

It is all very well for us to talk about balanced transportation policies and unification of transportation and this is a concept which I am sure you and Mrs. Dwyer know I have tried to lead public debate on. I have tried to encourage it because I think we need it. By this I mean bringing together all of the disparate elements and bringing them all into one area so we can have a more harmonized policy in development and execution as well.

It is well to say we must get people out of the automobile onto the mass transit system. That's fine in areas where you don't have an on-going mass transit system now. We have one and we simply cannot at the present moment take any more, as you must know, and I do know, we can't take any more passengers during our rush hour on practically any of our lines—the independent trains coming in from Queens are intolerably overcrowded, so is the Lexington-East Side Line. What we need, and need quickly, is to build a supporting subway line that will relieve the congestion on those heavily intolerably crowded lines so we can go to the people of the city of New York and say, "You can leave your automobile home. We do have space for you, we are not going to treat you like cattle. We will give you a comfortable and clean and efficient ride." We can't say that now. That is why we are suffering a loss in riding. So that timing here is terribly important and that's why I say if I am there, I shall continue over the next 10 years to press as hard as I can for these extensions.

I think that's about as rapidly as we can move, but we do need that kind of money and those kinds of extensions and we are not going to be able to do that kind of job unless we get them.

Mr. BARRETT. You seem to emphasize underground subways. Does that indicate to me that any other type of surface transportation is not acceptable to you?

Mr. GILHOOLEY. Monorail. We had monorail—not monorail, but the concept during Civil War days. Monorail to me is a modern elevated structure with one rail and it blights the areas that it goes through. We have looked at monorail. Our experts have and we see no real use for it for us in New York.

Now, it may be that there may be areas, a bridge leading from Staten Island—the Verrazano Bridge—where some other kind of vehicle such as the sky bus which the Westinghouse people are working on, would be appropriate. We are not closing our minds to any of these things. I think I know what we need in terms of subways. And I have outlined that to you. I will do so again, if you like. But we need subways in Queens, East Side lines, extensions.

Mr. BARRETT. Mr. Widnall?

Mr. WIDNALL. Is it your idea that the Federal contribution, to pay interest on borrowings, would actually be paid interest on borrowings for your cars, structures, and maintenance, but not for actual operating costs?

Mr. GILHOOLEY. Not for maintenance, either. Just for capital extensions and equipment. The same—rather the same criteria that you have set up in the bill would be very wise.

Mr. WIDNALL. So it would not be an operating subsidy that would take your wages and salaries, as well?

Mr. GILHOOLEY. No, sir; it would not.

Mr. WIDNALL. That is all, thank you.