

Mr. MORRIS. Mr. Chairman, I have an entirely open mind. There is no question that subsurface will entail a cost of great magnitude. I don't use the word prohibitive or exorbitant. It is going to be of great magnitude.

I think first, sir, we should utilize that right-of-way that is not being used now to even one-half its capacity or less in many cases, and explore the ground high speed, and this they are going to do all forms of what they call land transportation which even covers in the air, and this is the proper way to do it. But, as you have heard many witnesses before me and subsequently will hear, we need help now in our communities.

Mr. BARRETT. Thank you, Mr. Morris.

Mr. MORRIS, is there any way which you could estimate the tremendous amount of private investment which the Pennsylvania Railroad now has in commuter transit equipment and facilities, and also is it not true that the Federal grant aid needed to keep this in service—while it might look large, viewed by itself—is actually dwarfed by the amount of purely private investment? What is your comment on that?

Mr. MORRIS. Including the territory and equipment, New York to Washington which is properly commuter service, under high speed with hourly service between Washington and New York—and about a half hour to Philadelphia, plus the lines in North Jersey—it was close to a billion dollars of private investment, at least in that alone.

We are not so pessimistic, sir, about the amount of money that is needed. Possibly to some, \$200 million is a lot of money. I don't know what a million dollars is, for example, but we spend these millions and millions as I have heard it said.

We believe in north Jersey, for example, if the plans that are processed by the State in conjunction with us and with the full cooperation of everyone, replacement of our equipment, you can eliminate the subsidy you referred to—subsidy is a dirty word to many of us. We believe with cars and with electrification of the Long Branch Line, the coast line, that we can get on a break-even basis at least, and as Mr. Palmer said maybe even a modest profit. In Philadelphia it is a little different. The haul is a little short—only 10 miles per passenger so that even with new cars and other certain things we come within a million dollars of annual deficit.

As you know, Philadelphia has seen fit for many years now, since 1958—it is now \$2.5 million a year and it is with two railroads—it is a small amount, as you can see. The amount is, let us say, somewhat minor in the overall picture, at least of our lines.

Mr. BARRETT. Thank you very much.

Mr. WIDNALL?

Mr. WIDNALL. Thank you, Mr. Chairman.

Mr. MORRIS, we appreciate your coming here today and testifying before the committee. Certainly, you represent one of the key railroad lines in the United States and historically has done a fine job in the crucial area of transportation.

I would like to ask a question about service that you have been giving. On the first page of your statement, you say 150 suburban trains per day are operating in the New York metropolitan area of northern New Jersey and 400 suburban trains operating in the Philadelphia metropolitan area of southeastern Pennsylvania, which also includes the State of Delaware.