

ment of the Congress, but insofar as I am concerned, yes, I think it should be on its own.

Mrs. DWYER. Thank you.

Mr. BARRETT. Mr. Cochran and Judge Howell, all time has expired and we are grateful for your coming here today.

Mr. COCHRAN. I am extremely grateful to this committee for allowing me this opportunity in behalf of the American Transit Association and certainly insofar as my own company is concerned.

Judge HOWELL. Thank you, Mr. Chairman.

Mr. BARRETT. Our next witness will be Nils Lennartson, representing Railway Progress Institute.

I understand that you just desire to submit your statement?

Mr. LENNARTSON. Yes, I do, Mr. Chairman.

Mr. BARRETT. Whichever way you choose we will certainly agree with you and you may make your own choice.

Mr. LENNARTSON. Thank you.

STATEMENT OF NILS A. LENNARTSON, PRESIDENT, RAILWAY PROGRESS INSTITUTE, ON BEHALF OF THE COMMITTEE ON PASSENGER TRAFFIC OF THE RAILWAY PROGRESS INSTITUTE

Mr. LENNARTSON. Mr. Chairman, Mrs. Dwyer, gentlemen, I am Nils Lennartson of the Railway Progress Institute. I am standing in today for the chairman of our passenger traffic committee, who went out of the country on company business before this hearing was set. Otherwise he would be here with you and he would be an expert, which I am not.

I do have a brief statement which I am asking to be included, with your permission, as a part of the record without reading it in full.

(The complete statement of Mr. Lennartson follows:)

STATEMENT BY NILS A. LENNARTSON, PRESIDENT, RAILWAY PROGRESS INSTITUTE, ON BEHALF OF THE COMMITTEE ON PASSENGER TRAFFIC OF THE RAILWAY PROGRESS INSTITUTE

This statement is made in behalf of the Committee on Passenger Traffic of the Railway Progress Institute, the national association of the railway equipment and supply industry. The institute represents the companies which supply the Nation's railroads with locomotive power, freight cars, passenger cars, signaling and communications equipment, maintenance-of-way equipment and all the other hardware that goes into our Nation's railroads.

The RPI Committee on Passenger Traffic has for many years been studying the problem of commuter railroad services as a vital element of urban transportation in many areas of the country. In this work the passenger traffic committee holds many meetings with key leaders and experts in the commuter transportation field, conducts research studies and prepares information as to the capability of railroads to perform in the commuter field.

Title III of the bill before you on housing and urban development legislation authorizes appropriations necessary to continue the urban mass transportation program through fiscal year 1968. It does this by increasing the present authorization by \$95 million for grants to assist localities to finance needed mass transportation facilities and equipment.

Title III also provides that \$10 million of the authorization for appropriations (the same level as in previous years) can be used to develop tests and demonstrate new or improved mass transportation facilities, equipment, or techniques.

As HUD witnesses have stated, the capital grant assistance program will continue to give help to communities of all sizes in carrying out improvements in