RAILROAD PASSENGER TRAIN SERVICE

TUESDAY, JULY 9, 1968

HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON TRANSPORTATION AND AERONAUTICS,
COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
Washington, D.C.

The subcommittee met at 10 a.m., pursuant to notice, in room 2123, Rayburn House Office Building, Hon. Samuel N. Friedel (chairman of the subcommittee) presiding.

Mr. FRIEDEL. The meeting will come to order.

This is the continuation of a hearing on H.R. 18212, introduced by the chairman of the full committee, Mr. Staggers, and other related bills to amend section 13a of the Interstate Commerce Act, to authorize a study of essential railroad passenger service by the Secretary of Transportation, and for other purposes.

We are pleased to have as our first witness this morning Mr. Thomas M. Goodfellow, president of the Association of American Railroads.

Mr. Goodfellow?

STATEMENT OF THOMAS M. GOODFELLOW, PRESIDENT, ASSOCIATION OF AMERICAN RAILROADS; ACCOMPANIED BY HARRY J. BREITHAUPT, JR., GENERAL SOLICITOR

Mr. GOODFELLOW. Thank you, Mr. Chairman. I have Mr. Harry J. Breithaupt, Jr., our general solicitor, with me this morning.

I have a short statement here which I will read. It will not take very long.

My name is Thomas M. Goodfellow. I am president of the Association of American Railroads here in Washington. Before that I was president of the Long Island Railroad. And prior to that I worked in various capacities for the Pennsylvania Railroad from the time of my graduation from Cornell in 1929 until I joined the Long Island in 1954.

I appreciate the opportunity you gentlemen have given me to tell you why the industry I represent is so strongly opposed to the changes you are considering in section 13a of the Interstate Commerce Act. To conserve your time—and to avoid duplicating testimony of the witness who will follow me—my remarks will be brief and general. His will be more detailed and specific.

The proposed legislation would help preserve a status quo in intercity passenger operations that will cost the railroads approximately $600 million in deficits this year—and may cost still more next year. Frankly, we can see no purpose whatever in running trains the public