

What was the figure 10 years ago?

Mr. MORRIS. In north Jersey, it is almost the same, very little difference. If anything, a slight revision downward. In the Philadelphia area, it has increased about 10 percent.

Mr. WIDNALL. Increased about 10 percent?

Mr. MORRIS. At least 10 percent—about 10 percent.

Mr. WIDNALL. What about the figures on the passenger traffic during that period?

Mr. MORRIS. Our passengers have moved up to the figure of 150,000 from 75,000 in those areas.

If I may interject, I think one of the best examples we have of the demonstration of what is known as the Levittown operation which of course originates and terminates in Trenton on the north end. In 1961, when this was done, where we put in lower fares, more frequent schedules, new cars, faster schedules, it jumped from 279,000 passengers per year to last year of 1,600,000.

Mr. WIDNALL. During that time, what change was made in the fare box?

Mr. MORRIS. We cut the fares in about half.

Mr. WIDNALL. I note in your testimony, to meet the needs of the public in just the area served by the Pennsylvania Railroad, the equipment program will cost about \$30 million, plus another \$20 million for electrification and improvement of facilities on one of the main routes, plus another \$20 million for station improvements.

What applications are pending at the present time on behalf of the Pennsylvania Railroad for assistance on their existing programs?

Mr. MORRIS. The State of New Jersey has an application under the Mass Transit Act of 1964 for \$5 million in matching funds. The \$2 million, they would have allocated for the fiscal year 1966—they took that and are taking the \$3 million that they had budgeted for fiscal 1967, making up \$5 million and asking for \$5 million from the Mass Transit Act—this will replace 40 of the needed 80 cars for the main line, Trenton-New Brunswick-Elizabeth service. This is definite. We are awaiting the return of Mr. Palmer from his operation to talk further about what can be done on the Long Branch line.

Mr. WIDNALL. How long have you been waiting for a decision on this?

Mr. MORRIS. I would say about 3 months.

Mr. WIDNALL. I always like to make this comment, a rather general comment about a number of railroads that I have been on in recent years.

There has not been much inducement for commuter on a passenger train to take a railroad train because the maintenance has been so horrible on many of the trains and many of those who are forced to use the railroads during the subway strike in New York—they only did it by suffering and they were not being converted because the cars were so filthy and the restaurants were so filthy, the windows were cracked, there was debris in the aisles that had not been swept out and there was not anything at all to encourage a person coming back.

What is going to be done when you get the new cars and the stations to improve existence maintenance, because you cannot see out the windows in some cars, and it is not a very pleasant ride?