

our legislative counsel, and next to him is Mr. Richard Briggs, special assistant, and to my left is Mr. Jerome Nelson of the General Counsel's office.

I have a prepared statement. If I may read it, I would appreciate it, Mr. Chairman.

Mr. FRIEDEL. We will be glad to have you proceed.

Mr. TIERNEY. On behalf of the entire Commission, I want to express to you our deep and sincere appreciation for the opportunity to come before you on this most serious and important matter. We at the Commission fully appreciate the time restrictions and work pressures that the committee and its staff are facing at this late date in the session. And we recognize the high courtesy of Chairman Staggers, you, Mr. Chairman, and the committee in setting aside time to hear, consider, and, hopefully, act on the Commission's recommendations in this area. Since the committee has been provided with our report on intercity rail passenger service in 1968 and its appendices, my remarks will basically summarize the legislative recommendations made therein.

(The document referred to appears on p. 9.)

Mr. TIERNEY. I have brought along a map which shows graphically the extent to which various communities have lost regular intercity railroad passenger services since August 1958. The purple tracings of railroad routes on the map show areas with regular intercity passenger service in both August 1958 and May 1968. The red dotted lines trace the routes of regular passenger service which have been abandoned over the near 10-year period. The red hashmark lines paralleling certain of the purple lines show routes of service for which applications for discontinuance of the last remaining regular services are now pending before the Commission.

The map quite clearly highlights the drastic decline in the points served by regular intercity rail passenger operations during the last 10 years. In New England north of Albany, N.Y., and Boston, all noncommuter service has been discontinued, with one minor exception. While many passenger routes have been discontinued in the Middle and South Atlantic States, the basic route structure has remained essentially the same. The greatest number of discontinued routes appears in the great Midwestern section of the country. These are predominantly service routes which radiated from the population centers, and the routes connecting the Great Lakes region to the South. For example, Memphis, Tenn., which in 1958 had service routes radiating in 10 directions, now is served only by one north-south route. Substantial reductions in service also appear for such cities as Little Rock and Louisville. The western transcontinental route structure remains essentially intact although there has been a significant reduction in frequency of service which, of course, is not shown by the map. However, applications for discontinuance are now pending which, if granted, would begin the erosion of this structure. Changes in Federal policy are urgently needed, and a comprehensive governmental review of the present and future need for intercity rail service should be undertaken at once. The Northeast Corridor project involves only a limited part of the problem. Beyond that, the existing governmental environment does little more than weakly support that level of service which the railroads, themselves, can