

you had so many passenger trains in 1958 between certain points, you have no passenger service now.

Three towns, for instance, were mentioned: Little Rock, Louisville, and Memphis. And a point was made that the passenger train service to Memphis had gone from X to Y and Y meant one service north and south.

Well, I think it interesting that in 1958 Memphis had 66 flights, airline flights into Memphis. In 1968, it had 121 flights. As we have said, the railroad passenger left the passenger train in preference for other forms of transportation, and this is a clear indication of it. Other lines have been certificated to serve Memphis that did not serve Memphis in 1958.

The same story is true in varying degrees with respect to Louisville, Ky., and with respect to Little Rock.

I thought it also quite significant, for instance, that in the State of Arkansas in 1958 you had 449,000 automobiles registered. In 1967 you had 696,000, or a 54.8 percent increase in the number of automobiles registered in the State.

In Kentucky you had a 47.6 percent increase in the number of automobiles. And in Tennessee you had 52.6 percent increase in the number of automobiles.

One little aside. Louisville, Ky., for instance, presented an interesting picture at one time, and I think it was about time the industry was in the passenger train deficit investigation. We had some study made throughout the country of various points, and I think at that time Louisville, Ky., was served by some four or five major airlines. We found that the Louisville & Nashville Railroad in the year, I think, 1954 or 1955—I can't remember exactly—paid in local taxes, municipal taxes, to the city of Louisville somewhere between \$300,000 and \$400,000—possibly more than that. Let's say a quarter of a million dollars to half a million dollars. During that same year the four or five major airlines that served the city of Louisville paid the sum of \$27.50. And the city was at that time considering the condemnation of Louisville & Nashville Railroad property for further enlargement of the airport.

I simply point to this as backup for the testimony that you heard that the passenger deserted the train in preference for the other forms of transportation.

I think, Mr. Chairman, that completes my statement. I will be glad to answer any questions.

Thank you.

(Mr. Moloney's prepared statement follows:)

STATEMENT OF WILLIAM M. MOLONEY, GENERAL COUNSEL, ASSOCIATION OF
AMERICAN RAILROADS

My name is William M. Moloney. I am General Counsel of the Association of American Railroads and I appear here on behalf of that Association in opposition to H.R. 18212.

In May of 1967 your Committee held hearings on H.R. 7004, H.R. 260, H.R. 519 and H.R. 8939, all bills to amend Section 13a of the Interstate Commerce Act. I appeared at those hearings and expressed our industry's opposition to those bills and I ask that the members of this Committee, in its consideration of H.R. 18212, take note of the testimony I then presented.

H.R. 18212 would substantially amend Section 13a of the Interstate Commerce Act. Its provisions would delay, prolong and make more difficult the elimination of unneeded and losing passenger train service. I think it appropriate to call to