

RAILS AND ROADS

Recommendations to the Interstate Commerce Commission
as to effective Coordination with Railroad Service
and Proper Regulation of Commercial Motor
Transportation made by the

ASSOCIATION OF RAILWAY EXECUTIVES

Railway executives bespeak the earnest and thoughtful consideration of the public for these policies, from the standpoint of national interest in maintaining in the highest degree adequate and efficient transportation in every form, with equal opportunity for all.

WASHINGTON, D. C., MARCH, 1981.

CONTENTS

	<i>Page</i>
Statement of Alfred P. Thom.....	4
Rail and Highway Transportation, by C. S. Duncan.....	38
Land Grant Rates and Fares, by C. S. Duncan.....	56
Statement for Railway Traffic Executives, by R. N. Collyer	66

FOREWORD

At a session of the Interstate Commerce Commission, held in Washington, March 17, 1931, to consider its Docket No. 23400, being an inquiry instituted on the Commission's own motion into the coordination of motor transportation, the following specific recommendations as to the regulations necessary to coordinate rail and highway transportation were made by the Association of Railway Executives.

The Railway Executives believe—

1. That regulation should extend to passenger common carriers and charter buses (but not to taxicabs, school buses or hotel buses), and to common carrier and contract motor carrier trucks operating on the highways for compensation or hire, but do not at this time recommend that it be applied to owner-operated trucks operated solely in the business of the owner.

2. That such regulated motor carriers should be required to obtain from the Interstate Commerce Commission certificates of convenience and necessity and that in determining on the issue of such certificates the Commission should give proper consideration to—

(a) The quality and permanence of the service to be offered by the applicant;

(b) Existing transportation service, requiring that a showing be made, satisfactory to the Commission, of the necessity for and convenience to the public of the proposed operation;

(c) The financial responsibility of the applicant, including adequate provision for surety, or insurance, for the protection of the public.

3. That (a) an applicant to whom a certificate of convenience and necessity is granted by the Commission should be required to comply with all the conditions in each State that duly authorized State authorities impose upon intrastate operations on its highways;

(b) proper accounts, in forms prescribed by the Commission, should be kept and reports be periodically made;

(c) adequate requirement should be imposed to secure just and reasonable rates, both maximum and minimum, with provision for the publication thereof and adherence thereto and proper inhibition against undue and unjust discrimination.

4. That opportunity should be given for rail carriers to engage in such motor vehicle service on the highways on equal terms with others and without discrimination in favor of, or against, other transportation agencies in the same field.

Statements in support of the foregoing recommen-
dations, made before the Commission

By

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