS.

THERE ARE NO KANSANS IN ATTENDENCE.



# Railroad Regulatory Agency Hampered By Ineffective Inspectors, GAO Finds

By Michael Weisskopf  
Washington Post Staff Writer

Despite increasing safety violations by railroad cars carrying hazardous materials, the federal regulatory program is hobbled by misdirected, poorly informed and inefficient inspectors, the General Accounting Office has reported.

Kenneth M. Mead, the GAO's director of transportation issues, told a House subcommittee this week that Federal Railroad Administration (FRA) inspectors are not focusing on places with the greatest potential for danger and are not exercising their authority to issue safety citations to companies that ship dangerous materials.

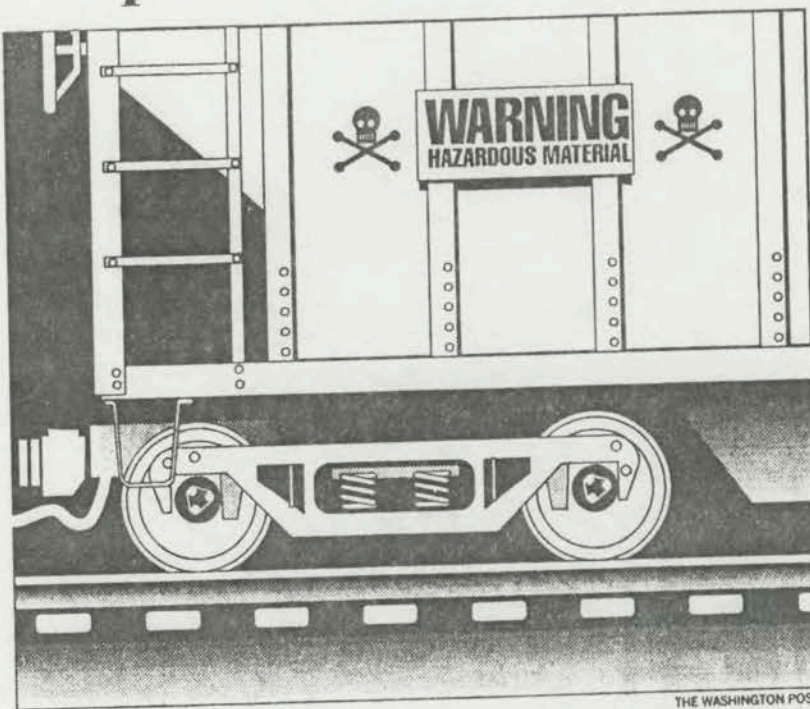
Mead said that the number of annual inspections has declined since 1987, covering a small fraction of the 1.1 million carloads of explosive, poisonous and flammable substances that move on the nation's rails every year.

Yet the safety violations have increased 600 percent in five years, he said. Infractions ranged from faulty brakes to lapsed maintenance schedules.

Rep. Thomas A. Luken (D-Ohio), chairman of the Energy and Commerce subcommittee on transportation and hazardous materials, said the GAO's findings underline the threat of a "Bhopal-on-wheels accident" and show that federal regulators have "failed adequately to respond to these threats."

FRA spokeswoman Claire Austin said that while many GAO complaints are justified, the agency has done the best job possible given its limited manpower and has recently shifted to a more aggressive enforcement role.

Austin noted, moreover, that rail accidents causing the release of hazardous materials have declined by more than half since 1980, and



THE WASHINGTON POST

none have resulted in deaths. "We're the safest way of transporting hazardous material," she said. "We don't want to see it on the highways, the water or the air."

Nevertheless, serious accidents still happen, such as last July's train derailment in Freeland, Mich., which resulted in the rupture of tanks containing corrosive and flammable substances—chlorosilane and acrylic acid.

A fire broke out, leading to the evacuation of about 2,000 residents in a 14-square-mile area.

Mead said in his prepared testimony that the FRA inspection program was "not being effectively implemented." He said the enforcement manual is "outdated and vague," failing to tell inspectors how to identify high-risk shippers of hazardous materials and whether they can cite shippers for violations.

While the FRA recognizes that shipping docks of hazardous waste manufacturers pose the greatest

risk of hazardous releases, inspectors devote less than one-third of their time to those places. FRA policy is to devote 80 percent of inspections to loading docks.

Instead of reviewing the safety procedures of railway companies, FRA inspectors generally focused on individual rail cars carrying hazardous waste, reducing their efficiency and effectiveness, said Mead.

The agency employed 28 inspectors as of last May—the number is now 32—to examine the safety practices of 85 railroads and 15,000 shippers, said Mead. Although they were supposed to visit all railroad and shipper facilities annually in four regions studied by the GAO, inspectors covered just 30 percent last year.

Luken has introduced legislation that would increase the number of FRA inspectors by 200 and target carriers of the most hazardous substances.



# The 3rd American Railroad Conference

*Nov. 10*



November 8-10, 1989

## MEMORANDUM

TO: American Railroad Conference Participants  
FROM: Chris McCarthy  
DATE: October 30, 1989

Attached is a list of American Railroad Conference events with their corresponding times and locations along with a map of the Washington Hilton. The registration and information desk will be located downstairs in the concourse. Upon arrival, please check in at the desk to receive your detailed conference schedule, list of attendants and meal tickets

The American Railroad Conference has assembled an excellent group of speakers that will cover a broad range of railroad issues. Keynote speakers will include Senate Republican leader Robert Dole, National Governor's Conference Chairman Terry Branstad, Federal Railroad Administrator Gilbert Carmichael and Interstate Commerce Commissioners Paul Lamboley and Karen Phillips. Over 85 additional speakers will make this the most informative Conference of the year.

If you have any questions, please contact me at 202/543-0038. We look forward to seeing you at the conference.

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## EVENT LOCATIONS

<u>DATE</u>	<u>TIME</u>	<u>EVENT</u>	<u>LOCATION</u>
TUE., NOV. 7	4:00-8:00	PM CONFERENCE REGISTRATION	CONCOURSE
	6:00-7:30	PM RECEPTION	LINCOLN
WED., NOV 8	7:00-7:45	AM BREAKFAST	IBR EAST
	7:55-8:00	AM WELCOME	IBR EAST
	8:00-9:00	AM CUSTOMER EXPECTATIONS	IBR EAST
	9:15-10:30	AM CUSTOMER DEMANDS	LINCOLN WEST
	9:15-10:30	AM FINANCING REGIONAL RAILROADS	LINCOLN EAST
	10:30-10:45	AM COFFEE BREAK	LINCOLN
	10:45-12:00	N USING INFORMATION SYSTEMS	LINCOLN WEST
	10:45-12:00	N RAILROADS AS CREDITORS	LINCOLN EAST
	12:00-1:15	PM LUNCH	IBR EAST
	1:30-2:45	PM MKT. BREAKTHROUGHS IN REGIONAL RAILROADS	LINCOLN WEST
	1:30-2:45	PM RAILROAD EQUIPMENT FINANCING	LINCOLN EAST
	3:00-4:15	PM CREATING REGIONAL RAILROADS IN POST P&LE	LINCOLN WEST
	3:00-4:15	PM WALL STREET'S APPROACH TO FINANCING	LINCOLN EAST
	4:30-5:30	PM COMMUNICATING RAILROAD IDENTITIES & ISSUES	LINCOLN
	6:30	PM RECEPTION/DINNER	CRYSTAL
THU., NOV. 9	7:00-7:45	AM BREAKFAST	IBR CENTER
	7:45-8:45	AM A DEDICATED HIGHWAY TRUST FUND	IBR CENTER
	9:00-10:15	AM WHERE WILL TAX DOLLARS GO?	JEFFERSON WEST
	9:00-10:15	AM THE PRODUCTIVITY CHALLENGE	JEFFERSON EAST
	10:15-10:30	AM COFFEE BREAK	JEFFERSON
	10:30-11:45	AM RAILROAD INFRASTRUCTURE NEEDS	JEFFERSON WEST
	10:30-11:45	AM INTERMODAL PRODUCTIVITY IMPROVEMENT	JEFFERSON EAST
	12:00-1:30	PM JOINT RPI-ARC RECEPTION & LUNCH	IBR
	2:00-3:30	PM RPI INDUSTRY OUTLOOK PANEL	T.B.A.
	3:45-5:00	PM ARC PRODUCTIVITY AWARDS	JEFFERSON
	6:00	PM RPI RECEPTION AND DINNER	T.B.A.
FRI., NOV. 10	7:00-8:00	AM BREAKFAST	IBR EAST
	8:15-9:30	AM TRENDS IN PRIVATE FINANCING	G'TOWN WEST
	8:15-9:30	AM ALLEVIATING EQUIPMENT SHORTAGES	G'TOWN EAST
	9:30-9:45	AM COFFEE BREAK	GEORGETOWN
	9:45-11:00	AM MANUFACTURING & CONSTRUCTION CAPACITY?	G'TOWN WEST
	9:45-11:00	AM LABOR VIEWS ON IMPROVING RR PRODUCTIVITY	G'TOWN EAST
	11:30-12:45	PM THE RAILWAY LABOR ACT & PRODUCTIVITY	GEORGETOWN
	12:45	PM LUNCH	IBR EAST





November 8-10, 1989

# The 3rd American Railroad Conference

*Joyce*  
October 23, 1989

The Honorable Robert J. Dole  
141 Senate Hart Office Building  
Washington, D.C. 20510-1601

Dear Senator Dole: *Bob*

Thank you very much for agreeing to be a guest speaker at the Third American Railroad Conference. You will be speaking at our breakfast on Friday, November 10. The breakfast will be from 7:00 to 8:00 AM. Based on conversations with your staff, we have currently scheduled your speech for sometime after 7:30 AM.

The American Railroad Conference is sponsored by the Association of American Railroads, Regional Railroads of America, the American Short Line Railroad Association and the transportation consulting firm of Temple, Barker & Sloane, Inc. It brings together some 400 railroad executives, labor leaders and representatives from related industries for three days of panels on emerging railroad issues.

Other featured speakers will include, Secretary of Transportation Samuel Skinner, National Governors' Conference Chairman Terry Branstad, Federal Railroad Administrator Gilbert Carmichael and Interstate Commerce Commissioners Paul Lamboley and Karen Phillips.

I have enclosed a copy of the Conference brochure and a detailed schedule for your information. Mr. Keith Hartwell in our office is available to your staff for purposes of discussing any transportation issues that you may want to touch on in your remarks.

The Conference sponsors are very excited about your participation, and join me in thanking you for taking time from what I know is a very busy schedule.

Sincerely,

*Barbara*  
Barbara Grassley

*Thanks again, in advance, for hearing you.*

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AMERICAN RAILROAD CONFERENCE

REMARKS OF SENATOR BOB DOLE

THANK YOU VERY MUCH. IT IS A PLEASURE TO BE  
HERE WITH THIS DISTINGUISHED GROUP OF RAILROAD  
EXECUTIVES, AND INDUSTRY REPRESENTATIVES FOR  
WHAT HAS BECOME AN OUTSTANDING EVENT. I SEE  
THERE HAVE BEEN A NUMBER OF PROMINENT SPEAKERS  
WHO HAVE ADDRESSED THIS CONFERENCE AND I AM  
SURE YOU GOTTEN A LOT OF EXCELLENT INFORMATION  
FROM THEM REGARDING VARIOUS TRANSPORTATION  
ISSUES.



I PROBABLY CAN'T ADD TOO MUCH TO WHAT HAS  
ALREADY BEEN SAID AND WHAT YOU ALREADY KNOW  
REGARDING CONGRESSIONAL ACTION HERE IN  
WASHINGTON. THERE ARE, HOWEVER, A NUMBER OF  
ISSUES THAT I AM SURE YOU ARE FOLLOWING AND ARE  
INTERESTED IN.

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## FEDERAL EMPLOYEES LIABILITY ACT - FELA

MANY OF YOU ARE FOLLOWING CLOSELY THE POSSIBILITY OF FUTURE CHANGES TO THE FEDERAL EMPLOYEES LIABILITY ACT, OR FELA. AS YOU ALL KNOW, SENATOR KASTEN HAS SPONSORED LEGISLATION THAT WOULD AMEND THE AMTRAK BILL AND PROVIDE FOR A 3-YEAR STUDY DURING WHICH AMTRAK EMPLOYEES WOULD BE COMPENSATED FOR WORK-RELATED INJURIES UNDER NO-FAULT STATE WORKERS COMPENSATION SYSTEMS RATHER THAN UNDER THE FAULT-BASED FELA.



UPON THE CONCLUSION OF THE STUDY, THE GAO  
WOULD BE CALLED UPON TO ASSESS THE IMPACT OF  
WORKERS COMPENSATION ON EMPLOYEE SAFETY, THE  
ADEQUACY OF COMPENSATION UNDER STATE  
PROGRAMS, AND THE COST SAVINGS TO AMTRAK IF  
INCLUDED UNDER STATE PROGRAMS.

THERE ARE THOUSANDS OF RAILROAD WORKERS IN  
KANSAS, AND I HAVE HEARD FROM A NUMBER, WHO  
BELIEVE THIS STUDY IS THE FIRST STEP TOWARD  
DISMANTLING HARD-EARNED BENEFITS FOR ALL  
RAILROAD WORKERS.

WITHOUT GOING INTO THE HISTORY OF FELA AND THE CHANGES THAT HAVE OCCURRED THROUGHOUT MUCH OF AMERICAN INDUSTRY LEADING TO NO-FAULT WORKERS COMPENSATION LAWS, I WOULD MAKE ONE OBSERVATION: SOME TYPE OF OVERSIGHT MAKES SENSE.

I WOULD BE VERY CONCERNED IF RAILROAD EMPLOYEES DID NOT RECEIVE ADEQUATE WORKERS COMPENSATION IF INJURED ON THE JOB, BUT LET'S FACE IT - FELA IS SET UP AS A FAULT-BASED SYSTEM WHERE THE ONLY PEOPLE GETTING RICH FROM RAILROAD WORKERS INJURIES ARE ATTORNEYS.



LAWYERS HAVE A RIGHT TO EAT, BUT THE FEDERAL  
GOVERNMENT AND THE AMERICAN TAXPAYER DESERVE  
TO KNOW THAT THE ENORMOUS SUBSIDY GOING TO  
AMTRAK - NEARLY \$600 MILLION DOLLARS EACH YEAR -  
INCLUDES A HUGE HANDOUT TO THE TRIAL LAWYERS.

I HAVE NO INTENTION OF BEING A PARTY TO THE  
DISMANTLING OF WORKERS RIGHTS FOR THOSE WHO  
HAVE SUFFERED ON-THE-JOB INJURIES, BUT LET'S  
STUDY THE SYSTEM. LET'S SEE IF THERE IS A BETTER  
WAY. LET'S MAKE SURE THAT CLAIMS AND  
ADJUSTMENTS ARE FAIR AND EQUITABLE AND SEE WHAT  
CAN BE DONE TO IMPROVE THE SYSTEM FOR INJURED  
AND DISABLED RAILROAD WORKERS WHO NEED IT.



## SHORT LINE SPINOFFS AND SALES

MANY OF YOU ARE CONCERNED, AS I AM, ABOUT THOUSANDS OF MILES OF UNUSED AND UNDER-USED RAILROAD TRACK THAT IS DETERIORATING AND IS AT RISK OF BEING ABANDONED. I HAVE WITNESSED A NUMBER OF RAILROAD ABANDONMENTS IN KANSAS THAT DID NOT HAVE TO HAPPEN IF THERE WAS A WAY TO CUT COSTS AND PROVIDE SHORT-LINE SERVICE ON THESE LESSER USED ROUTES.

UNFORTUNATELY, BECAUSE CURRENT LABOR LAWS  
MAKE THE ORGANIZATION AND OPERATION OF THESE  
SHORT-LINES UNATTRACTIVE TO INVESTORS, MUCH OF  
THIS TRAFFIC GOES ELSEWHERE, INCREASING COSTS TO  
RURAL SHIPPERS AND RAISING STATE GOVERNMENT  
ROAD MAINTENANCE COSTS.



WE ALL KNOW WHAT NEEDS TO OCCUR. MANY OF  
YOU WOULD LIKE TO SEE VIABLE SHORT LINE RAIL  
OPERATIONS FEEDING PRODUCTS INTO MAIN LINES FOR  
TRANSPORT. UNFORTUNATELY, SINCE THE PITTSBURGH  
& LAKE ERIE RAILROAD DECISION, OR NON-DECISION AS  
I HAVE HEARD MANY OF YOU DESCRIBE IT, IT IS NOW NOT  
CLEAR HOW WE WILL MEET THIS CHALLENGE. I WOULD  
APPRECIATE YOUR SUGGESTIONS FOR FUTURE DEBATE.

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## RAILROAD LEVERAGED BUYOUTS

THE SENATE COMMERCE COMMITTEE RECENTLY REPORTED OUT A LEVERAGED BUYOUT BILL THAT ALLOWS THE ICC TO REVIEW NON-RAILROAD PURCHASES OF RAILROADS. MANY OF YOU MAY BE CONCERNED THAT THIS LEGISLATION WOULD ALLOW THE ICC TO REVIEW, AMONG OTHER THINGS, THE AMOUNT OF DEBT THE RAILROAD WOULD INCUR AFTER THE LEVERAGED BUYOUT. I WILL BE KEEPING A CLOSE EYE ON THIS AND WELCOME YOUR COMMENTS.



## GAO - RAILROAD RETIREMENT STUDY

THE SENATE COMMERCE COMMITTEE IS STUDYING A  
NUMBER OF ISSUES INCLUDING RAILROAD RETIREMENT.  
THE COMMITTEE IS LOOKING AT A BROAD RANGE OF  
ITEMS THAT GO TO RAILROAD COMPETITIVENESS.  
COMPARISONS OF INDUSTRY RETIREMENT PROGRAMS  
ARE PART OF THE STUDY. I HAVE NEARLY 21,000  
RAILROAD ANNUITANTS IN KANSAS AND ROUGHLY 12,000  
WORKERS. WE NEED TO KEEP LOOKING FOR WAYS TO  
IMPROVE THE RAILROAD RETIREMENT PROGRAM FOR  
RETIREES, WORKERS AND MANAGEMENT.

## DRUG AND ALCOHOL TESTING

I HAVE BEEN REPEATEDLY FRUSTRATED THAT MANDATORY, RANDOM DRUG AND ALCOHOL TESTING FOR THOSE WHO OPERATE THE NATION'S RAILROADS IS NOT A PART OF FEDERAL LAW. THE SENATE HAS PASSED THIS SEVERAL TIMES, BUT WE HAVE BEEN NOT BEEN SUCCESSFUL AT IMPLEMENTING THIS NECESSARY PROGRAM. THE AMERICAN PUBLIC DEMANDS THAT THOSE WHO OPERATE RAILROADS BE FREE OF DRUGS AND ALCOHOL. IT IS NOT AN UNREASONABLE POSITION AND I AM SURPRISED AT THE OPPOSITION TO IT.



WITHOUT CONGRESSIONAL ACTION, I AM  
CONCERNED THAT WHAT WE WILL BE LEFT WITH IS A  
MORASS OF COURT DECISIONS THAT WILL HAMPER THE  
RAIL SAFETY AUTHORITIES WITH RESPECT TO TESTING  
PROGRAMS.

EASTERN AIRLINES

ALTHOUGH YOU ARE RAILROAD MEN AND WOMEN, I  
AM SURE THAT MANY OF YOU HAVE A KEEN INTEREST IN  
DEVELOPMENTS IN THE AIRLINE INDUSTRY.

## LAST MONTH, CONGRESS PASSED LEGISLATION

ESTABLISHING A SO-CALLED "BLUE RIBBON"

COMMISSION TO REVIEW THE FINANCIAL SITUATION OF  
EASTERN AIRLINES, INCLUDING ITS LABOR PROBLEMS.

THE COMMISSION IS ALSO CHARGED WITH REVIEWING A  
WHOLE RANGE OF AVIATION POLICY MATTERS --

MATTERS OF GREAT IMPORTANCE TO THE AVIATION

INDUSTRY AND TO THE ENTIRE ECONOMY. THESE

ISSUES INCLUDE BUSINESS CONCENTRATION IN THE

AIRLINE INDUSTRY, THE TREATMENT OF AIRLINE

EMPLOYEES IN BANKRUPTCY PROCEEDINGS, FOREIGN

OWNERSHIP OF AIRLINES, AND THE PROPRIETY OF

HIRING REPLACEMENT WORKERS.



NOW, I HAVE NO GRIPE WITH THE IDEA OF GIVING  
OUR NATION'S AIRLINE INDUSTRY A CLOSE INSPECTION.  
BUT LET'S NOT KID OURSELVES. THIS "BLUE RIBBON"  
COMMISSION IS NOTHING MORE THAN A DISGUISED  
EFFORT BY CONGRESS TO INTERVENE POLITICALLY ON  
BEHALF OF THE MACHINISTS AND ON BEHALF OF THE  
AIRLINE PILOT'S UNION.

THERE ARE PLENTY OF SPECIFIC THINGS WRONG

WITH THE COMMISSION LEGISLATION -- THE FACT THAT  
THE COMMISSION'S STUDY MUST BE COMPLETED WITHIN  
THE UNBELIEVABLY SHORT PERIOD OF 45 DAYS -- THE  
FACT THAT THE COMMISSION WOULD INTERFERE WITH  
THE WORK OF THE COURT-APPOINTED EXAMINER. THE  
LIST GOES ON.

BUT THAT'S NOT THE POINT. THE POINT IS THAT  
CONGRESS HAS NO BUSINESS STICKING ITS NOSE IN  
PRIVATE LABOR DISPUTES. OUR WHOLE SYSTEM OF  
COLLECTIVE BARGAINING -- A SYSTEM THAT HAS  
WORKED WITH RELATIVE SUCCESS FOR MORE THAN 50  
YEARS --



IS PREMISED ON THE PRIVATE RESOLUTION OF DISPUTES  
BETWEEN MANAGEMENT AND LABOR. I THINK WE  
OUGHT TO PRESERVE THAT SYSTEM, NOT UNRAVEL IT  
WITH ILL-CONCEIVED AND MISGUIDED LEGISLATION.

THE PRESIDENT HAS EXPRESSED HIS INTENTION TO  
VETO THE EASTERN LEGISLATION. AND I BELIEVE THAT  
WE HAVE THE VOTES HERE IN CONGRESS TO SUSTAIN  
THE VETO.

## SECONDARY BOYCOTTS

LET ME JUST BRIEFLY MENTION A RELATED TOPIC:  
SECONDARY BOYCOTTS. AS SOME OF YOU MAY  
REMEMBER, AT THE OUTSET OF THE EASTERN STRIKE,  
THE MACHINISTS UNION HAD THREATENED TO ENGAGE  
IN SECONDARY BOYCOTTS AGAINST A NUMBER OF  
COMMUTER RAILROADS IN THE NORTHEAST -- PRIMARILY  
IN NEW YORK AND PHILADELPHIA.



SECONDARY BOYCOTTS ARE OUTRIGHT ILLEGAL  
UNDER THE NATIONAL LABOR RELATIONS ACT.  
UNFORTUNATELY, OUR LABOR LAWS ARE  
INCONSISTENT: THE RAILWAY LABOR ACT PERMITS  
SECONDARY BOYCOTTS. AND IN 1987, THE SUPREME  
COURT ENDORSED THIS INCONSISTENCY -- BY  
UPHOLDING -- IN THE BURLINGTON NORTHERN  
DECISION -- THE LEGALITY OF SECONDARY BOYCOTTS  
UNDER THE RAILWAY LABOR ACT.

AS FAR AS I AM CONCERNED, SECONDARY  
BOYCOTTS IN THE RAILROAD AND AIRLINE INDUSTRIES  
SHOULD BE PROHIBITED, JUST AS THEY ARE PROHIBITED  
IN MOST OTHER INDUSTRIES. THE PEOPLE OF CHICAGO,  
FOR EXAMPLE, SHOULD NOT HAVE TO SUFFER -- OR BE  
INCONVENIENCED -- BECAUSE OF A LABOR DISPUTE  
CENTERED IN FLORIDA.

SO I WOULD SUPPORT LEGISLATION THAT WOULD  
AMEND THE RAILWAY LABOR ACT TO MAKE CLEAR THAT  
SECONDARY BOYCOTTS HAVE NO PLACE IN THE  
RAILROAD OR AIRLINE INDUSTRIES.

## STAGGERS ACT

I AM PLEASED TO REPORT THAT ABSOLUTELY  
NOTHING IS HAPPENING WITH REGARD TO THE  
STAGGERS ACT. AS YOU KNOW, THERE WAS SOME TALK  
EARLIER THIS YEAR OF UNDOING STAGGERS, BUT THAT  
HAS FADED. WITH ALL THE OTHER ISSUES THAT ARE  
FACING YOUR INDUSTRY AT THE PRESENT TIME, I DO  
NOT BELIEVE THAT WE WILL SEE ANY ATTEMPTS TO  
RE-VISIT STAGGERS ANY TIME SOON.



## RAILROADS AND RURAL AMERICA

LET ME MAKE A FINAL POINT ABOUT THE  
IMPORTANCE OF RAILROADS TO RURAL AMERICA.  
RURAL AMERICA IS STILL HURTING COMPARED TO THE  
GROWTH AND PROSPERITY OF URBAN AREAS.  
AGRICULTURE IS A MAJOR PART OF THE ECONOMY, BUT  
WE ARE SEEING ATTEMPTS TO DIVERSIFY RURAL  
ECONOMIES BY ATTRACTING INDUSTRY AND BUSINESS  
NOT RELIANT ON AN AGRICULTURAL ECONOMY.

RAILROAD SERVICE CAN BE THE DIFFERENCE  
BETWEEN GROWTH AND NO-GROWTH. I HAVE TO  
BELIEVE THAT THE RAIL INDUSTRY, AS A WHOLE, WANTS  
TO SEE SUSTAINED ECONOMIC GROWTH IN RURAL  
AREAS. MAKING BUSINESS DECISIONS FOR YOU IS  
SOMETHING CONGRESS OUGHT NOT TO DO. HOWEVER,  
PLEASE KEEP IN MIND THAT IN MANY WAYS YOU HOLD  
THE KEY TO PROSPERITY OR ISOLATION OF RURAL  
AREAS. WITH YOUR HELP, I BELIEVE WE CAN RESOLVE  
MANY OF THE PROBLEMS THAT FACE US AND PROVIDE  
THE INCENTIVES NECESSARY TO MAINTAIN RAIL SERVICE  
TO OUR RURAL AREAS.