

**STATEMENT OF GLADYS NOON SPELLMAN, CHAIRMAN, BOARD OF
COUNTY COMMISSIONERS, PRINCE GEORGES COUNTY, MD.; PRE-
SENTED BY JOHN H. MARBURGER, JR., ADMINISTRATOR, DE-
PARTMENT OF PUBLIC WORKS**

Mr. MARBURGER. Mr. Chairman, my name is John H. Marburger, Jr., and I am the administrator of the Department of Public Works for Prince Georges County. I have a statement that Mrs. Gladys Noon Spellman, chairman of the board of county commissioners has asked me to present for her as she could not be here in person because of a rather sudden virus attack. Here is her statement:

"My name is Gladys Noon Spellman and I am chairman of the Board of County Commissioners of Prince Georges County, Md.

"I am delighted to appear before this committee in support of H.R. 16024 to extend for 2 years the High Speed Ground Transportation Act of 1965.

"The Washington-to-New York demonstration project has special meaning to the people of Prince Georges County and we commissioners who serve them.

"As I am sure all of you know, we hope to have in the near future a new railroad station in our county at the junction of the Penn-Central Railroad and the Capital Beltway and near the John Hanson Highway Highway to Annapolis.

"This station, first suggested by our own citizens and chamber of commerce, has received the wholehearted support of the county government. Obviously, the Capital Beltway station, used in conjunction with the new high-speed trains, will be a boon to the entire Washington metropolitan area.

"Prince Georges County was asked more than 2½ years ago to demonstrate its concrete interest in this new facility. This we did—both with time and money. And we know that a lot more will be needed before the station is built. These we will also provide.

"To abandon this project and others equally worth while at this stage of development would be costly and illogical.

"I claim no special knowledge of railroads or their problems. But I do read a lot about the disappearance of passenger trains from the American scene. It seems to me that the Office of High-Speed Ground Transportation, which is directly affected by this legislation, is the only organization I have heard about that is trying to put passenger trains back into our way of life. In cooperation, of course, with the Penn-Central.

"We have enjoyed an excellent working relationship with representatives of the Office of High-Speed Ground Transportation and the entire Department of Transportation. To us, this relationship has represented the best in intergovernmental cooperation—a field in which I have a special interest.

"Thus, I urge you to approve speedily H.R. 16024—not solely for our new station, but for all the other fine programs currently underway by this agency which hold out such great promise for the future of mass transportation."