

Railroad Industry Warns Oregon Legislators on 'Piggyback' Taxes



KISS FOR BROTHER—Caroline Kennedy kisses her new brother, John F. Kennedy Jr., during the Kennedy's pre-inaugural stay in Palm Beach, Fla. This is one of a series of pictures just released by the White House. (UPI Telephoto)

Oregon Highway Commission Asks For Bids on 28 Jobs

Salem — (UPI) — The Oregon Highway Commission Monday called for bids on 28 projects costing an estimated \$4.1 million.

The bids will be opened March 7 and the contracts awarded March 10.

The projects by county include:

- Clatsop:** North unit, Astoria-Camp Rilea section of coast highway 2.98 miles grading, Fort Stevens state park overnight camp, tables, stoves and other equipment.
- Columbia:** Warren section of the Columbia river highway south of St. Helens; 1.8 miles paving.
- Columbia and Washington:** Vesper - Mist and Columbia county line-Pebble creek road section of Nehalem highway 21 miles north of Vernonia; 9.72 miles paving.
- Coos:** Powers junction-Sugar Loaf mountain section, Coos Bay-Roseburg highway; two bridges and an interchange.
- Crook:** East unit, Post-Camp creek section of Paulina highway 35 miles southeast of Prineville; 4.02 miles of grading, oiling, two 120 foot bridges.
- Curry:** Port Orford-Euchre creek rock project on coast highway.
- Deschutes:** Sisters rock project on three highways.
- Douglas:** Jack creek-Drain section of Umpqua highway; 4.85 miles paving.
- Grant:** John Day - Prairie City section of John Day highway; 12.65 miles paving.
- Hood River:** Hood River-

Teamsters Want Check To Help Truck Business

By **DOUGLAS GRIPP**
United Press International
Salem — (UPI) — The railroad industry has warned that if the legislature passes a tax on "piggybacks," shippers will reroute and avoid Oregon.

The teamsters union warned that unless rail piggybacks are checked, long haul truck driving will become a "thing of the past."

In railroad lingo, a piggyback is a loaded trailer moved on a flat car instead of over the highway.

The piggyback operation is relatively new, and business is booming because shippers find they can move trailer loads of goods on flat cars and avoid the weight mile tax.

Oregon would be the only

Safe Driving Awards Given by State Department

A number of southern Oregon residents who drive equipment for the state highway department have received awards for safe driving.

Throughout the state some 1,035 awards were made.

The award is made annually to members of maintenance crews who have accident-free records.

Eleven-year awards were presented to Alfred W. Over-

dict, Charles O. Cearley, Thomas A. Bedingfield, Eagle Point; Richard Troutfether, Charles W. Denniston, John A. Strahan, George S. Kincaid, Donovan B. Ballenger, Grants Pass; Richard R. Lawton, Carl A. Petersen, William D. Stanley, Chester W. Vreeland, Medford; Richard L. Howell, and Lyle E. Springer, Siskiyou.

Other awards were received by Lewis E. Robertson, Eagle Point; Robert H. Badley, Simon C. Wingerd, Grants Pass; Carol E. Converse, Lincoln; Paul W. Robertson, Medford, all 10 years; and Donald A. Fulk, Cave Junction; Ray C. Jones, Grants Pass; Beverly M. Estes, Clarence Peterson, Lincoln; Clyde D. White, Prospect; and Earl E. Bridgman, Siskiyou, all nine years.

Eight and seven year awards were given William S. Inman, Cave Junction; Carl C. Christian, Harold A. Kingery, Eagle Point; William A. Tusk, Ernest W. King, Stanley G. Rising, Grants Pass; Jack L. Ross, Prospect; and Ralph I. Robertson, Siskiyou. Nineteen received awards for five years and less of safe training.

line-Washington county line section, Sunset highway 13 miles east of Elsie; 2.5 miles paving.

Wasco: Dufur-Maupin rock project on The Dalles-California highway. South unit, Shaniko-The Dalles California junction section of Sherman highway 7 miles southwest of Shaniko; 5 miles paving.

state having a tax on piggybacks. The railroads are anxious to see Oregon's proposal die so that other states don't get the same idea.

The re-routing of trade should the tax be enacted would result in reduced employment and a general bad effect on Oregon's economy, according to Randall B. Kester of Portland, Union Pacific attorney.

He spoke for the entire industry before the house tax committee, opposing HB 1009. Joseph Edgar of Portland Teamsters Local 162 said his

local at this time of the year usually has about 300 drivers idle. This year it is 600. He attributed much of this, "directly or indirectly," to piggyback business.

Edgar endorsed the bill along with spokesmen for Teamsters Local 81, local 37, and the women's auxiliary of local 37, all Portland.

Opposite Stand
Kester said that if purpose of the tax is to keep business from the railroads and throw it to the truckers, then the state certainly should not levy the tax because it would be

"discriminatory."
Railroad unions took an opposite stand from the teamsters. A spokesman said rail union members are "just as concerned about their jobs" as the teamsters. They opposed the bill.

Kester questioned its constitutionality, since interstate commerce is involved. He de-bunked teamsters' charges that piggybacks in Oregon are frequently overweight, thus cheating the state out of bigger fees.

Trivial Amount
Donald M. Fisher of the State Tax Commission's util-

ity section estimated that at the outset the state would collect only \$8,750 a year in tax revenue and he agreed this isn't much.

Kester termed the amount "trivial" and not worth administering.

A number of big companies which use piggybacks backed up the railroads, describing adverse affects the tax might have on their operations.

They included Omark Industries, Crown Zellerbach, Universal Car Loading Co., and Western Paper Converting Co.

Pear Disease To Be Topic of Meet

Washington — (UPI) — Rep. Harold T. Johnson (D-Calif.) said Monday agricultural experts from California, Oregon and Washington will meet Feb. 17 at Berkeley, Calif., to plan an attack on a disease that threatens to wipe out the West Coast pear industry.

Johnson said other experts attending the meeting would include Dr. Marion Parker, chief of the crop research division, U. S. Department of Agriculture, and Dr. F. E. Price will head the Oregon delegation, and Dr. M. T. Buchanan, of Washington State University, will head the other.

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