

run Trans European Express (TEE) trains linking over 100 cities in fast, clean, comfortable service, and to the Japanese Railways whose new Tokaido Line is a model for the world, and

Whereas this association has protested for years against the "public be damned" attitude of most American railroad corporations toward their passenger service and we have pleaded with Congress to halt the slaughter of passenger trains, and

Whereas public concern over this problem is steadily mounting, as shown for example by these developments:

On March 7, 1968, Interstate Commerce Commission chairman Paul J. Tierney warned as follows: "Highway construction has not kept pace with the growth of traffic congestion. Air corridors in major metropolitan areas are rapidly developing their own congestion problems, and terminal facilities are becoming more difficult to reach. Yet the public's urge to travel is not abating. By 1984 we will have to provide the means to move twice the passenger traffic that moves today. Certainly, a viable rail network could make a major contribution in carrying that traffic without the huge investment, safety hazards, loss of valuable land and social dislocation inherent in providing alternative means of service. Rail passenger service will be transformed into an efficient national system only if there is a complete reversal of the traditional attitudes and policies of the industry, the public and government toward passenger service."

On April 22, 1968, ICC examiner John S. Messer, after finding that the Southern Pacific and other railroads have downgraded their passenger service, that "this has contributed materially to the decline in patronage," and that "the need for passenger rail transportation at present and especially in the future is clear," recommended that the ICC require the railroads to observe "certain minimal standards" in their passenger service and that "a National Rail Passenger System should be created capable of meeting present and future intercity rail transportation requirements."

On May 13, 1968, the New York Times in a lead editorial declared among other things: "Railroad companies have developed the propaganda myth that maintenance of passenger service is a matter of interest only to a dwindling number of train buffs. In reality, 98 million passengers, not counting daily commuters, traveled on intercity trains last year. Rather than dwindling, the number of rail passengers is likely to rise in the coming decade as highway and airline congestion worsens. If highway traffic triples in the near future, as experts expect, the immensely expensive interstate highway system now being built will not be able to sustain the burden. A functioning network of passenger railroads connecting major points in this nation is not a matter of nostalgia and romance; it is a practical necessity." and

Whereas in contrast to the negative attitude of most of the railroad corporations, Mr. Stuart Saunders, chairman of Penn Central Company, on June 6, 1968 declared: "I would like to propose, either as a corollary or an alternative to a congressional review, that a National Railroad Passenger Council be created by appropriate governmental action to expedite solution of this (passenger service) problem. This council should be a group representative of the public, the railroads, and the governmental agencies concerned with transportation policy. It should move promptly, in as brief a time as possible, to study the problem and issue a report as a basis for formulating a railroad passenger service program within the larger context of the national transportation policy. Such a study is fundamental in determining the extent to which the federal government must support rail passenger service. In addition to investigating the requirements of federal participation in commuter, intercity and long-haul passenger service, it should analyze the need for federal sponsorship of railroad research and development," and

Whereas the Interstate Commerce Commission on June 25, 1968, after warning that "changes in federal policy are urgently needed," recommended: "(1) that a federal study of the need and means for preserving a National Rail Passenger System be initiated as soon as possible; (2) that Section 13a be amended to provide more effective and efficient regulation geared to present conditions, including a provision to preserve a minimum level of service while the study is in progress; and (3) that the Post Office Department temporarily redirect its policies on mail contracts to support the present level of passenger train service during this study." Now therefore be it