

leave little room for discussion. The latter course is far less expensive. Add to this the factor that the expense of renovation and upkeep will be recovered with a nominal charge to users and the taxpayer as well as the tourist is obtaining an excellent bargain.

Equally, significant, to my mind, is the contribution of the railroads to the renovation. It is a commendable gesture on the part of the Washington Terminal Company, and its parent organizations—the B&O-C&O and the Pennsylvania Railroad. But, it is also a fitting conclusion to a marriage of private and public funds that began with the building of the Station when the generous financing of Union Station by the railroads was applauded as “the finest example on record of a conscious and costly cooperation on the part of railroad companies to beautify a great city.” Similar sentiments can be expressed today.

In conclusion, I earnestly hope that this Committee will act favorably upon this proposal. I believe such action by this Committee will not only preserve a historic landmark, but also alleviate the need for a pavilion to welcome the visitor to our Nation’s Capital.

Mr. GRAY. Our next witness will be Mr. Thornton W. Owen, president of the Terminal Committee, Inc., Washington, D.C.

Mr. Owen, would you please come forward. We are delighted to see you this morning, and appreciate your patience and appreciate your coming.

STATEMENT OF THORNTON W. OWEN, PRESIDENT, TERMINAL COMMITTEE, INC., WASHINGTON, D.C.

Mr. OWEN. My name is Thornton W. Owen, and I am president of the Terminal Committee, Inc., a nonprofit civic organization established several years ago for the purpose of developing a permanent industrial exposition and transportation center in Washington.

May I say that we are most grateful for this opportunity to appear before your committee to compliment you, Mr. Chairman, and the members of your committee on the wise selection of the Union Station for the Visitors Center. Such a center fulfills a longfelt need in the Nation’s Capital and is of great advantage not only to Washington but to the Nation as a whole.

We feel that this opportunity to appear is most timely as the civic groups represented here have long been working on a project which we believe is not only entirely compatible with the interest of H.R. 12603, but that both complement the other and that together they offer far more advantages to Washington.

On the easels are maps showing both the Union Station and the location of our project at Mount Vernon Square. We propose to build on the latter a permanent industrial exposition above ground and a transportation center below. The latter will consist of separate terminals for interstate and suburban buses, 3,500-car parking, direct underground connection to the subway at Eighth and G Streets, as well as connection by escalators to the local buses on the city streets. By all means we agree that school buses and chartered buses bringing groups of visitors to Washington should go to the Visitors Center. What we are planning is permanent underground terminals for the regularly scheduled bus lines. I believe that the representatives of the two major interstate lines, Continental Trailways and Greyhound, will confirm the difference between these two categories, as well as the urgent necessity of new terminals for their constantly increasing traffic volumes.

We have done much work, and at considerable expense, in developing the many phases of our project; we believe it is practical and of