

ruptcy. The Bankruptcy Act (act July 1, 1898, ch. 541, 30 Stat. 544, as amended) was repealed effective Oct. 1, 1979, by Pub. L. 95-598, §§401(a), 402(a), Nov. 6, 1978, 92 Stat. 2682, section 101 of which enacted revised Title 11. For current provisions relating to railroad reorganization, see subchapter IV (§1161 et seq.) of chapter 11 of Title 11.

**§ 667. Audit by Comptroller General; report to Congress**

The Comptroller General of the United States, or any of his duly authorized representatives, shall have access to such information, books, records, and documents as he determines necessary effectively to audit financial transactions and operations carried out by the Secretary in the administration of this chapter. The Comptroller General shall make such reports to the Congress on the results of any such audits as are appropriate.

(Pub. L. 91-663, § 8, Jan. 8, 1971, 84 Stat. 1977.)

**§ 668. Guarantee fees; amount; deposit**

The Secretary shall prescribe a guarantee fee in connection with each loan guaranteed under this chapter which shall be collected from the railroad upon repayment of the loan guaranteed. Such fee shall be in an amount that the Secretary estimates to be necessary to cover the administrative costs of carrying out the provisions of this chapter with respect to such loan. Sums realized from such fees shall be deposited in the Treasury as miscellaneous receipts.

(Pub. L. 91-663, § 9, Jan. 8, 1971, 84 Stat. 1978.)

**§ 669. Repealed. Pub. L. 97-375, title I, § 111(e), Dec. 21, 1982, 96 Stat. 1821**

Section, Pub. L. 91-663, § 10, Jan. 8, 1971, 84 Stat. 1978; Pub. L. 96-470, title I, § 112(h), Oct. 19, 1980, 94 Stat. 2240, directed the Secretary to make a report to the President and Congress on financial condition of each railroad except Central Railroad Company of New Jersey and Penn Central Transportation Company, having a loan guaranteed under this chapter ninety days after the making of such guarantee and annually thereafter throughout existence of such loan.

**CHAPTER 16—REGIONAL RAIL REORGANIZATION**

**SUBCHAPTER I—GENERAL PROVISIONS**

Sec.	
701.	Congressional declaration of policy.
702.	Definitions.

**SUBCHAPTER II—UNITED STATES RAILWAY ASSOCIATION**

711.	Formation and structure.
712.	Functions of Association.
713.	Access to information.
714, 715.	Omitted or Repealed.
716.	Final system plan.
717.	Adoption of final system plan.
718.	Review by Congress.
719.	Judicial review.
720.	Obligations of Association.
721.	Loans.
722.	Records, audit, and examination.
723.	Emergency assistance pending implementation.
724.	Authorization of appropriations.
725.	Interim agreements.
726.	Debentures and series A preferred stock.

Sec.	
727.	Additional purchases of Series A preferred stock.
728.	Reports to Congress.
729.	Advisory Board.

**SUBCHAPTER III—CONSOLIDATED RAIL CORPORATION**

741.	Formation and structure.
742.	Powers and duties of Corporation.
743.	Valuation and conveyance of rail properties.
744.	Termination and continuation of rail services.
744a.	End of Conrail commuter service obligation.
745.	Continuing reorganization; supplemental transactions.
746.	Certificates of value.
747.	Protection of Federal funds.
748.	Abandonments.

**SUBCHAPTER IV—TRANSFER OF FREIGHT SERVICES**

761 to 769c. Repealed.

**SUBCHAPTER V—EMPLOYEE PROTECTION**

771 to 780. Repealed.

**SUBCHAPTER VI—MISCELLANEOUS PROVISIONS**

791.	Relationship to other laws.
792, 793.	Repealed.
794.	Tax payments to States.

**SUBCHAPTER VII—PROTECTION OF EMPLOYEES**

797.	Repealed.
797a.	Termination allowance.
797b.	Preferential hiring.
797c.	Central register of railroad employment.
797d.	Election and treatment of benefits.
797e.	Assignment of work.
797f.	Contracting out.
797g.	New collective-bargaining agreements.
797h.	Employee and personal injury claims.
797i.	Limitations on liability.
797j.	Preemption.
797k.	Factfinding panel.
797l.	Class II railroads receiving Federal assistance.
797m.	Arbitration.

**SUBCHAPTER I—GENERAL PROVISIONS**

**§ 701. Congressional declaration of policy**

**(a) Findings**

The Congress finds and declares that—

(1) Essential rail service in the midwest and northeast region of the United States is provided by railroads which are today insolvent and attempting to undergo reorganization under the Bankruptcy Act.

(2) This essential rail service is threatened with cessation or significant curtailment because of the inability of the trustees of such railroads to formulate acceptable plans for reorganization. This rail service is operated over rail properties which were acquired for a public use, but which have been permitted to deteriorate and now require extensive rehabilitation and modernization.

(3) The public convenience and necessity require adequate and efficient rail service in this region and throughout the Nation to meet the needs of commerce, the national defense, the environment, and the service requirements of passengers, United States mail, shippers, States and their political subdivisions, and consumers.