

We strongly believe that the present network of daily rail passenger service between major cities cannot be maintained intact over the next few years without a change in Federal policy. This policy defines the limits up to which a common carrier can be required to continue service: it will preserve service as part of the carriers' public responsibilities only to the point where the service becomes an undue burden.

There has been no Federal consensus on whether the public need, present and future, for long and medium distance service is substantial enough to warrant restricting the discontinuance of additional rail service. For at least a decade, recommendations for governmental changes with respect to intercity rail service have failed again and again. In retrospect, these proposals or means to rejuvenate rail service appear to have failed because the need for the service was not considered significant enough to require greater contributions from either the carriers, the government or the public.

The development of a rail system adequate for future needs of the nation cannot be attained simply by preserving those trains which operate today; the service must be extensively modernized. Such a transition will require substantial commitments on the part of all who