

Thank you, Mr. Chairman.

Mr. FRIEDEL. We thank you very much, Mr. Moloney.

We have one of our colleagues here from the State of New Jersey, the Honorable William T. Cahill, a Congressman representing the Sixth District of New Jersey.

**STATEMENT OF HON. WILLIAM T. CAHILL, A REPRESENTATIVE
IN CONGRESS FROM THE STATE OF NEW JERSEY**

Mr. CAHILL. Thank you, Mr. Chairman, and members of the committee, I realize the demand on your time and shall try to be very brief.

As you probably know, coming from the State of New Jersey, I do have a great personal interest in the services that are required by the citizens of our various States by the railroads.

I thought, too, I might be contributing something from a personal experience since I guess I travel back and forth to my district more frequently than perhaps most Members of the Congress. I use all forms of transportation and, therefore, have had experience with all of them. I have used the railroads, airlines, buses, and automobiles. And I think that this committee is to be commended on the direction that it is taking in considering this legislation to authorize this study.

I doubt, Mr. Chairman, that there is any State in the Nation that has a greater interest in this bill than New Jersey. It is the most urban and densely populated State. It is the most-traveled corridor of interstate commerce in the United States. The volume of traffic between New Jersey and Pennsylvania is the highest in the Nation. The volume between New Jersey and New York is the second highest.

While much of this volume reflects the flow of suburban commuters to urban job centers, a staggering amount of traffic is generated by long-distance interregional commerce and transportation. The paralysis of New Jersey's metropolitan areas which occurs twice daily substantiates the claim of the New Jersey Commissioner of Highways that "It is impossible in this day and age to build sufficient highways to carry all of the State's traffic load." In short, in most of New Jersey, the traffic situation would be hopeless without rail commuter service.

I have thus become concerned by the fact that Federal law and Federal policy on rail passenger operations generally center on the discontinuance and not the promotion of such service. Under the present regulatory structure, it is clear that rail carriers have little, if any, responsibility for providing passenger service. It is equally clear that the consequences of this lack of regulatory jurisdiction have been:

(1) Widespread discontinuance of passenger services, particularly intercity facilities;

(2) Railroad investment in new and modern equipment has practically ceased;

(3) The quality of service has deteriorated to the point where it has been asked by the press whether there is any Federal jurisdiction to insist "that railroads have passenger service in cars that would presently draw SPCA protests if they were used to transport cattle."

While I recognize that passenger service has not been profitable to rail carriers in recent years, I am convinced that railroads constitute a unique industry and that their responsibility to the public cannot be determined by an itemized profit and loss balance sheet.