

VI. CONCLUSIONS AND RECOMMENDATIONS

While section 13a has brought a measure of the intended relief for the railroads in that the undue burden of numerous underpatronized trains has been eliminated, the policy of that statute being remedial is neither broad enough nor deep enough to cope with the current passenger train problem.

One inadequacy stems from the conclusion reached by long-haul passenger carriers that there is no future in such service and that outlays for equipment, promotion, and service improvements would succeed only in prolonging an already moribund operation. To those who have reached such a conclusion, the provision of relief from uneconomic passenger services under section 13a makes it impractical and probably imprudent for them to invest large amounts of capital in non-commuter rail passenger facilities. Railroads which invested heavily in equipment and promotion after World War II only to see their patrons flock to other modes and their costs to rise inexorably have simply curtailed capital expenditures. Thus service today is provided in aging equipment which is subject to continually mounting maintenance costs. These rising costs, with the constant pressures of wage increases and the steady diversion of traffic to other modes, continually