

Transportation as a result of the High Speed Ground Transportation Act passed in 1965.³ Demonstration projects supported by the Penn-Central and New Haven have not yet been initiated and, therefore, do not indicate whether public response to modernized rail service will justify additional improvements. But both carrier action and Federal policy represent the means for revitalizing medium-distance service in the densely populated East where there is a general agreement that this type of non-commuter rail service has the best chance to increase its patronage.

B. Section 13a and Other Intercity Service

The possibilities for maintaining the present levels of trains operating beyond 300 miles and for medium distances in less densely populated areas are slim under existing statutes. Unlike commuter and corridor rail service, Federal policy affecting the remaining intercity trains has not basically been altered or augmented since the enactment of section 13a of the Interstate Commerce Act.

In fact, section 13a pervades the entire rail passenger field, for regardless of any passenger train projects undertaken--whether by a carrier, a governmental agency or the collaboration of both, and whether dealing with commuter, corridor or other kind of service--if a carrier elects to invoke the Commission's jurisdiction under section 13a, the Commission must necessarily appraise the case under the criteria of that statute. In short, the prevailing Federal policy on passenger trains is that embodied in section 13a.

The purpose of section 13a was remedial; it was a first-aid measure intended

³ P. L. 89-220, 79 Stat. 893, 49 U.S.C. 1631 (Supp. 2, 1967).