

SEC. 2. That the Senate recede from its amendment to the title of H.R. 5727.

Agreed to March 3, 1976.

Mar. 9, 1976

[S. Con. Res. 97]

#### RAIL AND RAILWAY LABOR ORGANIZATIONS—NEGOTIATIONS

Whereas negotiations between the Southern Railway (Southern) and Chessie System (Chessie) on the one hand and railway labor organizations on the other have been discontinued with the result that unless they are reopened and an accord reached, acquisition by the Southern and Chessie of substantial railroad properties currently owned by bankrupt railroads in the Midwest and Northeast Region (Region) will not occur; and

Whereas both the Southern and Chessie independently have previously indicated their intention of operating and upgrading such properties with substantial commitments of private capital; and

Whereas in the event such acquisitions do not occur, under the terms of the Final System Plan developed by the United States Railway Association, the Consolidated Rail Corporation, a corporation established by the Regional Rail Reorganization Act of 1973 to operate and rehabilitate much of the rail service in the Region currently operated by bankrupt railroads, would be without effective competition in a large part of the Region and such properties would either deteriorate or be abandoned altogether; and

Whereas the direct and indirect adverse economic impact and loss of jobs (both existing and potential) that will result in the Region if such acquisitions are not consummated will be severe because of the aforementioned lack of rail competition in the Region, the downgrading or abandonment of lines that would otherwise be upgraded by commitments of private capital, and the lack of competitive alternatives to service markets throughout the Region; and

Whereas in recent years, the Congress has enacted a number of laws, including the Regional Rail Reorganization Act of 1973 (Public Law 93-236), the Railroad Retirement Act of 1974 (Public Law 93-445), and the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210), beneficial to both the railway industry and railway labor organizations: Now, therefore, be it

*Resolved by the Senate (the House of Representatives concurring),* That it is the sense of the Congress that the clear and overwhelming public interest requires that the parties should resume negotiations forthwith with the assistance of the Secretaries of Labor and Transportation and exercise unusual diligence to resolve their differences to assure that such acquisitions are consummated.

Agreed to March 9, 1976.

45 USC 701 note.  
45 USC 231t.  
Ante, p. 31.

Mar. 11, 1976

[S. Con. Res. 101]

#### 1976 JOINT ECONOMIC REPORT

*Resolved by the Senate (the House of Representatives concurring),* That there shall be printed along with the original press run of the 1976 Joint Economic Report, five thousand additional copies for the use of the Joint Economic Committee.

Printing of  
additional copies.

Agreed to March 11, 1976.