

We do not wish to burden you with innumerable individual cases but we can if you request it. May we appeal to your sense of justice and equality to come forth with the necessary solution to adjust this matter? Your attention and action is sincerely requested.

Respectfully yours,

JOHN F. BOGIE,

Chairman, Committee on Legislation.

Mr. BARRETT. We will hold the record open for the submission of additional statements and material until April 6.

We will probably hold mark-up sessions of the subcommittee soon after the April recess. My thanks again to everyone concerned and the hearing is hereby adjourned.

(Whereupon, at 12:20 p.m., the subcommittee adjourned, to reconvene subject to the call of the Chair.)

(The following statements and supplemental material were submitted for the record:)

BROTHERHOOD OF RAILROAD TRAINMEN,
Washington, D.C., April 5, 1966.

HON. WILLIAM A. BARRETT,
*Chairman, Housing Subcommittee,
Committee on Banking and Currency,
House of Representatives,
Washington, D.C.*

DEAR MR. CHAIRMAN: The Brotherhood of Railroad Trainmen wholeheartedly endorses the Urban Mass Transportation Act of 1964 and strongly urges that additional funds be provided for this program. Your subcommittee is well aware of the plight of the Nation's commuter rail lines and the vital role they play in their communities. Commuter transportation is not a luxury; it is a necessity without which central city and suburbs alike will seriously suffer. In spite of this, the industry is confronted with a serious economic problem which makes it impossible for rail lines to make the additional investment in equipment and facilities required to serve the community and to encourage the use of commuter lines.

Because of the special economics of commuter railroads and particularly the heavy capital investment required, a line may serve thousands and thousands of commuters every day, but still fall below the profitmaking level. Congress recognized this fact and the essential role mass transportation plays in meeting the needs of our towns and cities in the enactment of the Mass Transportation Act. That act provided funds for only 3 years and it is now necessary to continue the authorization and to do it in advance of actual expiration to take into account the leadtime required for properly planning these facilities.

The Brotherhood of Railroad Trainmen also believes there is an urgent need to increase the level of funding for this program. We believe that this is in keeping with the attitude of Congress when it passed the original act. The legislative history of that law, as well as the inescapable facts of the magnitude of the problem, strongly argue for acceleration of activity under this program. We endorse the purpose of H.R. 13732 introduced by Congressman Widnall to step up the grant authority and put the program on a permanent basis, but feel that an even greater increase is necessary. As originally proposed by the administration in 1962 and 1963, we would now be at a \$200 million a year level, and in fact, even more is needed. We hope that Congress will view the administration's original request of \$200 million annually for this program as a minimum and will give serious consideration to increases above that.

Because of the special nature of the mass transit program and the urgency of the problem, we urge the committee to act on the extension of this program as soon as possible. In view of the fact that this is an existing program and is already in operation, we feel that it should not be held back during the necessarily long consideration that must be given to entirely new proposals.

It would be appreciated if this letter could be included in the printed record of your hearings.

Kindest personal regards.

Respectfully,

AL H. CHESSEY,
National Legislative Representative.