

Commerce Commission should assume the direction of such a study. In either case, the study group should utilize the expertise in those other government agencies which are involved with rail passenger service including the Department of Defense and the Post Office Department. The views of the transportation industry, local and state agencies and other concerned interests should be considered also. We pledge our full cooperation in such a venture.

While the completion of all facets of the study will require a period of time, the primary emphasis should be placed on the definition of a clear declaration of Federal policy. Exhortation of rail management to reverse the shrinkage and deterioration of rail service is futile as long as the Federal government does not recognize that some level of intercity service is essential and must be preserved. (The present policy as generally set forth in section 13a merely offers the guidelines for eliminating service.) The absence of positive policy and actual involvement at Federal level, except for the Northeast Corridor project, cannot help but reinforce the present downward trend. Once a more affirmative general policy is enunciated, appropriate steps can be taken to implement the policy and draft appropriate legislation.