of train discontinuances which Congress deemed to be too slow to accord railroads the relief they needed. It was concluded that -

> State regulatory bodies all too often have been excessively conservative and unduly repressive in requiring the maintenance of uneconomic and unnecessary services . . .
>
> . . . .
>
> To improve this situation, the subcommittee proposes to give the Interstate Commerce Commission jurisdiction in the field of discontinuance or change of rail service . . .[6]

It is important to note that in the decade preceding 1958, a number of railroads did aggressively seek to improve their passenger service and attract patronage. New types of equipment--designed for comfort and economy of operation--were tried by the Pennsylvania, Union Pacific, Southern Pacific, Chesapeake & Ohio, New Haven, New York Central, and others.

More than 6,400 new passenger cars and 2,100 new passenger locomotives were put into service by the Class I railroads at an investment of well over a billion dollars. Notwithstanding these promotional efforts and the high-quality service, passengers continued to turn away from the railroads.

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6 Report of the Senate Committee on Interstate and Foreign Commerce on S. 3778, 85th Cong., 2nd Sess., at 22 (1958).