

I notice, too, you have an associate here with you this morning. I wonder if you would be kind enough to introduce him, for the record?

Mr. GILHOOLEY. Mr. Chairman, I wish to say I appreciate deeply the opportunity to appear before this distinguished subcommittee, to greet you again, sir, and say "Hello" to Mrs. Dwyer, who is an old comrade-in-arms of the Eisenhower days, and to introduce my associate, Mr. Stuart Rothman, formerly General Counsel of the National Labor Relations Board and Solicitor of Labor when I was the Assistant Secretary under James Mitchell.

Mr. BARRETT. We certainly want you to be a part of our family, and any way you desire to offer your testimony will be acceptable to us.

You may proceed accordingly.

Mr. GILHOOLEY. I would like to say that Mr. Rothman is special counsel to the New York City Transit Authority.

I would appreciate it if I might read a seven- or eight-page statement. I shall read it as quickly as I can. I will not take too much time.

Mr. BARRETT. You may proceed.

STATEMENT OF JOHN J. GILHOOLEY, MEMBER, NEW YORK CITY TRANSIT AUTHORITY; ACCOMPANIED BY G. STUART ROTHMAN, SPECIAL COUNSEL, NEW YORK CITY TRANSIT AUTHORITY

Mr. GILHOOLEY. Mr. Chairman and members of the committee, I appreciate very much the opportunity to appear before you to present my views on urban mass transit needs and the bills before the Congress designed to meet these needs.

But I would like to make it clear at the outset that I speak not only on behalf of the largest mass transit system in the world, but in principle, on behalf of all the people, the billions of riders throughout the Nation, dependent on mass transit.

Gentlemen, these bills in their present form are wholly inadequate to meet the transportation problems of our urban areas.

The percentage of our people living in urban areas in this Nation leaped from 56 percent in 1930 to 70 percent in 1960. In 1970—only 4 years away—it is estimated that more than three-quarters of our national population will be living in urban areas. In terms of numbers, this means a jump in urban population from less than 70 million in 1930, to 125 million in 1960, and a projected 155 million in 1970.

The need for adequate public mass transportation pervades the Nation. Cities from every section of the country, from those with populations of 50,000 to the largest cities, require transit improvements to permit them to cope with spiraling urban populations. Urban mass transit, which at first may look like a problem in running a railroad or a busline, is at its base a problem of humanism in the metropolitan area.

The New York City Transit Authority is charged with the responsibility for operating the No. 1 passenger railroad of the world. Its complex police and operational problems provide other metropolitan areas with both a source of experience and a testing ground for new programs rising above old limitations to meet the challenge of transportation congestion in the cities.