

ing at the station, and you are already way ahead, you have ample space.

Mr. MARBURGER. We think we are.

Mr. FRIEDEL. I want to thank Mr. Marburger. Any questions?

Mr. PICKLE. Mr. Chairman, I appreciate the testimony of Mr. Marburger and I also want to compliment Prince Georges County for the initiative they are showing for providing the parking space and for preparing in other ways to be ready to take advantage of this demonstration project.

I would also want to say to you simply that we think highly of Mr. Dixon here, our counsel, and when he thinks highly of someone, you come highly recommended.

Mr. MARBURGER. Well, thank you, sir. He has been very kind—

Mr. FRIEDEL. Thank you.

The meeting now stands adjourned.

(The following material was submitted for the record:)

CONNECTICUT STATE TRANSPORTATION AUTHORITY,
Hartford, June 12, 1968.

HON. HARLEY O. STAGGERS,
Chairman, Interstate and Foreign Commerce Committee,
House of Representatives, Washington, D.C.

DEAR REPRESENTATIVE STAGGERS: It has been brought to our attention that your Committee has scheduled hearings on Thursday, June 13, 1968, on the matter of continuation of the High Speed Ground Transportation Act. I regret that we cannot have representation at this meeting, but ask that this letter be made a part of your record. We would be pleased to testify at any future session of your hearings on this matter.

Pursuant to existing legislation, a high-speed demonstration program will be operated between Boston and New York, through Connecticut, over the New Haven Railroad shoreline route, by use of high-speed turbine powered trains. This demonstration program is vital to the continuation and improvement of essential rail service serving the State of Connecticut and the northeast area of the nation. The results of initial tests have indicated that this newly designed railroad equipment can greatly reduce the rail travel time between Boston, Massachusetts and New York City, which will result in relieving highway and air travel congestion, since this fast rail service will be competitive with these other modes of transportation.

We urge most strongly that your Committee report favorably upon the continuation of this vital program. We must breathe new life into this essential industry in which virtually no research has been conducted for many years.

The State of Connecticut, in cooperation with the States of New York, Massachusetts and Rhode Island, is presently supporting the operation of the bankrupt New Haven Railroad with both tax relief and almost \$7 million per year in cash support. Connecticut and New York, with the assistance of the Department of Housing and Urban Development, are sponsoring an \$80 million Connecticut-New York modernization program. We are committed to improve railroad facilities, purchase 144 new high-speed cars and rehabilitate 100 of the most recently built New Haven cars.

The New York-Boston high-speed train demonstration is not a subsidy program for the New Haven Railroad. This demonstration will develop potential utility of high-speed rail passenger service. For this reason, Connecticut has committed \$500,000 per year in cash support for this program.

We believe that the nation cannot rely on our crowded highways or congested airplanes to meet our transportation requirements. We must make more effective use of our most efficient means of ground transportation—our indispensable rail system.

We ask your favorable action on this bill.

Sincerely,

FRANK M. REINHOLD, *Chairman.*