

The Transportation Law Program

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I. INTRODUCTION

With this issue, the Transportation Law Journal begins its second decade of publication. As a result, this seems to be a particularly appropriate point at which to reflect succinctly upon the accomplishments of the past decade, and to speculate on the potential of the next.

The regulatory and legislative developments in transport regulation during the past few years have been extraordinary. One need only glance through the Business and Finance section of any major metropolitan newspaper or news magazine to appreciate the magnitude of the regulatory reform movement in transportation. For example, there has been widespread media coverage of: (a) the half fare coupons of United Airlines and Emery Air Freight; (b) the proposal by Amtrak to eliminate a significant portion of its 26,000 rail passenger network; (c) the long struggle of Conrail to get its balance sheet into the black; (d) proposals to move Alaskan crude oil by pipeline from Pacific ports to Gulf Coast refineries; (e) proposals to transport coal slurry by pipeline from western mines to eastern power facilities; (f) attempts to eliminate the antitrust immunity accorded to the price fixing rate conferences of maritime, surface, and international air carriers; (g) the Rock

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Island Line bankruptcy and strike, and the threat the latter poses to mid-western agriculture; (h) the environmental issues of airport noise and automobile emissions; and (i) the question of whether DC-10s are safe enough to fly. Each of these events represents a legal or economic transportation problem in the marketplace which has recently been confronted by the federal government — some successfully, some unsuccessfully.

This is an exceptionally challenging era for transportation, for the events of the past two or three years have reached to the very core of the industry and its relationship with government. Considering the legislative proposals which are now before Congress,¹ and the philosophical tilt of the regulatory agencies,² the next two or three years may well produce an era of even more profound development. There are many who argue that, at least from a substantive standpoint, transportation is the most dynamic area in all of administrative law. It is precisely this powerful surge in regulatory and legislative interest and activity that gave birth to and insured the success of this academic program.

The Transportation Law Program was inaugurated in 1968 as a continuing legal education program for attorneys in transportation law. It was expanded significantly in 1976 as a result of a generous series of annual grants by the Motor Carrier Lawyers Association (MCLA), a bar association comprised of attorneys who practice before the ICC. As a result of this endowment, the law school was able to establish a chair in transportation law.³ The Program has been expanding rapidly to match the vigorous de-

1. Among the significant bills now being considered by the 96th Congress are S. 1496 and H.R. 4549 (the "Motor Carrier Regulatory Improvement Act of 1979"), S. 1497, S. 1400, and H.R. 4596 (the "Trucking Competition and Safety Act of 1979"), see 125 CONG. REC. S 8416 (June 25, 1979), as well as important proposals to reform rail regulation, including H.R. 4570, and S. 796 (the "Railroad Deregulation Act of 1979"), see 125 CONG. REC. S 3498 (March 27, 1979), and S. 1946 (the "Railroad Transportation Policy Act of 1979"), to eliminate the antitrust immunity presently accorded to rate bureaus by virtue of the Reed-Bulwinkle Act, 49 U.S.C. § 10706 (1979), in S. 710, and to substantially amend existing regulatory provisions affecting international aviation, S. 1300 (the "International Air Transportation Competition Act of 1979").

2. It is generally acknowledged that most of the appointees of Presidents Ford and Carter to the Interstate Commerce Commission, the Federal Maritime Commission, the Civil Aeronautics Board, and the Department of Transportation have been firmly committed to the principle that regulation should either be reformed radically or, indeed, wholly eliminated. Concurrently, many of the distinguished public servants who devoted their careers to the development and perfection of the traditional regulatory structure have either retired or have not been reappointed. For example, Commissioner Rupert Murphy served on the Interstate Commerce Commission from 1955 to 1978; G. Joseph Minetti served on the Civil Aeronautics Board from 1956 to 1978.

3. The author is the present incumbent in that position. Prior directors of this program have included Professor Andrew F. Popper (1976-1978) and visiting Professor Gale Norton (1978-1979). Both have made significant literary contributions in the field of transportation law. See e.g., A. POPPER, SHIPPER ANTITRUST LIABILITY IN A RATE-DEREGULATED MARKET; FUNDAMENTAL INQUIRIES AND ANALYSIS (1979); Popper, *Collective Ratemaking: A Case Analysis of the Eastern Central Region and a Hypothesis for Analysing Competitive Structure*, 10 TRANSP. L.J. 365 (1978); Popper & Beabout, *Finance Transactions-Jurisdiction* in TRANSPORTATION LAW INSTITUTE, MOTOR CARRIER FI-

velopment of law and economic regulation in this field, and now consists of five major components:

1. The Academic Program
2. *Transportation Law Journal*
3. The Transportation Law Society
4. The Transportation Law Institute
5. The Transportation Scholarship Fund

II. THE ACADEMIC PROGRAM

The University of Denver now offers a comprehensive and advanced academic program in transportation law, including introductory courses, seminars, independent study, and clinical internships. In the aggregate, this educational structure provides a comprehensive review of the legal, regulatory, and economic problems confronting transportation. The courses include, but are not limited to, a review of the economic regulation of each mode of transportation (*i.e.*, rail, motor, pipeline, maritime, and air carriers) by the relevant regulatory agencies (*i.e.*, the ICC, CAB, FMC, DOT, and to some extent the Departments of State and Energy, and the Antitrust Division of the Department of Justice). These courses also provide a review of the regulation of international transportation by the United States and foreign governments pursuant to a wide range of bilateral and multilateral agreements. Of course, within this broad framework, students are exposed to issues in urban mass transit, highway development, contracts of

NANCE TRANSACTIONS-SUBSTANTIVE LAW 1 (1977); Reed, *Equal Access to Mass Transportation for the Handicapped*, 9 TRANSP. L.J. 167 (1977); Note, *1976 Congressional Action on the Clean Air Act: Automobile and Truck Emission Standards*, 8 TRANSP. L.J. 353 (1976).

Other literary contributions in transportation law by the present faculty include two contract reports to the U.S. Department of Transportation: M. BLUMENTHAL & H. ROSS, *TWO EXPERIMENTAL STUDIES OF TRAFFIC LAW* (Vol. I: The Effect of Legal Sanctions of DUI Offenders; Vol. II: The Effect of Court Appearance on Traffic Law Violators) (1973); and W. BEANEY, M. BLUMENTHAL, J. REESE, H. ROSS & L. TIFFANY, *THE DRINKING DRIVER: AN INTERDISCIPLINARY APPROACH TO THE LEGAL MANAGEMENT OF A SOCIAL PROBLEM* (1973). See also J. REESE, *POWER-POLICY-PEOPLE: A STUDY OF DRIVER LICENSING ADMINISTRATION* (1971); J. REESE, *THE LEGAL NATURE OF A DRIVER'S LICENSE* (1965); Reese, *The Federal Highway Safety Act of 1966: NHSB Driver Licensing Standard - Power Not Used*, 47 DENVER L.J. 408 (1971); Dempsey, *The International Rate & Route Revolution in North Atlantic Passenger Transportation*, 17 COLUM. J. TRANSNAT'L L. 393 (1978); Dempsey, *The Contemporary Evolution of Intermodal & International Transport Regulation Under the Interstate Commerce Act: Land, Sea, & Air Coordination of Foreign Commerce Movements*, 10 VAND. J. TRANSNAT'L L. 505 (1977), 46 ICC PRAC. J. 360 (1979); Dempsey, *Foreign Commerce Regulation Under the Interstate Commerce Act: An Analysis of Intermodal Coordination of International Transportation in the United States*, 5 SYR. J. INT'L L. & COM. 53 (1977); Dempsey, *Entry Control Under the Interstate Commerce Act: A Comparative Analysis of the Statutory Criteria Governing Entry in Transportation*, 13 WAKE FOREST L. REV. 729 (1977); and Dempsey, *Comment in NAT'L ACADEMY OF SCIENCES, MOTOR CARRIER ECONOMIC REGULATION* 618 (1978).

Professor Murray Blumenthal is currently engaged in the preparation of workshops for judges on traffic law under a project funded by the National Highway Transportation Safety Administration of the U.S. Department of Transportation.

carriage, insurance and liability for loss and damage in transit, and the plethora of environmental, energy, antitrust and labor law issues which regularly arise in transportation.

In addition to the introductory courses, which review the economic regulation of rail, motor, water, air, and pipeline transportation, and the liability, environmental, and energy problems associated therewith, the Program also offers advanced courses and seminars in the fields of Aviation Law, Admiralty, and International and Intermodal Transportation.⁴ The law school also offers a wide range of related courses, including Administrative Law, Administrative Practice, Antitrust Law, Law and Economics, and Public Utility Law.⁵

III. TRANSPORTATION LAW JOURNAL

Because the legislative and regulatory events of the past two or three years have been so significant,⁶ and have been promulgated with such haste, much of the legal literature in the field of transportation has been rendered virtually obsolete. As a result of the current controversy surrounding the issue of regulatory reform in transportation, and the increased attention given this lively issue by the President, the Congress, the regulatory

4. Admiralty is taught by Professor William A. Altonin (A.B., Columbia University; J.D., St. John's University; LL.M., New York University); Aviation Law is taught by Professor J. Scott Hamilton (B.A., Hendrix College; J.D., University of Denver; LL.M., Southern Methodist University); Intermodal & International Transportation, as well as the introductory courses, are taught by the author.

5. Administrative Law is taught by Dean John H. Reese (B.B.A., LL.B., Southern Methodist University; LL.M., S.J.D., George Washington University), Professor John A. Carver, Jr. (A.B., Brigham Young University; LL.B., Georgetown University; LL.D., College of Guam), and the author. Administrative Practice is taught by Professor Alan Merson (A.B., Harvard College; J.D., Harvard Law School). Antitrust Law is taught by Professor Altonin (see *supra*, note 4) and Professor John Soma (B.A., Augustana College; J.D., M.A., Ph.D., University of Illinois). Professor Soma also teaches Law & Economics. Public Utility Law is taught by Professor Carver.

Students interested in entering the Transportation Law Program are encouraged to write or phone the Admissions Officer, College of Law, University of Denver, 200 West 14th Avenue, Denver, Colorado, 80204, [(303) 753-3656], for additional information, copies of the *Bulletin*, and admission forms.

6. For example, the Airline Deregulation Act of 1978, Pub. L. No. 95-504, 92 Stat. 1705, promulgated in October of 1978, is probably the most significant piece of legislation in the past 40 years of regulation, for it effectively reversed the traditional course of entry and pricing controls for domestic passenger transportation, and promises to abolish the Civil Aeronautics Board by 1985. Similarly, the Air Cargo Deregulation Act of 1977, Pub. L. No. 95-163, 92 Stat. 1278, created virtually unlimited pricing and entry freedom for air carriers engaged in the domestic transportation of commodities. See 49 U.S.C. § 1388 (1979).

Likewise, in rail transportation, fundamental changes in the traditional regulatory structure have been made by the Railroad Revitalization and Regulatory Reform Act of 1976, Pub. L. No. 94-210, 90 Stat. 147, and the Rail Passenger Service Act, Pub. L. No. 95-421, the former attempting to improve the poor financial health of the rail freight industry (e.g., Conrail), and the latter establishing Amtrak as a corporation to provide national rail passenger service.

agencies themselves, and the media, the *Transportation Law Journal* has become an increasingly important forum for continuing debate, an important means of disseminating information, and an invaluable research tool for attorneys and practitioners attempting to comprehend the rapidly evolving regulatory structure.

From the subscribers' perspective, a legal periodical serves two primary functions: (1) as source of information; and (2) as a forum for the contemporary debate over pertinent legal, economic, and political issues. Many of the *Journal's* articles have surveyed the recent revolutionary developments in transportation.⁷ In addition, several distinguished attorneys, economists, and public officials have employed the *Journal* as a means of debating the strengths and weaknesses of the regulatory reform movements before a national audience of subscribers who will be directly affected by the outcome.⁸ It is safe to assume that a number of Congressmen, Judges, and Commissioners of regulatory agencies are also looking to these articles for advice on how to proceed on the important regulatory issues now before them. Considering the magnitude of the legislative and regulatory proposals now before the Congress and the pertinent federal agencies, the events of the next decade will accentuate the importance of these two functions.

From the publisher's perspective, a legal periodical performs two separate functions: (1) to provide law students with an opportunity to enhance their essential literary skills; and (2) to improve the national notoriety and prestige of the educational facility or bar organization with which it is affili-

7. See e.g., Miller, *An Economic Analysis of Airline Fair Deregulation: The Civil Aeronautics Board's Proposal*, 10 *TRANSP. L.J.* 15 (1978); Frye, *Recent Developments in the Transportation of Hazardous Materials*, 10 *TRANSP. L.J.* 97 (1978); Baker & Greene, *Commercial Zones and Terminal Areas: History, Development, Expansion, Deregulation*, 10 *TRANSP. L.J.* 171 (1978); McFarland, *Work in Progress - The Latest Solution to the Small Shipment Problem*, 10 *TRANSP. L.J.* 201 (1978); Straszheim, *The Scheduling and Route Impacts on Increased Fare Flexibility*, 10 *TRANSP. L.J.* 269 (1978); O'Neal, *Price Competition and the Role of Rate Bureaus in the Motor Carrier Industry*, 10 *TRANSP. L.J.* 309 (1978); Erenberg & Kasson, *The Case-in-Chief: Reform as Yet Unfulfilled*, 9 *TRANSP. L.J.* 37 (1977); Gillick, *Recent Developments in Airline Tariff Regulation: Procedural Due Process and Regulatory Reform*, 9 *TRANSP. L.J.* 67 (1977); Rippley, *Highway Rights of Way on Public Lands*, 9 *TRANSP. L.J.* 121 (1977); Bober, *Elimination of Gateways in Section 5(2) and 212(b) Proceedings*, 9 *TRANSP. L.J.* 257 (1977).

8. See e.g., Friedman, *Collective Ratemaking by Motor Common Carriers: Economic and Public Policy Considerations*, 10 *TRANSP. L.J.* 33 (1978); Sims, *Inedible Tallow, the Maximum Charge Rule, and Other Fables: Motor Carrier Regulation by the ICC*, 10 *TRANSP. L.J.* 55 (1978); Borghesani, *Motor Carrier Regulatory Reform and its Impact on Private Carriers*, 10 *TRANSP. L.J.* 389 (1978); Dupre, *A thinking Person's Guide to Entry/Exit Deregulation in the Airline Industry*, 9 *TRANSP. L.J.* 273 (1977); Gritta, *A Review and Critique of the CAB's Domestic Passenger-Fare Investigation: Docket No. 21866-8, the Rate of Return*, 9 *TRANSP. L.J.* 309 (1977); Rose, *Surface Transportation and the Antitrust Laws: Let's Give Competition A Chance*, 8 *TRANSP. L.J.* 1 (1976); Webb, *Legislative and Regulatory History of Entry Controls on Motor Carriers of Passengers*, 8 *TRANSP. L.J.* 91 (1976).

ated. The law students of the University of Denver who serve as editors and staff of the *Journal* have an opportunity to review and edit a wide range of scholarly literary products submitted by distinguished attorneys, economists, and public officials, and thereby to explore an exceptionally energetic and fascinating area of the law. Moreover, the students also have abundant opportunities to publish their own literary contributions as Notes, Comments, or Recent Decisions, in a highly respected legal journal. Because the legal profession is, predominantly, a literary profession, the development of literary skills is essential to the successful practice of law.

The *Transportation Law Journal* reaches a vast national and international audience, with subscribers located throughout the United States, Canada, Europe, Japan, and Australia.⁹ Moreover, the editors of the *Journal* are planning to publish a symposium on the subject of intermodal and international transportation during the forthcoming academic year, for this is a field which has heretofore not been adequately explored in legal periodicals.

The *Journal* is the only legal periodical which offers a comprehensive review of all aspects and modes of transportation.¹⁰ For that reason, and because this is such a rapidly developing area of the law, its audience is growing rapidly, and increasingly relying on the *Journal* as an essential research tool.

Rapid and continual change, foreshadowing important trends in the American economy, characterizes the development of transportation law. The difficulty of keeping abreast of recent legislative, judicial, and administrative action in this expanding field has become increasingly frustrating.

9. Individuals interested in subscribing to the *Journal* are encouraged to contact:

Business Manager
 Transportation Law Journal
 College of Law
 University of Denver
 200 West 14th Avenue
 Denver, CO 80204
 (303) 753-2000

10. See e.g., Hart, *The Antitrust Aspects of Oil Company Ownership of Deepwater Ports*, 10 *TRANSP. L.J.* 67 (1978); Lorentzsen, *Coal Slurry Pipelines: A Railroad Perspective*, 10 *TRANSP. L.J.* 153 (1978); Sims, *International Air Transportation: The Effect of the Airline Deregulation Act of 1978 and the Bermuda II Agreement*, 10 *TRANSP. L.J.* 239 (1978); Price & Berardino, *Defining Economic Terms Used in the Railroad Revitalization and Regulatory Reform Act*, 9 *TRANSP. L.J.* 133 (1977); Pansius, *Plotting the Return of Isbrandtsen: The Illegality of Interconference Rate Agreements*, 9 *TRANSP. L.J.* 337 (1977); Adams, *Contractual Negotiation of a Statutory Obligation - A Modern Anomaly*, 9 *TRANSP. L.J.* 371 (1977); Note, *Transit Funding Under the Urban Mass Transportation Act*, 9 *TRANSP. L.J.* 391 (1977); Donin, *Safety Regulation of the Concorde Supersonic Transport: Realistic Confinement of the National Environmental Policy Act*, 8 *TRANSP. L.J.* 47 (1976); Brewé, *Liability Insurance Coverage of Leased Trucks*, 8 *TRANSP. L.J.* 107 (1976); Lipowski, *Featherbedding on the Railroads: by Law and by Agreement*, 8 *TRANSP. L.J.* 141 (1976).

With this in mind, the editors and staff of the *Journal* strive to provide its national and international readership with the highest caliber of professional writing in areas of current interest.

The *Journal* was inaugurated in the Fall of 1968 under the direction of Professor David J. Baum of Osgood Hall University Law School of York University (Toronto, Canada), who published the *Journal* in conjunction with the MCLA Board of Governors. Since 1976, it has been published by the students of the University of Denver College of Law.

In an effort to encourage interest among law students in transportation law, the Film, Air, and Package Carriers Conference of the American Trucking Association, in conjunction with the Motor Carrier Lawyers Association, has, for the past several years, sponsored the *Harold S. Shertz Essay Award*. All students of any U.S. or Canadian law school are eligible to participate.¹¹ Winning authors are awarded a prize of several hundred dol-

11. Submission of manuscripts must be in conformance with the competition's rules as follows:

1. Eligibility:
The contest is open to any law student of a school in the United States or Canada. An essay may be written in collaboration with another student provided there is full disclosure.
2. Subject Matter:
A contestant may write on any area of transportation law.
3. Determination of Award:
Essays will be judged on timeliness of the subject, practicality, originality, quality of research, and clarity of style. The Board of Governors of *Transportation Law Journal* shall act as judges. In the discretion of the judges, no prize may be awarded. The decision of the judges shall be final.
4. Prizes:
A prize of \$500.00 will be paid and the winning essay will be published in the *Transportation Law Journal*.
5. Right of Publication:
Each contestant is required to assign to the *Transportation Law Journal* all right, title, and interest in the essay submitted, and shall certify that the essay is an original work and has not had prior publication. Papers written as part of a contestant's law studies are eligible provided first publication rights are assigned to the *Transportation Law Journal*.
6. Formal Requirements:
Essays must be submitted in English and be typewritten (double space) on 8 1/2" x 11" paper with 1" margins. Footnotes shall be typed separately and all citations must conform to the Harvard Law Review citation booklet (12th Edition). The essay shall be limited to forty pages including text and footnotes.
7. Submission Requirements:
Three copies of the essay should be enclosed in a plain envelope and sealed. Contestant's name should not appear on either the envelope or the essay. The envelope containing the essay should be placed in another envelope with a letter giving the name and address of the contestant, stating that the article is submitted for the contestant, and that the author has read and agrees to be bound by the Rules of the contest. The certification set forth in Rule 5 above, and a brief biographical sketch of the contestant must be enclosed with this letter.
8. Date of Submission:
The essay must be received at the University of Denver College of Law, 200 West 14th Avenue, Denver, Colorado 80204 on or before October 15, 1980.

lars, and their essays are published in the *Transportation Law Journal*.¹²

IV. THE TRANSPORTATION LAW SOCIETY

The most recent addition to the Program is the Transportation Law Society, a student organization which provides a regular series of debates, speeches, and lectures on current issues in transportation. It was established in order to satisfy student interest in the exploration of current legal and economic issues in transportation, and to expand contact between students and outstanding authorities in the field of transportation. A number of distinguished individuals have spoken on topics as diverse as the "Airline Deregulation Act of 1978", the "Rock Island Bankruptcy", "Amtrak in the 1980s", "The Future of U.S. Urban Mass Transit", and "Proposals for Legislative Reform of Surface Transport Regulation."¹³ The Society intends to continue to invite national figures in transportation to discuss contemporary legal, regulatory, and economic issues in this lively field.

V. THE TRANSPORTATION LAW INSTITUTE

After more than a decade of growth and development, the annual Transportation Law Institute has established itself as among the premier programs in the University of Denver's continuing education schedule. The Institute, begun in 1968, is a joint effort of the College of Law and the Motor Carrier Lawyers Association.

The concept of a continuing legal education program in transportation originated with members of the Motor Carrier Lawyers Association. They envisioned an intensive educational experience that would offer training to attorneys and practitioners in the burgeoning area of motor carrier regulation. Implementation of such a program required the expertise of an entity experienced in continuing legal education. The University of Denver College of Law was approached as a potential co-sponsor. From this initial meeting has come a union that has produced many excellent educational programs.

Each summer, hundreds of attorneys and practitioners, as well as governmental and industrial executives, gather at a selected Colorado locale

12. See e.g. Momkus, *The Impact of the National Environmental Policy Act on the Procedures of the Interstate Commerce Commission*, 9 *TRANSP. L.J.* 237 (1978).

13. Prior speakers have included Samuel Freeman (Vice President & General Counsel of the Rio Grande Railway), David Britson (Vice President & General Counsel of Frontier Airlines), William Thoms (Professor of Law, the University of North Dakota), Howard Beck (Executive Director of Denver's urban mass transit administration, RTD), and Michael Erenberg (Deputy Director of the Office of Proceedings, Interstate Commerce Commission). Among the future speakers scheduled to appear before the Transportation Law Society is Senator Howard Cannon (D.-Nev.), Chairman of the Senate Committee on Commerce, Science and Transportation, and Gary Edles (Director of the Office of Proceedings of the Interstate Commerce Commission).

for several days of intensive professional training and review of broad issues in transportation law. Past programs have focused on such diverse topics as:

- Motor Carrier Operating Rights Applications
- Finance, Transfer, and Securities Cases
- Tariff Rates and Practices
- Practice and Procedure Before the Interstate Commerce Commission
- Carrier Claims and Handling—Law Relating to Loss, Damages, and Delay in Transit
- Federal Legislation Affecting Motor Carriers
- Rate Regulation and Reform

The Institutes have also included updates on current legal and economic developments in such areas as legislative proposals for regulatory reform, computerized legal research, and antitrust developments in transportation law.

A literary endeavor of the Institute that has proven to be of equal if not greater value is the publication of the proceedings of the Institute.¹⁴ In addition to the presentation of speeches at the Institute, faculty members also prepare law review type articles for publication. These articles are then compiled by the University of Denver and published in bound volumes.¹⁵ Many sources believe that these books are the definitive authority on transportation law. The continued growth in registrations for the Institute and the demand for the published proceedings demonstrate that the annual Transportation Law Institute has established itself as among the prime continuing legal education programs in transportation law.

VI. THE TRANSPORTATION SCHOLARSHIP FUND

Recently, the Marion F. Jones Scholarship was established at the University of Denver for a student who seeks to specialize in transportation

14. See *e.g.*, TRANSPORTATION LAW INSTITUTE, RATE REGULATION & REFORM (1979); TRANSPORTATION LAW INSTITUTE, MOTOR CARRIER FINANCE TRANSACTIONS (PART II, PRACTICE & PROCEDURE) (1978); TRANSPORTATION LAW INSTITUTE, MOTOR CARRIER FINANCE TRANSACTIONS (PART I, SUBSTANTIVE LAW) (1977); TRANSPORTATION LAW INSTITUTE, OPERATING RIGHTS - PRACTICE & PROCEDURE (1976); TRANSPORTATION LAW INSTITUTE, OPERATING RIGHTS - SUBSTANTIVE LAW (1975); TRANSPORTATION LAW INSTITUTE, FEDERAL LEGISLATION AFFECTING MOTOR CARRIERS (1974).

15. Readers interested in purchasing any of the prior volumes of the Institute listed in the immediately preceding footnote, or in securing information concerning the location, date, and subject of future Institutes, may contact:

Transportation Law Institute
 Program of Advanced Professional Development
 College of Law
 University of Denver
 200 West 14th Avenue
 Denver, CO 80204
 (303) 753-3351

law.¹⁶ The Program hopes to expand the scholarship and research opportunities available to students through a fund raising effort to be launched later during this academic year.¹⁷

VII. CONCLUSION

Because this is such a rapidly developing field, it offers a marvelous opportunity for law students who would like to have a significant influence on the law early in their careers, for the regulators are grasping for innovative young attorneys to justify the application of regulatory philosophies which are radically different from those which have traditionally been applied. The unique educational opportunities available at the University of Denver in transportation law also enable students to gain exposure to administrative law and economic regulation, a field which now plays a significant role in virtually all of this nation's commercial activity. Attorneys and practitioners in this exciting area of the law seeking new associates, as well as transportation corporations seeking house counsel, recognizing the need for legal specialists to confront prudently the myriad of revolutionary regulatory demands imposed and opportunities offered by the Washington bureaucratic labyrinth, are recruiting our graduates.¹⁸

16. Among the requirements of this scholarship are:

(1) Any law student to be benefited shall have demonstrated financial need to the satisfaction of the Financial Assistance Committee; and (2) preference shall be given to junior and senior law students who have demonstrated past interest in Transportation Law, including such activities as participation on the *Transportation Law Journal*, past academic work, employment, writing, and current academic performance demonstrated by high scholastic achievement in Transportation Law courses.

17. Readers interested in contributing to the Transportation Scholarship Fund or the Transportation Research Fund are encouraged to contact either the author or:

Director of College Resources
College of Law
University of Denver
200 West 14th Avenue
Denver, CO 80204
(303) 753-3615

18. The Placement Office of the University of Denver College of Law has compiled resumes and credentials on the students who are participating in the Transportation Law Program. As these students approach the end of their law school careers, we hope to have a specialized placement service for them. This service will only be of use if you, the potential employer, notify us of your needs in advance. We have several students who are interested in the practice of law in the transportation area as a fulltime profession. Additionally, we have a number of students who would be interested in working in the capacity of a law clerk or research assistant during our summer session. We also have the capacity to create internships in various private and public offices, and would be interested in knowing if you would like to have a transportation law clerk or intern working with you. Compensation and academic credit are arranged on an individual basis. Additional information concerning recruitment of the students in the Transportation Law Program may be obtained from:

Director of Placement
College of Law
University of Denver
200 West 14th Avenue
Denver, CO 80204
(303) 753-2317

We stand on the threshold of a new and exciting decade, a decade which will witness the inauguration of a regulatory structure in transportation significantly different from anything that has preceded it. It promises to be a volatile and active period for all who take an interest in the fundamental relationship between government and business. It is our hope that these legislative and regulatory activities will be debated, discussed, analyzed, and criticized with some vigor in these pages during this, the second decade of the *Transportation Law Journal*, and that as a result, our national transportation policy will evolve in a prudent and responsible manner.

