

HIGH-SPEED GROUND TRANSPORTATION— EXTENSION

THURSDAY, JUNE 13, 1968

HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON TRANSPORTATION AND AERONAUTICS,
COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
Washington, D.C.

The subcommittee met at 10 a.m., pursuant to notice, in room 2318, Rayburn House Office Building, Hon. Samuel N. Friedel (chairman of the subcommittee) presiding.

Mr. FRIEDEL. The meeting will come to order.

This is a continuation of the hearing we had yesterday on H.R. 16024 to extend for 1 year the act of September 30, 1965, relating to high-speed ground transportation.

I am sorry I had to leave for another committee yesterday, and one thing I want to have cleared up is that the House bill calls for 1 year, the Senate bill calls for 2 years, and the Secretary would like to have it extended for 3 years.

I have the figures here, requested at yesterday's session. The amount requested for fiscal year 1969 would be \$16,220,000, for the year 1970 it would be \$36,530,000, and for fiscal year 1971 it would be \$31,881,000.

Our first witness this morning will be the senior vice president of the Penn Central Railroad, Mr. Robert Minor. You may proceed.

Mr. DEVINE. Mr. Chairman, if you will yield, I would like to say Mr. Minor is an old friend of mine originally from the Columbus, Ohio, area, and who has made great progress in the railroad industry and I am happy to welcome him as a witness.

Mr. MINOR. Thank you, Mr. Devine.

Mr. FRIEDEL. I understand you are a former Marylander.

Mr. MINOR. Yes, sir.

STATEMENT OF ROBERT W. MINOR, SENIOR VICE PRESIDENT, PENN CENTRAL RAILROAD

Mr. MINOR. I am very happy to support the extension of the High Speed Ground Transportation Act. Penn Central recognizes the need for orderly and efficient program planning and concurs with the recommendation made yesterday by the Secretary of Transportation that you consider extending the act for 2 years instead of 1 year.

We at Penn Central are optimistic over the prospects for success of this marketing demonstration. The so-called Northeast Corridor between Washington and Boston—with its burgeoning population, high concentration of industry and ever-increasing urbanization—