

railway passenger cars in the United States or on any railroad propulsion equipment having such high horsepower.

We have in these cars a high degree of sophistication unmatched anywhere in the world. When the Metroliners are operated as an eight-car train (with a seating capacity of 472 passengers), they in effect are equivalent to a train of eight locomotives. They will contain more than 70 miles of wire and some 25,000 electronic components.

Obviously, we were disappointed when the cars were not ready at the same time our plant improvements were completed. However, many of the individual problems delaying our acceptance of the cars and, ultimately, the demonstration, have already been identified by the various builders and equipment suppliers. Substantial resources have been and are being dedicated to the prompt resolution of the remaining problems—and we are confident they will be overcome soon.

When the Metroliner service is ready to begin, we will employ every practical modern marketing technique to “merchandise” the new concept. The public will be advised, informed, and enticed through an extensive multimedia advertising campaign.

Now, our motives are not purely altruistic. As I said we have invested \$32 million in the Metroliner project already. By the time the demonstration begins we will have some \$50 million of our own money at stake. We want to get a return on it and we are confident—and will make every effort to insure—that our investment will produce a reasonable return.

Moreover, and perhaps more important, in terms of long range public benefit, the return will more than justify the relatively modest Federal investment in this program. We strongly urge that the High Speed Ground Transportation Act be extended for an additional 2 years.

Thank you very much.

Mr. FRIEDEL. I want to thank you, Mr. Minor, for your very fine statement and for the progress you have made.

One thing I was hoping you would dwell on is something which has been in my mind for a very long time. To get passengers back on the trains, you have to provide ample parking at the stations, and I think that ought to be one of the things brought into the picture, too, because people nowadays don't mind driving a few miles to a train station if they can get the proper parking space there. I hope in the future your plans will provide for ample parking space around the station. If this is done I think you will get a lot of passengers back on the train that you have lost.

Mr. MINOR. We are well aware of that problem, Mr. Chairman. As a matter of fact, the plans for the National Visitors Center here at Union Station contemplate the building of a quite large garage.

Mr. FRIEDEL 4,000 cars.

Mr. MINOR. 4,000 cars over the train sheds in back of the existing station.

In our suburban areas, and this will apply to certain of the stations between New York and Washington, there are plans for building new stations to serve large areas of the surrounding suburb and areas with ample parking space. This is true in Maryland and also in New Jersey.