

The original documents are located in Box C49, folder “Presidential Handwriting, 9/17/1976” of the Presidential Handwriting File at the Gerald R. Ford Presidential Library.

Copyright Notice

The copyright law of the United States (Title 17, United States Code) governs the making of photocopies or other reproductions of copyrighted material. Gerald Ford donated to the United States of America his copyrights in all of his unpublished writings in National Archives collections. Works prepared by U.S. Government employees as part of their official duties are in the public domain. The copyrights to materials written by other individuals or organizations are presumed to remain with them. If you think any of the information displayed in the PDF is subject to a valid copyright claim, please contact the Gerald R. Ford Presidential Library.

THE WHITE HOUSE

WASHINGTON

September 17, 1976

MEMORANDUM FOR THE PRESIDENT

FROM:

JIM CAVANAUGH

SUBJECT:

Letter to Michael Parkhurst, President
of Independent Truckers Association

Mr. Parkhurst has requested a letter from you to run in the October issue of Overdrive Magazine setting forth your position on the Motor Carrier Act. This magazine goes to nearly all the independent truckers in the U.S. Parkhurst plans to endorse your election in the October issue.

As you know, the Motor Carrier Reform Act has not received wide acclaim from the American Truckers Association (the big truckers) or the Teamsters Union. We have checked with Dick Herman and Bill Usery, and they have no problem with your sending a letter to Mr. Parkhurst setting forth your known and established position on this legislation.

RECOMMENDATIONS

For signing:

Usery, Gorog, Herman, Spencer, Baker ("hard to refuse request for known Administration position").

Against signing:

Schmults: "Letter supports concept of Motor Carrier Reform Act. American Truckers Association (big truckers) and Teamsters oppose this act. Therefore, letter would alienate these groups. We should low-key our support of this act now."

Marsh (same reasons as Schmults).

No objection:

Friedersdorf.

RECOMMENDATION

That you sign the letter.

THE WHITE HOUSE
WASHINGTON

DATE: Sept. 17, 1976

TO: TRUDY FRY

FROM: JIM CAVANAUGH

SUBJ:

FYI For your files

ACTION

~~_____~~

Original given to Bill Gorog for delivery

(per Jim Connor)

GBF 9/17/76

THE WHITE HOUSE

WASHINGTON

September 16, 1976

Dear Mr. Parkhurst:

In response to your inquiry concerning regulatory reform in the trucking industry, I would like to outline my Administration's policy goals and comment on the proposed legislation intended to help achieve these goals.

As you know, there are three bills pending in the Congress which address the issue of trucking industry regulatory reform. These include S.2271, H.R. 12386, and the Motor Carrier Reform Act (H.R. 10909 and S.2929), which was introduced at my request. While the bills differ somewhat in content, they each attempt to encourage more competition in the industry and to eliminate unnecessary regulatory restrictions. Under each bill truckers would be able to offer consumers a wider choice of prices and services and would be subject to fewer dictates from Washington as to what transportation services can be offered, what routes can be served and what rates can be charged. In each instance efforts to increase competition in the trucking industry would include removal of restrictions that would allow the independent trucker, as a small businessman, to compete more effectively with the larger trucking concerns.

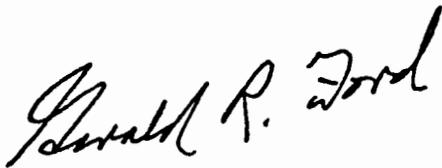
I fully support the goal of more competition and less government regulation in the trucking industry and believe that this kind of regulatory reform legislation will help to keep our vital trucking industry strong and prosperous.

At the same time, I am encouraged by Interstate Commerce Commission efforts to allow for more competition in the industry by changing those archaic or restrictive rules and regulations which

are anticompetitive. As you are aware, there are several items pending on the ICC docket which would help to make the trucking industry more competitive, thereby giving the small, independent trucker a more equal basis from which to compete with the large firms.

I hope this effectively answers the important questions you raised concerning my Administration's regulatory reform policy in the trucking industry.

Sincerely,

A handwritten signature in cursive script that reads "Ronald R. Ford". The signature is written in dark ink and is positioned above the typed name of the recipient.

Mr. Michael Parkhurst
President of Independent Truckers Association
Post Office Box 54078
Los Angeles, California 90054

September 17, 1976

MR PRESIDENT:

**Letter to Mr. Michael Parkhurst
President of Independent Truckers Association**

Staffing of the attached letter to Mr. Michael Parkhurst has been completed. A decision is required by 4 P.M. today if we are to meet publication deadline. Status is as follows:

Content has been reviewed by OMB, MacAvoy, Cannon, Hartmann and Schmults. The attached letter incorporates all suggested revisions.

Political impact of having a letter signed by the President has been reviewed by Dick Herman, Jim Baker, Mike Duval, Bill Usery, Bill Baroody and Jim Cavanaugh.

PROS (For signing letter)

1. The letter does represent Administration position on the question of freer entry for independent truckers.
2. There is precedent for the President signing such a letter. The most recent example is the letter requested by the National Rifle Association. We, therefore, cannot hide behind a statement that the President does not normally respond to such requests.
3. Mr. Parkhurst wants to make a national issue of the fact that the President is backing the little guy. He plans a "March on Congress" next week to emphasize the truckers dissatisfaction with the Democrats.

CONS

1. The ATA will be upset---but probably will not actively become involved in the campaign.
2. Fitzsimmons will be upset; and the action may nudge him in the direction of an endorsement for Carter.

RECOMMENDATIONS:

For signing: Cavanaugh, Gorog, Herman, Baker

Against signing: Schmults, Marsh

No objection: Friedersdorf

Jim Connor

To Dick Cheney

From Bill Gorog

Parkhurst Letter

The saga of the Parkurst letter is about to come to an end. We need a decision by 4:00 pm today if he is to make his publication deadline. Status is as follows:

Content ~~memorandum~~ has been reviewed by OMB, MacAvoy, Cannon, Hartman, and Schmults. The attached copy has incorporated all suggested revisions.

Political impact of having a letter signed by the President has been reviewed by Dick Herman, Jim Baker, Mike Duval, Bill Ussery, Bill Barody, and Jim Cavanaugh.

PROS (For Signing Letter)

1. The letter does represent Administration position on the question of freer entry for independent truckers.
2. There is precedent for the President signing such a letter. The most recent example is the letter requested by the National Rifle Association. We therefore cannot hide behind a statement that the President does not normally respond to such requests.
3. Parkhurst wants to make a national issue of the fact that the President is backing the little guy. He plans a "March on Congress" next week to emphasize the truckers dissatisfaction with the Democrats.

CONS

1. The ATA will be upset...but probably will not actively become involved in the campaign.
2. Fitzsimmons will be upset; and the action may nudge him in the direction of an endorsement for Carter

RECOMMENDATIONS:

For signing: Cavanaugh, Gorog, Herman, Baker

Against Signing: Schmults, Marsh,

No objection: Friedersdorf,

THE WHITE HOUSE

WASHINGTON

September 17, 1976

MEMORANDUM FOR DICK CHENEY
FROM BILL GOROG *wbg*
SUBJECT Parkhurst Letter

The saga of the Parkhurst letter is about to come to an end. We need a decision by today if he is to make his publication deadline. Status is as follows:

a. Content has been reviewed by OMB, MacAvoy, Cannon, Hartmann and Schmults. The attached copy has incorporated all suggested revisions.

b. Political impact of having a letter signed by the President has been reviewed by Dick Herman, Jim Baker, Mike Duval, Bill Usery, Bill Baroody and Jim Cavanaugh.

PROS (for signing the letter)

a. The letter does represent the Administration's position on the question of freer entry for independent truckers.

b. There is a precedent for the President signing such a letter. The most recent example is the letter requested by the National Rifle Association. We, therefore, cannot hide behind a statement that the President does not normally respond to such requests.

c. Parkhurst wants to make a national issue of the fact that the President is backing the little guy. He plans a "March on Congress" next week to emphasize the truckers dissatisfaction with the Democrats.

CONS (against signing the letter)

a. The ATA will be upset ... but probably will not actively become involved in the campaign.

b. Fitzsimmons will be upset, and the action may nudge him in the direction of an endorsement for Carter.

RECOMMENDATIONS:

For signing: Cavanaugh, Gorog, Herman, Baker

Against signing: Schmults, Marsh

No objection: Friedersdorf

Trudy

THE WHITE HOUSE
WASHINGTON

Foster said
Cavanaugh gave this
to him and said
give to Cavanaugh
& handle 11:15
8. ??? 9/15
???

—

THE WHITE HOUSE
WASHINGTON

Trudy,

The attached draft letter
is for the President's
signature (auto pen).

The content has been
reviewed by Dick Cheney,
Ed Schmultz, and Jim Baker....

Bill Gorog

THE WHITE HOUSE

ACTION MEMORANDUM

WASHINGTON

LOG NO.:

Date: September 9, 1976

Time:

FOR ACTION:

cc (for information):

Jim Cannon

Jim Lynn

Bob Hartmann

Dave Gergen

FROM THE STAFF SECRETARY

DUE: Date: Friday, Sept. 10

Time: 2 P.M.

SUBJECT:

Proposed Letter to Michael Parkhurst
President of Independent Truckers Association

ACTION REQUESTED:

For Necessary Action

For Your Recommendations

Prepare Agenda and Brief

Draft Reply

For Your Comments

Draft Remarks

REMARKS:

Am told inquiry was made by telephone.

Changes noted in text.
Connor

PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate a delay in submitting the required material, please telephone the Staff Secretary immediately.

Jim Connor
For the President

090909

THE WHITE HOUSE

WASHINGTON

September 7, 1976

Dear Mr. Parkhurst:

In response to your inquiry concerning regulatory reform in the trucking industry, I would like to outline my Administration's policy goals and comment on the legislation intended to help achieve these goals.

As you know, there are three bills pending in the Congress which address these issues. These include S.2271, co-sponsored by Senator Buckley; H.R.12386, co-sponsored by Congressman Kemp, and the Motor Carrier Reform Act, which was introduced at my request. While the bills differ somewhat in content, I support the concept of permitting more competition in the industry. I believe that a strong and prosperous trucking industry is vital to our Nation. Truckers should be able to offer consumers a wider choice of prices and services, rather than having Washington dictate what transportation services can be offered, what routes can be served and what rates can be charged.

Efforts to increase competition in the trucking industry would include removal of restrictions that would allow the independent trucker, as a small businessman, to compete more effectively with the larger trucking concerns.

At the same time, I am encouraged by efforts by the ICC to allow for more competition in the industry by changing archaic or restrictive rules and regulations which are anticompetitive. As you know, there are items pending on the ICC docket which would make the trucking industry more competitive, thereby giving the small, independent trucker a more even footing from which to compete.

I hope this effectively answers the important questions you raised concerning my Administration's regulatory reform policy.

Sincerely,

Mr. Michael Parkhurst
President of Independent Truckers Association
Post Office Box 54078
Los Angeles, California 90054

Cannon revision

THE WHITE HOUSE

WASHINGTON

September 7, 1976

AND TO ELIMINATE UNNECESSARY REGULATORY RESTRICTIONS.

OF TRUCKING INDUSTRY REGULATORY REFORM.

PROPOSED

Dear Mr. Parkhurst:

In response to your inquiry concerning regulatory reform in the trucking industry, I would like to outline my Administration's policy goals and comment on the legislation intended to help achieve these goals.

As you know, there are three bills pending in the Congress which address the issue. These include S.2271, ~~co-sponsored by Senator Buckley~~, H.R.12386, ~~co-sponsored by Congressman Kemp~~, and the Motor Carrier Reform Act (H.R. 10909 and S.2929), ~~and~~ which was introduced at my request. While the bills

differ somewhat in content, ~~I support the concept of~~ **THEY EACH** permitting more competition in the industry. ~~I believe that a strong and prosperous trucking industry is vital to our Nation.~~ ~~Truckers would be able to offer consumers a wider choice of prices and services.~~ ~~Washington dictating~~ **AND WOULD BE SUBJECT TO FEWER DICTATES FROM WASHINGTON** what transportation services can be offered, what routes can be served and what rates can be charged.

efforts to increase competition in the trucking industry would include removal of restrictions that would allow the independent trucker, as a small businessman, to compete more effectively with the larger trucking concerns.

At the same time, I am encouraged by ~~efforts~~ **NEW TV INTERSTATE COMMERCE COMMISSION** to allow for more competition in the industry by changing archaic or restrictive rules and regulations which are anticompetitive. As you ~~there are items~~ **THOSE** pending on the ICC docket which would make the trucking industry more competitive, ~~thereby~~ **ARE AWARE,** the small independent trucker a more even footing **UPON PROVIDING** which to compete.

I FULLY SUPPORT THE GOAL OF MORE COMPETITION AND LESS GOVERNMENT REGULATION IN THE TRUCKING INDUSTRY AND BELIEVE THAT THIS KIND OF REGULATORY REFORM LEGISLATION WILL HELP TO KEEP OUR VITAL TRUCKING INDUSTRY STRONG AND PROSPEROUS.

UNDER EACH BILL

ATTEMPT TO ENCOURAGE MORE

IN EACH INSTANCE

IT

I hope this effectively answers the important questions
you raised concerning my Administration's regulatory
reform policy **IN THE TRUCKING INDUSTRY.**

Sincerely,

Mr. Michael Parkhurst
President of Independent Truckers Association
Post Office Box 54078
Los Angeles, California 90054

ACTION MEMORANDUM

WASHINGTON

LOG NO.:

Date: September 9, 1976

Time:

FOR ACTION:

cc (for information):

Jim Cannon

Jim Lynn

Bob Hartmann

Dave Gergen

FROM THE STAFF SECRETARY

DUE: Date: Friday, Sept. 10

Time: 2 P.M.

SUBJECT:

Proposed Letter to Michael Parkhurst
President of Independent Truckers Association

ACTION REQUESTED:

For Necessary Action

For Your Recommendations

Prepare Agenda and Brief

Draft Reply

For Your Comments

Draft Remarks

REMARKS:

Am told inquiry was made by telephone

Ed. [Signature] 9/10/76

PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED

If you have any questions or if you anticipate a delay in submitting the required material, please telephone the Staff Secretary immediately.

Jim Connor
For the President

Hartmann's record

THE WHITE HOUSE

WASHINGTON

September 7, 1976

Dear Mr. Parkhurst:

In response to your inquiry concerning regulatory reform in the trucking industry, I would like to outline my Administration's policy goals and comment on the legislation intended to help achieve these goals.

As you know, there are three bills pending in the Congress which address these issues. These include S.2271, co-sponsored by Senator Buckley; H.R.12386, co-sponsored by Congressman Kemp, and the Motor Carrier Reform Act, which was introduced at my request. While the bills differ somewhat in content, I support the concept of permitting more competition in the industry. I believe that a strong and prosperous trucking industry is vital to our Nation. Truckers should be able to offer consumers a wider choice of prices and services, rather than having Washington dictate what transportation services can be offered, what routes can be served and what rates can be charged.

Efforts to increase competition in the trucking industry would include removal of restrictions that would allow the independent trucker, as a small businessman, to compete more effectively with the larger trucking concerns.

At the same time, I am encouraged by efforts by the ICC to allow for more competition in the industry by changing archaic or restrictive rules and regulations which are anticompetitive. As you know, ^{several} ~~these~~ are items pending on the ICC docket ^{help to} ~~which~~ would ^{help to} make the trucking industry more competitive, ^{thereby} giving the small, independent trucker a more ^{equal} ~~more~~ basis from which to compete ^{with the} large firms.)

I hope this effectively answers the important questions you raised concerning my Administration's regulatory reform policy.

Sincerely,

Mr. Michael Parkhurst
President of Independent Truckers Association
Post Office Box 54078
Los Angeles, California 90054

THE WHITE HOUSE
WASHINGTON

Jim -

In addition to the revisions offered:

Ed Schmults and Jack Marsh

do not concur in this being sent.

Max Friedersdorf

has no objection

OMB's comments are attached.

Bill Gorog still thinks it should go to
Dick Cheney to make the political call
on it?

Trudy



EXECUTIVE OFFICE OF THE PRESIDENT

OFFICE OF MANAGEMENT AND BUDGET

WASHINGTON, D.C. 20503

September 13, 1976

MEMORANDUM FOR JIM CONNOR

FROM: DAN KEARNEY

SUBJECT: Comments on Proposed Letter from the
President to Mr. Parkhurst of the
Independent Truckers Association

In response to your request for comments on the attached letter to Mr. Parkhurst:

- OMB defers to the Secretary of Transportation regarding the substantive content of the proposed letter.
- We generally advise against sending the letter as presently written since it represents a major departure from previous Administration statements on the ICC's regulatory policies.
- In addition, the letter contains several errors/inconsistencies, e.g. why are we mentioning Sen. Buckley as co-sponsor of S. 2271 when in fact the bill is commonly known as the Domenici bill? The same paragraph gives equal weight to the "Buckley" and "Kemp" bills and the Administration's bill, when, in fact, the latter is a much more comprehensive approach to reform. The Administration is on record as agreeing with S. 2271's objectives but favoring more fundamental reform.

Date: September 9, 1976

Time:

FOR ACTION:

cc (for information):

Jim Cannon
Jim Lynn
Bob Hartmann

Dave Gergen

FROM THE STAFF SECRETARY

DUE: Date:

Friday, Sept. 10

Time:

2 P.M.

SUBJECT:

Proposed Letter to Michael Parkhurst
President of Independent Truckers Association

ACTION REQUESTED:

For Necessary Action

For Your Recommendations

Prepare Agenda and Brief

Draft Reply

For Your Comments

Draft Remarks

REMARKS:

Am told inquiry was made by telephone.

THIS WAS NOT ROUTED TO ME
BUT I DO NOT RECOMMEND
THIS BE SENT

EC
9/10/76

PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate a delay in submitting the required material, please telephone the Staff Secretary immediately.

Jim Conner
For the President

02008

THE WHITE HOUSE

WASHINGTON

September 7, 1976

Dear Mr. Parkhurst:

In response to your inquiry concerning regulatory reform in the trucking industry, I would like to outline my Administration's policy goals and comment on the legislation intended to help achieve these goals.

As you know, there are three bills pending in the Congress which address these issues. These include S.2271, co-sponsored by Senator Buckley; H.R.12386, co-sponsored by Congressman Kemp, and the Motor Carrier Reform Act, which was introduced at my request. While the bills differ somewhat in content, I support the concept of permitting more competition in the industry. I believe that a strong and prosperous trucking industry is vital to our Nation. Truckers should be able to offer consumers a wider choice of prices and services, rather than having Washington dictate what transportation services can be offered, what routes can be served and what rates can be charged.

Efforts to increase competition in the trucking industry would include removal of restrictions that would allow the independent trucker, as a small businessman, to compete more effectively with the larger trucking concerns.

At the same time, I am encouraged by efforts by the ICC to allow for more competition in the industry by changing archaic or restrictive rules and regulations which are anticompetitive. As you know, there are items pending on the ICC docket which would make the trucking industry more competitive, thereby giving the small, independent trucker a more even footing from which to compete.

2

I hope this effectively answers the important questions you raised concerning my Administration's regulatory reform policy.

Sincerely,

Mr. Michael Parkhurst
President of Independent Truckers Association
Post Office Box 54078
Los Angeles, California 90054

THE WHITE HOUSE
WASHINGTON

September 7, 1976

AND TO ELIMINATE
UNNECESSARY REGULATORY
RESTRICTIONS.

OF TRUCKING
INDUSTRY
REGULATORY
REFORM.

PROPOSED

Dear Mr. Parkhurst:

In response to your inquiry concerning regulatory reform in the trucking industry, I would like to outline my Administration's policy goals and comment on the legislation intended to help achieve these goals.

As you know, there are three bills pending in the Congress which address the issue. These include S.2271, co-sponsored by Senator Buckley; H.R.12386, co-sponsored by Congressman Kemp, and the Motor Carrier Reform Act

(H.R. 10909 and S. 2929)

which was introduced at my request. While the bills differ somewhat in content, I support the concept of ~~THEY~~ ~~each~~ ~~permitting more~~ competition in the industry. I believe that a strong and prosperous trucking industry is vital to our Nation. Truckers would be able to offer consumers a wider choice of prices and services ~~than having~~ ~~Washington dictate~~ what transportation services can be offered, what routes can be served and what rates can be charged.

AND WOULD
BE SUBJECT
TO FEWER
DICTATES
FROM
WASHINGTON

efforts to increase competition in the trucking industry would include removal of restrictions that would allow the independent trucker, as a small businessman, to compete more effectively with the larger trucking concerns.

At the same time, I am encouraged by efforts ~~to~~ to allow for more competition in the industry by changing archaic or restrictive rules and regulations which are anticompetitive. As you ~~know~~ there are items pending on the ICC docket which would make the trucking industry more competitive, thereby ~~giving~~ the small, independent trucker a more even footing ~~in~~ which to compete.

THOSE

ARE
AWARE,

I FULLY SUPPORT THE GOAL OF MORE COMPETITION AND LESS GOVERNMENT REGULATION IN THE TRUCKING INDUSTRY AND BELIEVE THAT THIS KIND OF REGULATORY REFORM LEGISLATION WILL HELP TO KEEP OUR VITAL TRUCKING INDUSTRY STRONG AND PROSPEROUS.

UNDER EACH
BILL

ATTEMPT
TO ENCOURAGE
MORE

IN EACH
INSTANCE

NEW TP

INTERSTATE COMMERCE COMMISSION

AS TO

WITH

UPON

PROVIDING

TP

I hope this effectively answers the important questions
you raised concerning my Administration's regulatory
reform policy **IN THE TRUCKING INDUSTRY.**

Sincerely,

Mr. Michael Parkhurst
President of Independent Truckers Association
Post Office Box 54078
Los Angeles, California 90054

Harold G. ...

THE WHITE HOUSE
WASHINGTON

September 7, 1976

Dear Mr. Parkhurst:

In response to your inquiry concerning regulatory reform in the trucking industry, I would like to outline my Administration's policy goals and comment on the legislation intended to help achieve these goals.

As you know, there are three bills pending in the Congress which address these issues. These include S.2271, co-sponsored by Senator Buckley; H.R.12386, co-sponsored by Congressman Kemp, and the Motor Carrier Reform Act, which was introduced at my request. While the bills differ somewhat in content, I support the concept of permitting more competition in the industry. I believe that a strong and prosperous trucking industry is vital to our Nation. Truckers should be able to offer consumers a wider choice of prices and services, rather than having Washington dictate what transportation services can be offered, what routes can be served and what rates can be charged.

Efforts to increase competition in the trucking industry would include removal of restrictions that would allow the independent trucker, as a small businessman, to compete more effectively with the larger trucking concerns.

At the same time, I am encouraged by efforts by the ICC to allow for more competition in the industry by changing archaic or restrictive rules and regulations which are anticompetitive. As you know, there are items pending on the ICC docket which would make the trucking industry more competitive, thereby giving the small, independent trucker a more even footing from which to compete.

I hope this effectively answers the important questions you raised concerning my Administration's regulatory reform policy.

Sincerely,

Mr. Michael Parkhurst
President of Independent Truckers Association
Post Office Box 54078
Los Angeles, California 90054

THE WHITE HOUSE

WASHINGTON

September 7, 1976

Dear Mr. Parkhurst:

In response to your inquiry concerning regulatory reform in the trucking industry, I would like to outline my Administration's policy goals and comment on the legislation intended to help achieve these goals.

As you know, there are three bills pending in the Congress which address these issues. These include S.2271, co-sponsored by Senator Buckley; H.R.12386, co-sponsored by Congressman Kemp, and the Motor Carrier Reform Act, which was introduced at my request. While the bills differ somewhat in content, I support the concept of permitting more competition in the industry. I believe that a strong and prosperous trucking industry is vital to our Nation. Truckers should be able to offer consumers a wider choice of prices and services, rather than having Washington dictate what transportation services can be offered, what routes can be served and what rates can be charged.

Efforts to increase competition in the trucking industry would include removal of restrictions that would allow the independent trucker, as a small businessman, to compete more effectively with the larger trucking concerns.

At the same time, I am encouraged by efforts by the ICC to allow for more competition in the industry by changing archaic or restrictive rules and regulations which are anticompetitive. As you know, there are items pending on the ICC docket which would make the trucking industry more competitive, thereby giving the small, independent trucker a more even footing from which to compete.

I hope this effectively answers the important questions you raised concerning my Administration's regulatory reform policy.

Sincerely,

Mr. Michael Parkhurst
President of Independent Truckers Association
Post Office Box 54078
Los Angeles, California 90054

MEMORANDUM
OF CALL

TO:

J

YOU WERE CALLED BY— YOU WERE VISITED BY—

Blenda

OF (Organization)

Dan Kearney

PLEASE CALL → PHONE NO. CODE/EXT. 3120
 WILL CALL AGAIN IS WAITING TO SEE YOU
 RETURNED YOUR CALL WISHES AN APPOINTMENT

MESSAGE

Truckers letter

Put Pres on wrong
side of issue x

Want
steal H will help x

RECEIVED BY

S.

DATE

9/13

TIME

THE WHITE HOUSE
WASHINGTON

9/11

Trudy:

Ran all this by Schmults -- and explained that reason you hadn't staffed this to him was because Gorog said Schmults had seen it. He said Gorog had already talked to him about it -- no fault of ours -- Gorog said he had run it by Schmults earlier (Schmults thought that Gorog himself was going to send it out). Schmults again says that the P. should not send this letter to the magazine, revisions or not.

Sara

THE WHITE HOUSE
WASHINGTON

P.S.

Gorog came by to see what you wanted and I told him the many problems others had with this package. He wanted to take it back to re-write. I told him couldn't give it to him -- that we didn't have all the comments in, but that we would of course have him re-write it (if it ever goes) when we get all the staffing back.

S.

THE WHITE HOUSE
WASHINGTON

Sara

Story on Truckers Letter -

(see notes on tickler)

In addition the man in OMB working on it is

Rich Schmalbeck 6960 or 3520

he said OMB is strongly opposed to letter as written.
some things are inaccurate plus they do not like the
concept ---- they are working up a response but it will
take time.

I put a call into Bill Gorog this evening but no response --

this was after I received the note from Ed Schmults ---

If Gorog calls this is what I want to say to him.

I discussed the entire matter with Jim and he said to
ask Gorog to explain --- I said I had a call in to him.

Trudy

The letter is to be published in OVERDRIVE MAGAZINE
~~and~~ an Independent Truckers Magazine.

THE WHITE HOUSE

ACTION MEMORANDUM

WASHINGTON

LOG NO.:

Date: September 11, 1976

Time:

FOR ACTION: Jack Marsh
Max Friedersdorf

cc (for information):

FROM THE STAFF SECRETARY

DUE: Date: September 13

Time: 10:00 a.m.

SUBJECT:

Proposed letter to Michael Parkhurst,
President of Independent Truckers Association

ACTION REQUESTED:

- For Necessary Action
- For Your Recommendations
- Prepare Agenda and Brief
- Draft Reply
- For Your Comments
- Draft Remarks

REMARKS:

Note: also being staffed to Cannon, Lynn, Hartmann

PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate delay in submitting the required material, please telephone the Staff Secretary immediately.

Jim Connor
For the President

THE WHITE HOUSE

ACTION MEMORANDUM

WASHINGTON

LOG NO.:

Date: September 9, 1976

Time:

FOR ACTION:

cc (for information):

- ✓ Jim Cannon
- Jim Lynn ?
- ✓ Bob Hartmann

Dave Gergen OK

FROM THE STAFF SECRETARY

DUE: Date: Friday, Sept. 10

Time: 2 P.M.

SUBJECT:

Proposed Letter to Michael Parkhurst
President of Independent Truckers Association

ACTION REQUESTED:

For Necessary Action

For Your Recommendations

Prepare Agenda and Brief

Draft Reply

For Your Comments

Draft Remarks

REMARKS:

Gergen - OK

Lynn - has problems and strongly opposed way it is now - working up revisions

Cannon - see changes

Hartmann - see changes

Mard - "I do NOT concur in the draft"

Friedersdorf - no objection

PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate a delay in submitting the required material, please telephone the Staff Secretary immediately.

Jim Connor
For the President

September 7, 1976

Dear Mr. Parkhurst:

In response to your inquiry concerning regulatory reform in the trucking industry, I would like to outline my Administration's policy goals and comment on the legislation intended to help achieve these goals.

As you know, there are three bills pending in the Congress which address these issues. These include S.2771, co-sponsored by Senator Buckley; H.R.12386, co-sponsored by Congressman Kemp, and the Motor Carrier Reform Act, which was introduced at my request. While the bills differ somewhat in content, I support the concept of permitting more competition in the industry. I believe that a strong and prosperous trucking industry is vital to our Nation. Truckers should be able to offer consumers a wider choice of prices and services, rather than having Washington dictate what transportation services can be offered, what routes can be served and what rates can be charged.

Efforts to increase competition in the trucking industry would include removal of restrictions that would allow the independent trucker, as a small businessman, to compete more effectively with the larger trucking concerns.

At the same time, I am encouraged by efforts by the ICC to allow for more competition in the industry by changing archaic or restrictive rules and regulations which are anticompetitive. As you know, there are items pending on the ICC docket which would make the trucking industry more competitive, thereby giving the small, independent trucker a more even footing from which to compete.

I hope this effectively answers the important questions you raised concerning my Administration's regulatory reform policy.

Sincerely,

Mr. Michael Parkhurst
President of Independent Truckers Association
Post Office Box 54078
Los Angeles, California 90054

GRF:WFG:jms

Date: September 9, 1976

Time:

FOR ACTION:

cc (for information):

Jim Cannon

Jim Lynn

Bob Hartmann

Dave Gergen

FROM THE STAFF SECRETARY

DUE: Date: Friday, Sept. 10

Time: 2 P.M.

SUBJECT:

Proposed Letter to Michael Parkhurst
 President of Independent Truckers Association

ACTION REQUESTED:

 For Necessary Action For Your Recommendations Prepare Agenda and Brief Draft Reply For Your Comments Draft Remarks

REMARKS:

Am told inquiry was made by telephone.

PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED

If you have any questions or if you anticipate a delay in submitting the required material, please telephone the Staff Secretary immediately.

Jim Connor
 For the President

THE WHITE HOUSE

WASHINGTON

September 7, 1976

Dear Mr. Parkhurst:

In response to your inquiry concerning regulatory reform in the trucking industry, I would like to outline my Administration's policy goals and comment on the legislation intended to help achieve these goals.

As you know, there are three bills pending in the Congress which address these issues. These include S.2271, co-sponsored by Senator Buckley; H.R.12386, co-sponsored by Congressman Kemp, and the Motor Carrier Reform Act, which was introduced at my request. While the bills differ somewhat in content, I support the concept of permitting more competition in the industry. I believe that a strong and prosperous trucking industry is vital to our Nation. Truckers should be able to offer consumers a wider choice of prices and services, rather than having Washington dictate what transportation services can be offered, what routes can be served and what rates can be charged.

Efforts to increase competition in the trucking industry would include removal of restrictions that would allow the independent trucker, as a small businessman, to compete more effectively with the larger trucking concerns.

At the same time, I am encouraged by efforts by the ICC to allow for more competition in the industry by changing archaic or restrictive rules and regulations which are anticompetitive. As you know, there are items pending on the ICC docket which would make the trucking industry more competitive, thereby giving the small, independent trucker a more even footing from which to compete.

I hope this effectively answers the important questions you raised concerning my Administration's regulatory reform policy.

Sincerely,

Mr. Michael Parkhurst
President of Independent Truckers Association
Post Office Box 54078
Los Angeles, California 90054