



NEWS from U.S. Senator Bob Dole

(R.—Kans.)

New Senate Office Building, Washington, D.C. 20510 (202) 224-6521

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CONTACT: BILL KATS, MORGAN WILLIAMS
202-224-8947, -8954

DOLE ASKS RAILROADS WHAT THEY ARE DOING TO ALLEVIATE RAILCAR SHORTAGE

WASHINGTON -- Sen. Bob Dole (R-Kan.), in letters to the eight railroads which operate extensively in Kansas, today inquired as to what each of the companies was doing to help alleviate the current shortage of railcars for the delivery of grain.

Dole asked the views of each of the railroads on 10 questions regarding the shortage:

1. What are your views regarding the shortage of railcars?
2. Why is there a shortage so many months of the year?
3. What are the basic reasons for the shortage?
4. What is your railroad doing to help alleviate the shortage?
5. What do you believe the solution is to the problem?
6. What role do you believe the grain marketing system plays in the railcar shortage?
7. What process does your company use to allocate cars in an equitable manner?
8. What can be done by the railroad industry, the grain industry and the government to utilize railcars more efficiently?
9. What effect does the limited capacity of the terminal elevators on the Gulf Coast have on railcar utilization?
10. What suggestions for federal legislative changes would your company propose?

"There is a serious shortage of railroad cars in Kansas," Dole said in the letter. "Many country elevators are not able to ship grain and are suffering financial losses. The railcar shortage used to be something everyone expected at harvest time. Now it seems the shortage exists several months every year.

"Many questions are being asked about why railroads can't deliver cars in a timely manner. Questions are also being asked about the effect of railroad deregulation and the delivery of railcars.

"People are saying railroads can't deliver because they are over-taxed, over-regulated, over-unionized and extremely inefficient in their operation. The Interstate Commerce Commission also seems to be unable to help the problem in any substantial way. New approaches such as unit trains seem to be failing.

"Farmers and elevator operators are angry, frustrated and wanting drastic changes made. Everyone seems to be blaming everyone else for the problem and no one seems to be doing much about it. Farm exports are very important to our country and when grain cannot be moved, export sales are hurt."

The letters were directed to the executive officers of the eight railroads: Missouri-Pacific Railroad; St. Louis-San Francisco Railway; Union Pacific Railroad; Atchison, Topeka and Santa Fe Railway; Burlington Northern; Chicago, Rock Island and Pacific Railroad; K.C. Southern Railway; and the Missouri-Kansas-Texas Railroad.