

how well it serves New York is not exactly an indication of how well it serves any other place.

The nature of New York is such that one really cannot conceive of other forms of transportation serving it as an alternative to the subway, but even there there has been a decline of very considerable magnitude. The New York subway had a decline, as I remember it, from the end of the war down to the vicinity of 1960, revived slightly, and holds its own.

To my knowledge, every rail transit system in the country has had a secular decline since World War II. The most successful, the Shaker Heights Rapid Transit, avoided a secular decline until 1959 and has subsequently had one. I think one can predict with accuracy that this decline will continue, because essentially every force on cities is one for diffusion, decentralization of employment, retailing, entertainment, and so on, about the metropolitan area, and since this is a form of transportation which serves only the trip into the central area, I think we can predict with perfect certainty that this will continue to decline.

Mr. WATSON. I appreciate your comment. Perhaps, since you are in town now, if we would like to pursue it individually, we might contact you on this.

Mr. HILTON. I should be honored.

Mr. WATSON. Just one further brief comment, if I may.

I think it interesting to note your statement to effect that despite dressing up passenger trains, it would still have little effect on the passengers' use of them, did you not?

In other words, those who wanted a minimum cost factor of transportation just wanted to get from one point to another.

Did I construe that correctly?

Mr. HILTON. Yes; that is in general, true. The changes that one can make in the level of service are so minor relative to the evaluation of one's time that they do not really accomplish very much.

What is usually thought by people who are interested in preserving passenger trains to be active discouragement, the taking off of tablecloths, downgrading the standards of service, is in fact adjusting to the needs of the majority of people who are willing to take a time-consuming means of travel.

Mr. WATSON. So, if we put on the sleeper cars, such things as dining cars, barrooms, go-go girls, and all of that it would not have any appreciable effect?

Mr. HILTON. That is, in general, correct. The Commission, as the Chairman mentioned today, in the case involving the Seaboard Air Line, as I believe it then was, and now the Seaboard Coast Line train out of the Norfolk-Portsmouth area into the Carolinas specifically suggested the removal of dining and sleeping car facilities, in order to try to make the train viable.

Similarly, it suggested removal of dining cars from the Rock Island train between Kansas City and Fort Worth. It was endeavoring unsuccessfully to perpetuate it. If the passenger train can be perpetuated, which I have already denied, this can be done only by appealing to people whose evaluation of time is very low.

The best chance for perpetuating it is running things such as the City of New Orleans of the Illinois Central. That train, when last I