

(6) The proper role of the carriers and governmental bodies in developing the required quality and quantity of service, including methods of financing operations which are necessary but not economically viable.

Mr. FRIEDEL. Our first witness this morning is our colleague, the Honorable James Howard. Mr. Howard.

STATEMENT OF HON. JAMES J. HOWARD, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW JERSEY

Mr. HOWARD. Mr. Chairman, last week the Interstate Commerce Commission sent to the Congress an excellent report on the present status of rail passenger service, and some far-reaching legislative proposals to deal with the crisis in passenger service.

These legislative recommendations will strengthen the authority of the Commission by giving the Commission more time to consider train discontinuances—cases which are now swamping the already overworked Commission; they would place the burden of proof that individual passenger trains were not needed on the railroads themselves. Most significantly, these ICC recommendations would give the Commission the authority to set conditions on the kinds of service to be provided by the railroad when the trains involved were the last trains between two points.

These proposals are now before this committee as H.R. 18212, introduced by Chairman Staggers. I hope that the committee will act swiftly so that they can become law before the year is out. They will not solve the entire passenger service crisis, but they will give the ICC stronger authority to protect the public interest in train discontinuance cases. This bill has the full support of the Railway Labor Executives Association and the National Association of Railroad Passengers.

One thing that is urgently needed now is an overall survey of the situation of passenger service on a nationwide basis. H.R. 18212 calls for such a study to be conducted by the Department of Transportation. Recently, Stuart Saunders, president of the giant Penn Central Railroad, called for the creation of a National Railroad Passenger Council, representing all interested parties, which would formulate a national policy of passenger service. This is certainly a useful and constructive suggestion, and I congratulate Mr. Saunders for taking the lead in this matter. A carefully executed study of passenger needs, in whatever form it takes, will give the Congress the information it needs in legislating on rail passenger service, a necessary part of a balanced transportation system.

Mr. FRIEDEL. Our next witness is the Honorable Paul J. Tierney, Chairman, Interstate Commerce Commission.

STATEMENT OF HON. PAUL J. TIERNEY, CHAIRMAN, INTERSTATE COMMERCE COMMISSION; ACCOMPANIED BY DALE HARDIN, COMMISSIONER; JEROME NELSON, GENERAL COUNSEL'S OFFICE; ROBERT L. CALHOUN, LEGISLATIVE COUNSEL; RICHARD E. BRIGGS, SPECIAL ASSISTANT TO THE CHAIRMAN

Mr. TIERNEY. Thank you, Mr. Chairman. Before I get into my statement, I would like to identify Commissioner Dale Hardin, seated at my right here, Mr. Chairman. Next to him is Mr. Robert Calhoun