Act Number	Session	Bill Number	Total Number of Committee Pages	Total Number of House Pages	Total Number of Senate Pages
PA 71-584		**7712**	**23**	**3**	**2**
Committee Pages: • *Transportation 730* • *Transportation 732-752* • *Transportation 755*				House Pages: • *4906-4909*	Senate Pages: • *3093-3094*

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CONNECTICUT
GENERAL ASSEMBLY
HOUSE

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concerning payment of delinquent rents by the Welfare Department. EFH

GEORGE W. HANNON, JR.:

Likewise, Mr. Speaker, Calendar No. 1333 be passed temporarily.

THE CLERK:

Calendar No. 1337, Substitute for H.B. No. 7712, an Act concerning the Federal Aid Urban System of Highways. From the Committee on Transportation.

FRANK M. REINHOLD, SR.:

Mr. Speaker, I move acceptance of the Committee's favorable report and passage of the Bill.

MR. SPEAKER:

Will you remark.

FRANK M. REINHOLD, SR.:

Yes, Mr. Speaker. This Bill is one that was requested by the Department of Transportation in order to put them in a position to accept and expend Federal funds for those portions of highways which come within urban areas. In other words, the Department of Transportation Commissioner must work cooperatively with the local officials where a highway approaches an urban area and where a short section happens to be within that urban area. The portion is covered by the monies available under this Bill. There's no additional money coming to the State as a result of these changes, and I understand it does amount to somewhere in the area of four-and-a-half millions per year, which monies are handled through the Highway Department of the Transportation Department. I urge passage of the Bill.

MR. SPEAKER: EFH

Further remarks. If not, all those in favor...

ROBERT G. OLIVER:

Mr. Speaker, through you to the gentleman reporting out the Bill. Does this make any roads which are now town roads State roads or Federal highways by designation?

MR. SPEAKER:

Does Representative Reinhold care to respond?

FRANK M. REINHOLD, SR.:

Through you, Mr. Speaker, no, it does not, Representative Oliver. The Bill specifically states that the town or city is definitely responsible thereafter, but the construction can be taken care of under this Bill.

MR. SPEAKER:

Question's on acceptance and passage.

ALBERT PROVENZANO:

Mr. Speaker, through you a question to the gentleman who reported the Bill. Mr. Speaker, does this in any way change the name of the Federal Highway System to the Federal Aid Urban System?

MR. SPEAKER:

Does Representative Reinhold care to respond?

FRANK M. REINHOLD, SR.:

No. Through you, Mr. Speaker, to the questioner. This law's been on the books for some time. The only change involved here is that it permits the inclusion of these portions which are within urban areas. From anything that I know, there is no change in the name of the Act or its application.

ROBERT D. KING:

Sir, through you, if I may, a question to the gentleman who introduced the Amendment.

MR. SPEAKER:

Representative King. The gentleman is not on.

ROBERT D. KING:

Through you, Mr. Speaker.

MR. SPEAKER:

Please proceed.

ROBERT D. KING:

A question to the gentleman who introduced the Bill.

MR. SPEAKER:

Please proceed.

ROBERT D. KING:

I do not find in the Bill any definition, technical or otherwise, of the term "urban area". Are we to understand that that means technically within the city limits or is it a more general term which means in the environs of a city?

FRANK M. REINHOLD, SR.:

Mr. Speaker, through you, responding to the question. I discussed this at some length with the attorney for the Department of Transportation, and his interpretation to me was that it applies to those, and he calls them, in every case, rather short sections within an urban area. In other words, if a State highway approaches a town or city and their course takes them through a half a mile of what has been city or urban road, they improve that section and then continue on with their highway.

MR. SPEAKER:

Further remarks.

ROBERT D. KING:

Mr. Speaker, I don't think that was an answer to the question, but in view of what Representative Reinhold has said, I don't think it's possible to answer the question, and I assume that "urban area" is a very loose term that can be applied as the situation demands it. Maybe that's for the good. I don't know. But I would much rather see something like this nailed down, being concrete and specific.

MR. SPEAKER:

Further remarks before we vote. If not, all those in favor indicate by saying "aye". Opposed. Bill is passed.

THE CLERK:

Page 19, Calendar No. 1341, Substitute for H.B. No. 8250, an Act concerning Town Aid for highways.

MR. SPEAKER:

Hold momentarily.

JAMES J. CLYNES:

Mr. Speaker, that was passed retaining, I think.

MR. SPEAKER:

That was what I was about to inquire of the Clerk. My Calendar indicates that Calendar No. 1341 was passed retaining earlier this afternoon.

GEORGE W. HANNON, JR.:

Mr. Speaker, I wonder if we might return to Calendar No. 1330, on this page...the present page that we're on. The

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1252 , File 1478, H.B. 6538, An Act Concerning the Powers of the Commission on Aid to Higher Education.

Page 17, File 1256, File 1485, H.B. 6982 An Act Exempting the State and its Political Subdivisions from the Fair Trade Act.

1259, File 1454, Sub. H.B. 7596 An Act Concerning License Plates on Motorcycles.

Page 18, Cal. 1260, File 1488 Sub. H.B. 7712 An Act Concerning the Federal-Aid Urban System of Highways.

Page 19, Cal. 1268, File 1447, Sub. H.B. 9165 An Act Concerning Administrative Appeals.

Cal. 1270, File 1473, H.B. 9255, An Act Concerning Amending the Charter of Bacon Academy.

Page 21, Cal. 536, File 1195, Sub. S.B. 1679 An Act Concerning Claims Against the State.

Cal. 688, File 1008, Sub.S.B. 429, An Act Concerning the Retirement Salary of Certain Workmen's Compensation Commissioners.

Page 22, Cal. 705, File 1023, S.B. 1405 An Act Concerning the Creation of the Naugatuck Valley Industrial Development Distr.

Cal. 789,File 1122, Sub. S.B. 879 An Act Concerning Investigation of Rates of a Public Service Corporation By the Public Utilities Commission.

Cal. 813, File 1391, Sub. H.B. 6161 An Act Concerning the Establishment of Transit Districts by Vote of the Legislative Bodies of Municipalities Subject to the Approval of the Commissioner of Transportqtion.

Page 31, Cal. 881, File 1246, Sub. S.B. 0654 An Act Concerning the Authority of the Commissioner of Motor Vehicles to Make Regulations.

I believe thats it. I now move for suspension of the rules for consideration of all items that were not starred, or only signle starred.

THE CHAIR:

The question is on suspension of the rules . Is there any objection? No objection. The rules are suspended. All the matters

as indicated to you by Senator Caldwell are before you for consideration. All those in favor of acceptance of the committee's favorable report and passage of all the bills indicated by Senator Caldwell, indicate by saying aye. AYE. Opposed ? The ayes have it. The bills are all declared passed.

*SENATOR CALDWELL:

I now move Mr. President, that all Senate Bills that have been acted upon with respect to them we suspend the rules for immediate transmittal to the House.

THE CHAIR:

The question is on immediate transmittal to the House. All Senate Bills that have been passed. Those in favor indicate by saying aye. AYE. Opposed? The ayes have it. The rules are suspended. Senate bills passed may be transmitted to the House.

SENATOR CALDWELL:

I now move Mr. President that we stand in recess until 8 o'clock.

THE CHAIR:

The Senate will stand in recess until 8 p.m.

THE SENATE RECESSED AT

THE SENATE RECOVENED AT

THE CHAIR:

The Senate will come to order. Senator Caldwell.

SENATOR CALDWELL:

Mr. President, returning to the Calendar may we take the following actions on the bills before on page 1, May we recommit Cal. 386.

On page 2, may we take up Cal. 825, Recommit 950.

On page 3, may we take up 976, 1028, 1039.

On page 4, may we take up 1082, 1099, 1104.

On page 5, may we take 1123, 1136, 1138, 1139.

On page 6, 1143. Recommit 1145. Take up 1146, 1149, 1150

JOINT
STANDING
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Sen. Ives(continued): vehicle permits on commercial vehicles; in discussion with several of the trucking associations and apparently it is necessary that they have 3, 10 day permits for many reasons. One of which is to bring a motor vehicle in from out of state; they need a 1 ten day permit to get it registered. So, if the merits of the bill are worthwhile, I would ask that this be allowed. Beyond that they would have to register the vehicle and it still calls for a 6 months minimum. We might go a full annual registration, after that.

The other bill is 8796, introduced by Rep. Vaill, and asks for a bi-state commission to plan a transportation on the Berkshire line. Northwestern Connecticut is woefully lacking in public transportation, even with the line somewhat in operation. This would ask that the Commission be established; 6 from Connecticut and 6 from Mass., and to study the feasibility of a pilot program. Anything that we can do to keep public transportation operating in that area would be appreciated. The sum has not be included to carry out the act; but if you send it to Appropriations, we'll see if we can locate some.

Rep. LaGrotta: Mr. Chairman; I am from the 170th. District and I would like to speak to 2 bills; 7712 and 8796, introduced by colleague, Rep. Vaill. If you look to this map, at my right, you will see that it seems that this was drawn by us to prove our point. Because the line we are talking about (going to map) What we are asking is two points: 1 - that we are somewhere at the beginning of the tunnel going towards mass transportation. And it seems a shame that the Berkshire line, with its road beds and all should be destroyed. And, I think that if you give up the road beds that it would be almost impossible to get them back. And this kind of a holding action for study of improving the line and making an appropriation to keep it going. Having lived in that area most of my mature life, I have seen camps in that area, the summer resorts, and we have wonderful people coming out of the cities. I have seen the trains loaded. The last few years because of the poor service and poor scheduling and the filthy conditions of the cars and lateness; it has discourged any business that might have been developed for the railroad. In addition there is much land there that could be expanded even with some light industry. In fact, in Canaan there is the Wash&Dry industry that has developed. Scoville has moved up into Milford, spending about 50 or 60 million. Kimberly-Clark has done as well. And other light industry moving in as well as people who are moving in that certainly are a credit to the district and the state. I think that this would be a fine investment; not to build the railroad, but just to hold it until we get it back on its feet to service this area. Thank you.

Rep. Crouch: Mr. Chairman and members of the Committee; I am Representative from the 64th. District. I am appearing in favor of H. B. 8898, which concerns the waste disposal in restareas maintained by the Commissioner of Transportation. This bill is of general scope but the real reason for it, at the present time, is that the town of North Stonington, in the rest area, the Transportation Department has established a sump, where all the travel trailer between New York will probably dump their waste and this is not connected with any municipal sewer system, as of now. 2 years from now it may be able

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Chairman O'Dea: Thank you, Representative. Rep. Pearson?

Rep. Pearson: I am from the 128th. District, Stratford; speaking in behalf of an act concerning battery booster cables. I brought along exhibit "A", for the Committee to examine. The bill is 8981. Many booster cables that are now being sold in the automotive sections of many of our retail discount stores are without a doubt, one of the shoddiest, cheapest, hazardous and dangerous consumer production product being offered to the public. As you can see, on the set that I have left here; what has happened to the rubber on the cables. They are called "jumper cables". And I think that they present a very good example of the dangers inherent in this kind of a product. The insulation, what little there is, does not even reach the metal hand clamp; which in turn is covered by a superficial piece of paper thin plastic. Now, this melted into a motlen liquid, in less than one minute of use; which caused severe burns when grasped, if this is left in a trunk of a car and the weather is cold, this so-called insulated covering has as much flexibility as plastic coat hangers. And it is just as brittle. It makes it doubly hazardous in the winter time. The one-quater inch rubber insulation that I mention in the bill, as far as material, should not only cover the cable but it would extend around the hands of the metal clamp to prevent burns when clasped. Thank you very much. (in answer to Committee) I am not too sure. But they range from 99¢ to $2.99 in most of the stores. Thank you very much.

Sen. Power: Good morning, Mr. Chairman and members of the Committee; I am from the 30th. District and I think that all of us on Easter Monday morning could use a little "booster"; whatever, wherever they are made; and whatever brand that they happen to be. I am here to speak in favor of two bills, 7712, 8796; both of these are very important to the towns in northwest Connecticut. Other speakers - I know Rep. LaGrotta pointed out many of the things that I would have said. The speaker to follow me is an expert on railroads and he has researced this problem up in the 30th. District, very, very well. He has a lot of information that he will present to you, later on in the hearing. There isn't much point in my be-laboring you people - you have a busy schedule. Both of these are very, very important to the entire northwestern end of the state and I would beg that you give very serious consideration to both 8796 and 7712. And, I would also like to speak to another bill, that apparently does not meet with the approval of everyone. I believe that this was introduced by you, Mr. Chairman, and I received a communique from one of the Mayors in one of my districts - Friday, I believe - and he said that he would like to express his opinion concerning H. B. 5348. this is to pay prevailing wages to school bus drivers. And, he goes on to say that our local bus contractor expressed to him, that if this was passed, the town of Winchester would be faced with an increase of $20,000 in our school transportation costs. He goes on to say that he feels that this bill is not necessary and if passed would add an additonal burden to the town of Winsted. This is signed by the Mayor of Winsted, William ( ). So, I would urge that you give careful consideration to this, if this is going to effect many of the cities and towns throughout the state in this manner, I would think

Sen. Power(continued): that you would give this some second thoughts and I am sure that our muncipalities cannot carry this extra burden, most of them, probably by this time, will have passed their budget and if they are faced with an increase of $20,000 it is going to be a hardship. I will leave this letter with you for your consideration. Thank you very much.

Chairman O'Dea: Thank you, Senator. Are there any other Legislators?

Rep. Fabrizio: Mr. Chairman and Committee Members of Transportation; I am from 147th. District, Norwalk. I am in favor of H. B. 8982, which I submitted. This bill requires that cars sold in Connecticut must have bumpers in front and rear of such resilient material in order to withstand any collision at 5 miles per hour without body damage. The Insurance Institute for Highway Safety stated that tests have proven that it would cost an average of $331 to repair a 1971 model sedan, which had hit a wall at 5 miles per hour. Which is only walking speed. U. S. Senator Magnuson and Hart both agree that stronger bumpers will save American motorist one billion dollars yearly, in insurance premiums and deductibles. It certainly is about time that the car manufacturers start making bumpers that are not merely ornaments. The car bumpers should do what they are supposed to do - resist impact without body damage. It is only a matter of time before the U. S. Government will require much higher standards for car bumpers. If this bill is passed Connecticut and Florida would be the first states to pass bumper standards. It will also be helping all car owners economically, as their insurance cost will go down considerably. This is a very good bill and a long over due bill. I urge a favorable report. Thank you.

Rep. Vaill: Mr. Chairman; I represent the 173rd. District of northwestern Connecticut and I want to speak on bill 7712 and bill 8796. I believe it is; and that is for the state to provide a subsidy to continue the present passenger service we have on the Berkshire line between Danbury and North Canaan. I believe that the use of service is important. This is a companion bill to the other bill which is a feasibility study for continued service in a pilot program on the Bershire Line. I think that we have to look at the reasons why the railroads have failed. Whereas, the state has been building the highways for trucks and cars and the U. S. Govt. has built airports but yet the railroad sat all by its self, without any extra help and I think a lot had to do with the fault of the railroads in not providing clean cars; decent schedules; pleasant surroundings; to encourage people to travel by rail. I think that the need for mass transit in the Bershire corridor is very much needed. In that area, as Rep. LaGrotta pointed out, on the map; we are 1½ hours from the nearest airport and probably a good half hour from the nearest bus service. And compared to the cost of highways, which we really want up in the area, anyway, we don't want route 7 or 44. And I don't think that highways are the answer. And if you compare costs of building highways as compared to subsidizing a railroad that takes up very little room, and is already there; I think it really is the answer. We have the North Canaan Railroad Station which is celebrating its 100th.,

Rep. Vaill(continued): anniversary as the oldest station in the U. S. under continuance operation. And it would be a shame to lose this title. I think it is also No. 3 of Historical Sites in Connecticut, as of now. Some of the attractions along the line would bring this present mass transit system as ski trains; foliage trains; also, the Berkshire corridor rolls up through the Bershire Music Festival and Tanglewood. I think that once we got a decent service you would see people using this train to the utmost advantage. And, it would also start linking town to town, again, as it did before. As it is now, we sit out there kind of isolated. I would like to recommend a favorable report to the Appropriations Committee on both bills. And I will say, again, that this is a minimal cost, compared to highway construction. Thank you.

Chairman O'Dea: Thank you, sir. Any other Legislators?

Rep. Holdsworth: Mr. Chairman and Members of the Committee; I am from the 125th. District. I'll just speak very briefly on four bills; 5591. concerning the display of octane rating on gasoline pumps. This is similar to a bill I submitted in the last Session. I think that this is a consumer protection bill. Even the operators of gas stations can't tell you how good a commodity that they are selling; how good or how poor it is. I recognize that a octane rating is not the total answer as far as the quality; but it one measure of the quality of the materials we are buying. And with this requirement, as matter of fact I think that there is talk of Federal Legislation along this line; and there have been other bills submitted on this same subject. It seems to me that if the individual knew exactly what the octane rating of the ---- the minimal octane rating of the gasoline that he is buying; he would be in a much better position. There are many cut-rate gas stations and so forth; and there is no indication whatsoever, as to the octane rating of the gasoline that is being sold.

I would also like to speak on H. B. 8366. which is similar to a bill which was previously reported by Rep. Fabrizio. This also requires that our cars be provided with a bumper system- a shock absorbing system - which is designed to SAE standards and we would at least materially reduce the amount of damage to vehicles, which in the present day, all you have to do is to throw a marble against the car and you have $100 worth of damage. The bumpers are just ornaments and they have the grill work of the car extending right to the edge of the bumper; and someone just has to back into a car in a parking space, and you've got at least $100 damage.

The third bill I have is H. B. 8473, this concerns oil slick confinement booms. We seem to be in a new ear, relative to oil spillage; by various means. As a matter of fact, just had one in Bridgeport, came down through a sewer line. But the oil slick booms are put out to confine the oil to a particular area. These extend out of the water perhaps only 10 inches or 6 inches. And the least little bit of a chop on the water, these are not( ). What this bill proposes to do is to require that these be a requirement on the slick booms

Rep. Holdsworth(continued): so any person in a boat; regardless of size, would recognize that there was an area here that required people to stay away from and it would protect them and protect the possibility of fire and so forth. There are many times with these oil spillage that we have, they have to leave one area and put the oil slick booms out and go to another area if the oil breaks up and they can have two or three. We've had them in New Haven harbor when the tanker that was being brought in by a pilot, ran aground; opened up. These could be in shipping lanes and they can be in the harbor area themselves. This would just require that the protective system - it is a safety item - safety for any one that is using water.

The last is H. B. 8797, concerning signs on the Merritt Parkway, this is very interesting because Bridgeport is the second largest city in Connecticut; population wise. And there is only, I am told; only one sign, any distance away from it; that indicates the direction which Bridgeport road is located. And that is on, I believe, 284 in New York state - the connector between White Plains and the other one, down below. All of the signs, coming into the state of Connecticut, all indicate New Haven, Hartford, New London. The people in the Bridgeport area are very concerned; they feel that as a second largest city; as a matter of fact they are so close to the first, that there's not much difference between the two of them; that they should be recognized and that the signs indicate Bridgeport one of the cities for directions. Thank you, Mr. Chairman.

Chairman O'Dea: Thank you, Representative. Any other Legislators?

Rep. Grab: I am from the 54th. District. I want to speak in favor of 8980, in regards to snowmobiles, whereby it would relieve the owner of the land absolved of any injury. Particularly, in Section 2, where any city or town may enact ordinances to regulate the time and places for operations of snowmobiles; within the boundaries of said city and provide penalties for persons violating provisions of said ordinances. I think that Section 2 is quite important. I realize that you have a lot of snowmobile bills in, and I am just hoping you will incorporate some of these; if you do decide. And I hope you do come out with a bill in regards to snowmobiles. Thank you.

Chairman O'Dea: Thank you. Any other Legislators? If not, we will start with the bills in the Bulletin. The first bill is S. B. 1745, AN ACT TRANSFERRING THE POWER TO CERTIFY AND REGULATE MOTOR BUSSES FROM THE PUBLIC UTILITIES COMMISSION TO THE COMMISSIONER OF TRANSPORTATION. Anyone in favor?

Mr. John Thompson: Mr. Chairman and Members of the Committee; I am Legislative Agent for the Amalgamated Transit Union of the Connecticut Company and ( ) and all divisions in Connecticut. The Amalgamated Transit Members of the Connecticut Railway and Lighting Company and the Connecticut Company divisions, serving the major cities of Connecticut, support this bill and urge the Gentlemen of the Transportation Committee to act favorably upon this measure; which is intended

Mr. Thompson(continued): to transfer the regulatory powers of the PUC to the Commissioner of Transportation. Knowledgeable people believe that it is only a matter of time until a Transit Authority is established. At this time the Commissioner of Transportation should have unrestricted powers to set policy; determine cost and regulate service. Thank you.

Chairman O'Dea: Thank you, sir, next in favor? Any opposition?

Mr. Peter Lostocco: I am Chief of the Transportation Division, appearing on behalf of the PUC. The Commission is opposed to the passage of this bill based upon the fact that the PUC has since 1921, under an Act by the General Assembly of that year, passed legislation giving the Commission jurisdiction over the establishment of jitney service, now known as bus service. The Commission has established definite rules and regulations which have been promulgated into the State regulations providing for various rules, regulations and equipment standards which are effective for all operators of motor buses in Connecticut. The Commission has a staff of experts in the field of bus regulation who can continue to properly certificate and regulate public service, motor bus operators on Connecticut Highways.

In connection withe the certification and regulations of motor buses, the Commission also regulates livery, or what may be better known as "charter operation". a service performed by most of the motor bus operators referred to in the proposed legislation. The Commission has always considered livery services along with transit bus operations in their uniform system of accounts and this policy could not be maintained if regulation over motor buses is removed from PUC control. The present Statutes provide that the PUC shall regulate motor bus transportation and the Department of Transportation shall provide such transportation for areas where service is not now available.

Passage of this bill will only result in confusion for the bus companies and nothing will be gained in a transfer of the authority from the PUC to the Dept. of Transportation. Based upon this information, the PUC requests that S. B. 1745 not receive favorable consideration. Thank you.

Chairman O'Dea: Any questions? Thank you, Mr. Lostocco. Anyone else opposed? The hearing is closed on S. B. 1745.

The next bill is 7712 AN ACT CONCERNING AN APPROPRIATION FOR RAIL SERVICE BETWEEN DANBURY AND NORTH CANAAN. In regards to the railroads, we have several bills; 7712,8673,8675, 8679, 8681, 8795 and 8796. Is there anyone to speak in favor of any of these bills?

Mr. George Maki: I am Special Assistant to the State Historical Commission and I have been asked by Mr. A. Katch, the Chairman of our Commission who is unable to be here today; to record his strong support of H. B. 7712 and 8796. We, and the Historical Commission do

Mr. Maki(continued): not pretend to be experts in Transportation and I won't address myself to that aspect of these measures. However, Mr. Hatch, at the time this bill was in the hands of the Committee on Banks and Regulated Activities; wrote a letter to the sponsor of the bill, Rep. Vaill, stating in summary that he felt that the Housatonic Line should be preserved both for aesthetic and historical reasons. Because of the exceptional beautiful scenery through which the line passes and historic, because it is one of the first railroad lines in the U. S. The Housatone Railroad Company was incorporated in 1836; ran its first train in 1840. In his testimony, Rep. Vaill also referred to the North Canaan Railroad Station; which opened in December of 1872, so it is very close to its hundreth birthday. As far as we know it is the oldest continuously operated railroad station in the country. It is a matter of pride to Connecticut that we have the world's first telephone exchange; the nation's first law school; and other facilities like that, and it would be a shame to lose this old railroad station. I might point out that an historic structure doesn't necessarily have to be a tavern or a house in which George Washington slept. Others are valuable. If I could add just a word, I would like to say that I have a personal interest in this measure because from the years 1913 to 1921, in Falls Village, I lived within a stone's throw of this line. And, I don't know of any railroad line in this part of the country that can give you a more picturesque ride than the one through the Housatonic Valley. And, it does seem to me, that properly rejuvenated and support of this really could be an asset to our tourist business. Thank you.

Chairman O'Dea: Thank you, sir. Anyone else in favor of any of these?

Mrs. Elizabeth Wetta: I am from Salisbury, speaking in favor of H. B. 7712 and 8796. On July 15th. of last year, I attended a meeting at the Cornwall Town Hall. In the morning they held a hearing before the INterstate Commerce Commission, which one of several held. And, speaker after speaker, pleaded for retention of the pitifully small, weekend service still existing on the Bershire Line. Giving dozens of valid and compelling reasons for the need of good and adequate railroad passenger service. That same evening, in that same place, an over-flow crowd at a public meeting voiced opposition to the proposed new bridge at West Cornwall, over the Housatonic River, which would be in place of the covered bridge now existing. The plan would have required new roads, it would have completely change the village of West Cornwall; transformed the beautiful and unique landscape of the area. The whole character of the place, at a tremedous monetary cost. I have seldom seen such unity of opinion that was voiced there; that the new bridge was un-needed and un-wanted. The plan was finally abandoned by the highway department, but it took a great public outcry to achieve that result. The people of northwest Connecticut are pleading - whatever they can and wherever they must - for a measure of sanity in the shaping of our future transportation policy. We are fighting over paving over more and more of our precious landscape with concrete. For more and more automobiles polluting our air. We are trying desperately to retain the already existing rail beds and to restore greatly needed rail transportation to

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Mrs. Wetta(continued): the area. I believe that these two bills, 7712 and 8796, would constitue a small, but important step towards achieving a more balanced transportation system.. And, I strongly urge a favorable report. Thank you. In conclusion I would like to stress that I am speaking now as an indivdual. In case no one here to speak for the Ecology League of Northwest Connecticut, I can assure you that this constitutes their feeling on the matter, too. And, also, for the purposes of identification; I am Legislative Chairman for "Concern", which is an inter-racial human rights organization in northwest Connecticut. I am Salisbury Democratic Town Chairman and I feel confident that I am reflecting the views of the people I associate with, in those groups. Thank you.

Chairman O'Dea: Any questions? Thank you, Mrs. Wetta. Anyone else?

Mr. Kirby Kelly: I am local Chairman for the United Transportation Union; I am speaking in favor of H. B. 8796. As a engineer on the railroad, I run up and down the Berkshire. We realize that the time delays and the service involved on trains 142, on a Friday night, the people must sit in Danbury for 27 minutes after they arrive, before they depart. And, all during the winter when they ran to Pittsfield, people at Cornwall Bridge would be left standing at the station, instead of even being picked up. The bus cannot cross the covered bridge and people would be waiting for transportation to get home, and we would leave them sitting at the station. So, I feel if this service is up-graded and put on a daily basis, which it was in the past; I feel that once again the Berkshire could pay for itself. Thank you. (in answer) Right now we have the one car - Budd car. But we have specials out of Pittsfield, ball games and everything else. We run 15-18 coaches down to New York, loaded. And instead of promoting it and making it better, they are doing everything to stop the service. Thank you.

Mr. Jerry Parker: Mr. Chairman and Members of the Commission; I am Legislative representative of the United Transportation Union. What has been said, prior to me coming up; I couldn't add to much. Except anything or anybody familiar with the Berkshires know that there is a wide field there for making money, if the railroad so desires. We have schools scattered all through there; prep schools from Milford to Pittsfield. And, as has been brought out, we have all kinds of resort areas. There is no question in my mind, that if they really want to promote the service and give the people what they want and they could still make a substantial profit. Thank you.

Mrs. Evon Kochey: I am from Lakeville, and I am speaking for the Board of Directors of the Ecology League. This is an organization of professionals and lay people in the Evironmental and fields of law. We feel that it time that we recognized that continued highway expansion no longer solves transportation problems. Frequently, it increases the problem. It compounds the problems of urban areas and increases the tax burden directly through state taxes and indirectly through federal taxes. Not only for new construction for also high maintenance cost of repairs, snow removal, etc. None of these considerations

Mrs. Kochey(continued): even begin to count the cost in damage and destruction to the area through which these highways pass. Now is the time that we look at the real cost of these highways; not just the initial construction costs, and see if there isn't a better and cheaper way to do the job. Both of these bills are small steps towards the solution of these problems. There great significance is that they represent a very much needed sense of direction in our thinking about transportation problems, and as such, deserve everyone's support. Now, I would like to speak to you as a private citizen. And, this is something I feel quite strongly about. A couple of years ago, I developed epilepsy. I was no longer able to drive. Now, I don't represent a great segment of the population but I do represent thousands of people, who for some reason or other, find they can no longer drive. And, many thousands more that shouldn't be driving. But, the Motor Vehicle Dept. is very reluctant to take away their license because they know the kind of problems and the changes this has in their lives. I don't know if any of you can really begin to appreciate the problems that a person who cannot drive any more, has. And, I think that it is as a traumatic experience as having a leg amputated. And, if any of you would really like to understand what this means to thousands of Connecticut citizens; try not driving for a month. And see how complicated this makes your life.

Now, I don't think that the group of non-drivers deserve any special consideration from the state, nor do I think that we have a right to come in as a "lobby" and ask that you institute some program of mass transportation. If we didn't already have serious problems and if we didn't have a great need to take some serious steps towards mass transit. And, so on behalf of myself, and other people like me, who no longer can get from one town to another; I hope that you will give these bills some consideration; as a small step towards a mass transit system. Thank you.

Chairman O'Dea: Thank you, Mrs. Kochey. Anyone else in favor?

Mr. Leonard Campbell: I am Planning Director of the Litchfield Hills Planning Agency; with offices in Torrington, Conn. I don't come before you with a particular endorsement on the part of my agency as much as these 2 bills were not in the packets that we have received in the past; and it came to my attention rather late. I can state that my Chairman, Charles Tie from Litchfield, and I, do support this - these two bills that are before you. I have had the privelege of talking to Mr. ( ) in the past concerning the Berkshire Line, and I think amongst some of the documents there is a letter that I wrote to him on Feb. 18th. Our agency's jurisdiction does not cover the northwest corner of the state. We stop with Norfolk. So, none of this railroad runs through our regional area. However, we are convinced from our own studies of the area, that transportation service from this line has in the past served the needs of the Litchfield Hills region. And rail connection between the area and New York City. And we are convinced that if an approvement on this line

Mr. Campbell(continued): even if it does not run through our region, would substantially effect and assist the people in our region in their transportation needs. I think that it worthy to note, that although this line sort of staggers along, it staggers along under very adverse competition, in terms of - I think that you Gentlemen are aware of the fact - that railroads today, and particularly the passenger services, compete against any tranportation systems which are highly subsidized. There is no other transportation system in matrix of current transportation that must compete in this fashion. There is no other system that has to maintain its own road bed. That has to maintain its own terminal facilities. Most of our trasportation facilities only have to maintain their own vehicles and in a minor degree their terminal facilities. So, that the fact that this line is alive, at all, today; is some indication that we may be missing a real opportunity to serve our people; if we were to support these rail services, with our subsidies as we do other means of transportation. So, again, I say; I think that both of these bills are worthy of your support. It is really worthwhile taking a hard look at this line and keep it alive in this area. Thank you, Gentlemen.

Chairman O'Dea: Thank you, Mr. Campbell. Anyone else in favor?

Mrs. Maxwell Charlton: I am from Cromwell Bridge; I came to speak in favor of H. B. 7712 and 8796. and for the people of our area and their desire and their need for the continous of passenger service on the Berkshire Division. Until last May, we have kept obediently quiet about our one remaining rail link. At that time Penn Central posted notice of discontinuance. The Housatonic Valley Railroad Committee formed out of this protest and took the responsibility of clearing house for a public response. I brought along some stacks of petitions that were circulated just in the Cromwells alone. 235 names were gathered in Kent and New Milford had around 400, I understand. Then other people came down from Massachusetts and took copies back to circulate in Lee, Lenox, Great Barrington and Pittsfield. They didn't report back so I don't know how many signatures they got. But that indicates their interest, anyway. Now, I brought some letters of support, from which I will read brief excerpts from: from Miles Blodget, First Selectman of Canaan: "We all realize that rail service is in financial trouble, but it seems to us that instead of just ripping up rails; with no answer to the whole transportation problem - is not the answer. We therefor give our support to both of Rep. Vaill's bill on transportation".
To The Housatonic Valley Committee; Dear Mrs. Charlton; We would like to add our support to Rep. Vaill's proposal, bill 7712, concerning continuation of weekend rail service between Danbury and North Canaan. With our portion of the state having great appeal for many people, they certainly are dependent on public transportation and it is vital for the economic well-being of our area". This is signed by the 3 Selectmen of Canaan. From Marblewood School in Cornwall, from the Headmaster: "This is a letter for the record to reiterate my feeling that it would be most advisable to keep, and in fact, increase and improve the railroad services to the Housatonic Valley area". From the Planning Commission in the town of New Milford, signed by Ernie Miller: " The New Milford Planning Commission

Mrs. Charlton(continued): at its meeting on March 11, 1971 voted to lend its support to your Committee's efforts, and has appointed Robert Sullivan, local attorney and Commission member to serve on your Committee". From the Housatonic Audubon Society, Dr. Oppeheimer, President: " Dear Mrs. Charlton; The Board of Directors of the Housatonic Audubon Society has unanimously voted to endorse the position in regard to the Housatonic Railroad Committee, and to applaud the efforts of Rep. Vaill on behalf of passenger rail transportation." And, there were several more letters. I wanted to say that the railroad was built to last, it is built on solid rock ballast line, which is not general throughout. Built in the days when our forebears had time to look ahead. It has broad, easy clearances and it was built for people to link town to town in a mountain region. Several of the most noted stations in the country lie along the route. Structures praised in newspapers and periodicals across the nation. If this railroad that P. C. wishes to close to passenger traffic - one of the best built, most scenic routes in the east. The state could make money on this line if we reach a decision to keep it running. We have a lay-out to work with. We have the potential market. We have the scenic route. And, we have the tourist attractions to bring in extra revenue. In addition, we have an obligation to our people in this area, to preserve at least what we have and work towards daily service, once more.

Outside of talk of revenue and dollars, we have people in this country that are too old or too young to drive. Who can't afford to drive on our highways. In the nation, as a whole, there are sixty million people over 65. The preponderous of these oldsters live in the northeast. If they don't drive, they can't go anywhere; without asking someone to take them there. Ella Grasso stated that one of the biggest complaints that she received in her tour of the 6th. District was the complaint of "isolation". In lack of mass transport we are isolating large blocks of people; condemming them within their communities - out of touch with other communities and other people. Yesterday, we had a railroad - it linked town to town. The train was as dependable as the sunrise. And, we could have yesterday's trains tomorrow - if we have sense enough to realize its importance. Thank you very much.

Chairman O'Dea: Any questions? Thank you, Mrs. Charlton. Rep. Morano, do you want to speak on a bill?

Rep. Morano: Mr. Chairman, I am from Greenwich, the 151st. District. I am here today to speak on behalf of H. B. 8413. concerning State Police motor patrols. Section 29-4 of the Connecticut Statutes is titled " State Police Force Motor Control". In 1949 this Act was revised and it reads: "That the Commissioner of State Police may appoint 450 men as state policemen; and 12 women as state policewomen. The Commissioner of State Police shall designate 150 men for Motor Patrol work exclusively". One-third of the force. In 1965, 1967, and 1969 in the wisdom of the General Assembly, we added 300 men, so now the force is made up of 765 men and 12 women. This bill requests that one-third of this force be required and assigned to

Rep. Morano(continued): Motor Patrol work, concentrating on areas that have high accident rates, to help reduce the incidents of motor vehicle accidents. Now, while I realize that the State Police Dept., might object to this on the grounds that of some of some of the problems that exist in our society today, particularly the increase in drugs and bank robberies and liquor store robberies and others; the time has come when we must decide if we need more men for this type of work - we should increase the police department. And, if we are not willing to do that, then we should update the law that I read briefly to you. If this is not the answer, then perhaps we should appoint and establish a Highway Patrol System, exclusively. As we have in our neighboring states and many states. This Highway Patrol System, I would recommend, be under the Commissioner of State Police or if in your wisdom, you feel it belongs under the Dept. of Transportation; I would subscibe to that. My interest is in cutting down the carnage on our highways and establish a highway safety system that would work in this state. We are on our way, but there are many things that we must do to enforce the laws that we pass. And, the laws aren't worth the paper they are written on if we don't enforce them. Thank you.

Chairman O'Dea: Anyone else to speak in favor of the railroad bills?

Mr. John Breasted: I don't have any prepared statement but I do want to speak briefly in favor of Mr. Vaill's bills. I live in West Cornwall, which is in Mr. Vaill's District. I happen to live about 30 feet away from the railroad line in question, and I don't use it. And, I think that in spite of the fact that it would be quite awkward for me to use it; I would, if it were maintained and if there was more frequent service. I think that a lot of people in the north west part of Connecticut, would use the Berkshire line if it were improved and if there was better service. I think that there are important arguments in favor of improving this service beside the usual economic and ones of efficiency like the ones raised by our U. S. Senator Weicker, when he announced his poisition on the SST. When he said a few days ago that he was in favor of spending public moneys in Connecticut, instead, for mass transit. But, I think that the reasons raised by Sen. Weicker are admirable and important but there is also the questions like the loss of life which is disturbing to all of us, even though Connecticut has the best record for highway fatalities in the nation - it is still too high. And, it is a question that has meant a lot to me in the last year because I have talked it over some with the police in Canaan and the kind of daily carnage that takes place on our highways, I don't think would be duplicated by mass transit taking over a lot of traffic that is presently private. For the Berkshire line it is mostly the New York City run. So, I would just urge you to put this bill out favorably, if that is what is best. And, to say that I am in favor of it. I think that a lot of citizens who haven't shown up today, are. And, I would hope that this could become a pilot project with which Connecticut could show the rest of the nation that the revitalization of the railroad is feasible. I don't think that Connecticut should be expected to go it alone, indefinitely; because it can't. Obviously, if this

Mr. Breasted(continued): railroad and others, if they are to be revitalized should be partly financed out of Federal Funds because they will be used by out of state people, just like our highways at present are used by out of state drivers and are financed partly by Federal money. I would hope that some kind of liason could be achieved if it isn't in existence at present, between Legislators on the State level and Senators like Lowell Weicker and I am sure Mr. Ribicoff would cooperate, too. And in phasing this into something that could become more important nationally. And, thats all.

Chairman O'Dea: Thank you, Mr. Breasted. Anyone else in favor?

Mr. E. D. Fales: Gentlemen; I am appearing as an indivdual and as a Director of the Ecology League of Western Connecticut; and also as a writer on transportation, for many years. Both highway and rail transportation. And, I would like to say that when the proposal to continue service on the Berkshire branch, first came up; it impressed me, for one. And I know that it impressed a good many other people in our areas, as rather a far out attempt to keep something going that perhaps shouldn't be kept going. But, the more that I be came interested in it, the more I became convinced that for the state of Connecticut, the importance of this goes beyond the one railroad branch. This, is really a turning point in the state. It is becoming very clear that there is strong sentiment all over the country for a return to good passenger service. The public is very much in earnest about this. It wants good trains back. And it is now beginning to realize for the first time, what it has lost. At the same time, you are beginning to see - and one or two of the speakers have mentioned it - a very real objection to the proliferation of highways in some areas. This again, is very much in earnest. These are not crack-pot conservationists. These are kooky ecologists. These are Mr. and Mrs. Joe Public. There are no longer conservationists and non-conservationists. There are now, essentially, conservationists - the concern over pleasant places to take our families to fish and swim, and to be able to get away from the rush and the roar is very real and it now effects everybody. So the whole nation, now, and our whole state; are looking for some progress in this direction. We came over this morning on the beautiful super-highway, through Waterbury - we moved right along, there was no traffic. And that is fine. But,it also took time away from business - that time could be put to use by business men traveling; instead of driving. It seems to me what is now, in the course of wisdom; a wedding of rail and passenger service. If there can be collector points, where people can commute; leave their cars, and board the train. I think that is the look of the future. Incidentally, Mr. Vaill told me that there are bills like this in the Massachusetts Legislature. The state is to be asked, I believe, to put up $50,000 to continue the service experimentally, for one year. In the hope that it may be expanded. $50,000, this year, seems like a lot of money; but when you compare it against what we are spending on other forms of transportation - highway and air - it is nothing. And, it can just be that that will be the little act that will enable Connecticut to reverse the trend away from the railroads. The day is coming, someone said, Connecticut

Mr. Fales(continued): is going to be one great, big, beautiful city. New York City is already flooding out into southern Connecticut, as you know. Business after business is moving down there. Your commuting pattern is going to change and Connecticut is going to need rail lines to get into the southern part of the state.

If this service can be maintained, it may not cost the state even $50,000 a year. Because if the towns will get in back of this idea, and publicize it; it is only take 250 extra passengers a week to make up the entire difference. Lets say that they can get1100 more passengers, there is about $25,000 returned; so the investment becomes very small indeed. I think that as visionary as this seems now, it is not visionary at all - it is going to open the way to a "wedding", as I said; of rail and highway transportation. Thank you.

Chairman O'Dea: Thank you, sir. Anyone else in favor?

Mr. Truman Crowal: Mr. Chairman and Members of the Committee; don't be alarmed at my gear, because I have done this for efficiency. I realize that brevity is the word of the hour and I am going to be brief, and still cover all of the bases and still take a good hard look at the problem before us. I am from Torrington. I am a former railroad man, in the mechanical department of the old New Haven R. R. And I also worked in the department of industrial development. I have approached this whole problem with a real boomus approach. And, in order that you Gentlemen can follow me quickly and swiftly and completely; Mr. Chairman, I am passing out to each one of your Committee, an envelope; you will be able to follow me when I give you figures. I would like them back; but, let me begin by saying that a lot of work went into this - months, a couple of years - if this is going to add the cause. I would suggest that you don't go any further than taking them out, because I have arranged them in sequence, and you can follow me along, and we won't lose any time. If this is going to spread the word among the Legislators, if it is going to reach the right people, then by all means, keep them and pass them on. When it is finally completed, my name and address are on the envelope and it can be droppedin the mail, back to me. Because I will use them in presentations in other places. Hopefully, before the Massachusetts Legislature.

Now, to begin with, the two bills I am speaking on 7712, rail subsidy bill; when Rep. Vaill asked for $50,000 he did so because at the testimony given at Pittsfield, Mass., last year, in July: the Penn Central came up with a figure of a $100,000. They said $30,000 for the Budd car; and they came up with $70,000 that they took out of a hat. At that particular time, I bought it. And, I had a suggestion that never materialized because I realized that Railpax was coming up. I understand that the Dept. of Transportation of Connecticut says that the figure $50,000; so I'll buy it. But, in testimony that I reviewed; a rebuttal by the Conn. Dept. of Transportation, the Attorney General and the Asst. Attorney General. It comes up that the figure is not $100,000 we're talking about, we are talking the Budd Car. The Penn Central used the figure of $21,000 for the state of Connecticut and blew holes in it. The Penn Central used the figure of $3,000

Mr. Crowal(continued): and then they let it ride. So, when we asked for $50,000 - and I understand that they are concerned about the budget - including me, because I have to pay my taxes, too. We are splitting this with Massachusetts and Connecticut. Some of the suggestions that were given were that the railroad equipment was not up to par; this I will go along with. The state of Connecticut said there should be promotion; this I agree with. And, I want to state here and now; that the Housatonic Valley Railroad Asst., are a bunch of promoters who wanted them. I am very much excited over Railpax, Gentlemen, because for once, in the first time in the history of the railroad in the U. S., there will be such a thing as coordinated service. Now, Railpax is in the business to make money. They don't worry about freight; they are going to make money on the passenger service. Railpax,(if you open your kits, please) is not going to take that portion of the line from Danbury through to Pittsfield.

Now, lets assume that we have a deficit that we have of $30,000; Railpax will absorb one-third and the two states will absorb two-thirds. So now will we have the deficit to $20,000. We have many reasons to perpetuate this service. Because once service stops; we will have to rejuenate it and get it going again. Even on the weekend service we have now; the Houstatonic Railroad Committee has contacts with New York. We are thinking of bringing people up on Sunday morning. We are talking about the people in the area coordinating a meal and a good time; to look around the area and go back on the evening train. Now, this is on the existing service we are asking. But we are also talking about people up north, in Canaan and Pittsfield, to go down on a Saturday morning, attend a show in New York, have a great day, and come back the next day. Now, this is something that has never been tried before.

I would like to enter into the record, Mr. Chairman, a little note I got the other day, I'll only read one sentence. This is from the Connecticut Historical Asst., and it says: "On Sat. April 24, the New York Railroad enthuasists will operate an excursion train through the Berkshires, with a half hour stop planned at Caanan". Why Caanan? Well, the fate of Caanan station is going to start right with this Committee. I was on the research committee who studied Caanan Station; which is the oldest passenger station in the United States in continous service. It is the original building. It has had passenger service from its beginning, up to the present. On May 1st., depending on what you Gentlemen do here; (jumping over the first hurdle) we may have to bury the claim - that the Caanan Station is the oldest passenger station in the U. S. in continous use. Why? It has been broken by God. Inas much as we had wrecks, we had floods. But, now man will take it upon himself to say; "hey, we can't do this, we have to stop this service". In some states, and I am not criticizing my own state; they would jump at the chance to be able to publicize the oldest railroad station. And if we had a deficit of $20,000, which includes Massachusetts; that would be a small price to pay for what is considered number 3, Historical Presservation in Connecticut. Number 1, the Prison. Number 2, the old bridge. Number 3, Caanan Railroad Station.

Mr. Crowal(continued): I would also like to enter, Mr. Chairman, a little exhibit; a photo that was given to me; there, that is the Budd car we are talking about. Railpax takes over on the first of May. The trains will be neat, clean. Their business is passenger service and they've got to make a dollar. And if they run it, we are going to get the equipment that you expected. This is prior to the pilot program. The area has been alerted. And, incidentally, I can say at this time; I want to thank the press, the daily, the weekly press; they did a tremendous job. A lot of people know there are trains up there. Someone called me from New York the other day and wanted to know if the train was still running, they want-to come up, just to ride on it. But, people know that we are fighting for the life of a little railroad.

Now, if you grant the money, and if you give this bill favorable approval - lets jump ahead and look into the future. I ask you now to look at your map. I have prepared 15 maps. And this is your transportation as it is going to exist on the first of May. Hopefully, the line from Danbury to Pittsfield will still be in effect. The first thing you do, when you look at this is to say, "there is another railroad running along side of it". Now take the brief that I have written up; I'll read this briefly, it will be the only reading I'll do: "In its simplest form, my proposal funding - notice it is Federal funded - high speed passenger service for the Berkshire corridor is a quote: "pilot program". In a pilot program you do everything you should do and you do it right. One design and use standard equipment over well-maintained rock-bed. (and, Gentlemen, I am not talking about a two million dollar Turbo - I'm not talking about a 6 car, three million dollar metro - I'm talking about standard equipment that is going to be available after May 1st. Why? Because 340 trains are going to be knocked off) Pittsfield and New York by rail as an alternative to a four-lane super highway. And, certainly the construction costs run in the millions. It would be running parallel to the railroad. There is a transportation problem in the corridor, you heard this this morning. And a corridor is defined as a direct line running from Danbury to Caanan, Conn., and on to Great Barrington and Pittsfield, and further north. It will provide more economical travel between New York and Washington. Notice I said Washington. We'll come to that later. And, rightly so, because this is possible in other sections of our state. Now, recognizing this problem, I have researched various altenatives to two parallel highways; and two parallel railroads. Metropolitan congestion, ecology, and economy finalize this conclusion. In reference to the parallel railraoads; evidence heavily favors the Berkshire line. The following outline is the framework on which the case for the Berkshire line was built. I have in my files all the facts and population comparisons of former train schedules and potential speeds from up-dated railroads to back up my conclusions.

Turn to page 2; we will move along very swiftly, I assure you. Now, as businessmen, the first thing you are going to say is "what do we have up here?" Population comparison: you have a chart - turn to it. It is unfortunate that I am doing this, but it is absolutely necessary

Mr. Crowal(continued): in order to make a comparison. We have a railroad in New York which goes from Brewster to Dover Plains on the MTA, and that run into trouble. They are in trouble from Dover Plains till the end of the line. There is a bill in New York, and hopefully it will pass; that will extend the MT up to Chatham. We have a railroad in Connecticut that many persons are going to let die, unless something is done about it. And, what does it serve? Look at the figures. 125,600 people. This is the area from Pittsfield on down and including Brookfield. There is another thing that came out of this, Gentlemen, and I found that 14,300 people and 23 miles of track on a railroad parallel to ours, versus 27 miles of track and 26,000 people. The 14,000 have daily commuter service and in Connecticut where we have 26,000, we don't even have a daily train. Other than the week-end service. And on the bottom, I noted that this should be corrected.

Going on a little further; and we'll move along with this, "The travel habits and occupations of the residents". The people in this area, business people; retired people; people with reasons and occasions to go to New York City versus the people on the other line; which is more starkly settled. Now, Connecticut to New York commuter possibility - I hit on that. Now, lets talk about something else, bus line possibilities. If you will turn over; you will see a map of Torrington. Why Torrington? Well, that's my home town. We don't have any service. And we would like to link into this super train of tomorrow. And here it is, Gentlemen; this picture was taken from on top of a snowbank, back in January, and you are looking at a 135 car parking lot in Torrington. Your parking problem along the whole line will be designed to begin and end in the town in which you live.

Now, how about the population in this area; turn to "The Polulation in Connecticut Towns in Super Train Area". You see 31,000 in the town the train actually runs through but you will see each town listed which total 73,327. Now, these towns can either drive to the bus line or to the railroad. They are in the area to be served by the super train. And over on the westside we only have 7523, for a total population of 111,850 who can take a super train to New York and Washington, and points beyond.

Turnover again; I am moving very fast; "Towns Within Driving Distance of Pittsfield Super Train". And the railroad towns, from Pittsfield down, we have 94,000. So, I can come up with a figure of a 100,000 in ten years. And, the towns of north of Pittsfield, riding distance of 22 miles at the greatest. Coming down we have a population of 46,500. Now, these people are all within an area where they could drive, and would drive; if we had a train which is out of this world. And, when I say "out of this world"; standard equipment, neat, clean and on time and running as railroads can run.

Now, the next thing really excites me; if that is possible. It is a Stamford connection for the proposed New Haven - Washington metro-line. I don't know if you Gentlemen know, but there is talk about extending the metro-line into New Haven, because of the overhead wires. And, there is also talk about New Haven being the origin of

Mr. Crowal(continued): a Washington bound metro-line. Bridgeport, New Haven, Stamford, Penn Station and on through to Philiadelphia, Baltimore and Washington. We have - take this one here - this really excites me. We have a built-in feature on this railroad. If you go to New York on our neighbor railroad to the west; it ends at 125th. Street. If you go to N. Y. on our railroad it deadends at 125th. Street and Grand Central Station. But, lets suppose now, that we have a coordinated schedule; listen carefully now; you can get off the train at Stamford and in 5 minutes board a metro-liner and look where it goes. It by-passes metropolitan N. Y., over the Hell Gate Bridge, down through the tubes and eliminates all that congestion and confusion, that normally you do when you go from Grand Central to Penn Station. And, if you want to get into more detail, see the map underneath.

So far, we are talking about scheduled revenue. Open up "The Berkshire Week", and you will find a bookmark on the inside, which was supplied to us by The National Association of Railroad Passengers, one of the organizations that was instrumental in getting railpax to become a reality. Turn to the senter section - and for the audience - here it is. Here is a very progressive newspaper, who also owns our Torrington Register; and here is the railroad running through some of the nicest recreational and cultural events in the east. I don't expect you to look through it now, Gentlemen, but I would hope that in the privacy of your home or in some quiet moments, you would review that to see what is available in the Berkshire area.

Now, I will show you one of the many progressive weeklys in our area, this is Dec. 3, last year. And, right smack on the front page, are 2 very interesting pictures. One of the covered bridge at West Cornwall. Two, the Caanan Railroad Station. These are 2 of the many attractions that people come up to this area for. Within the last five years, I know of four special trains, that have been unsolicited, that came out of Philiadelphia and New York, to vist the Berkshire line. I was on a train in 68, a foliage train; 600 people out of New York. They came up to Caanan and ate them out of house and home, and Caanan loved it. They spent money. They turn around and went back, and it didn't cause a ripple, as far as the people were concerned. The potential of traffic from New York up to this area is tremendous. If there is only some promotion behind it. The Connecticut Development Commission, with an active association, such as I belong to; we could get a substantial amount of revenue from the reverse trend. You've seen all this. Now, I'm going to talk a little.

Read along with me, please; then I can read faster. Standard equipment; dependable, low cost, flexible, maintenance. All due respect to the turbo. All due respect to the metros. They have their problems, they will be eliminated. But they are sophisticated. I am talking about cars that can be coupled; uncoupled. I am talking about particularly G. E. make that can be coupled onto a train. I am talking about power - extra power so that you can get into a station and out of a station - in a hurry. This reduces your time. Now, I

Mr. Crowal(continued): am talking about coaches. Someone asked me why in heavens name I wanted to put 400 people in 4 coaches, rather than 3 coaches? Well, for the very same reason that the airlines do. They want to give you space, comfort and to make you a happy passenger. The coaches that we would use would be 52 passenger, trans-continental type. These coaches, Gentlemen, are going to be available after May 1st. They are going to be moth-balled somewhere. And we don't have to spend millions of dollars to get them. Communications - a simple thing. Every coach would have 2 high fidelity speakers; properly spaced. There would be no more the conductor yelling through the door. In contrast there would be a very well-trained, well-groomed hostess. The airlines have a monopoly? They do not. Six coach trains. Why? Well, you railroad men know that it is the policy of the railroad to put every ton that locomotive will take, and then drag. We are going have a train that is over-horse powered; so that when the conductor gets the signal to get out of Caanan - he's going to get out in a hurry. Air conditioning - how many times have you been on a train when it didn't work? Even on a good railroad. Normally, air conditioning is tied to the movement of the wheels. For this we would have extra heavy duty in the locomotive; so that if it is moving or stopped, its working. New type disc brakes for smoother starts.

Someone mentioned, Mrs. Charlton, I believe; heavy duty rock ballast exists from Danbury to (O). This is true. There is no rock ballast between ( ) and Pittsfield. That would require 20 miles more of rock ballast. Somewhere in there you will find schedules taken from 1951. Then you could take a 7:30 train out of Pittsfield make a 11 stops; and be in Grand Central in 4 hours, with an average speed of 39 miles an hour. Now, you don't think that's fast, do you? But you railroad men, know that is very fast. I propose 70 mile an hour tangents. This man is out of his mind. He is not. 70 miles an hour sections of that railroad for a mile, 2 miles or 3 miles,is with proper curve elevations possible. Remember we are talking about power so that we can move along very fast.

And the Diamond Plan for all unprotected crossings is nothing more than cutting everything at a 45 degree angle, so that as you approach the crossing you can see the engineer, before you get on top of the track; and he can see you.

Now, "stations"; here is a bone of contention with the railroads and I am with them on this one. If, we are going to have a pilot program; if we are going to have a real good system, then it is the obligation through which the train travels, to assume some of the responsibility. The stations will not be the railroads responsibility to provide and maintain. Ownership could be either private or community. Station are to be manned and maintained by regional systems composed of towns through which the railroad passes.

Now, lets go on to schedules; I won't dwell on this. Look at them yourselves. But there are two schedules here. 39 miles an hour was the schedule 20 years ago. I have super-imposed this. I have taken a 4 hour running time and put it in the morning. 6 hours-Pittsfield

Mr. Crowal(continued): to Grand Central. But I have changed it, I have eliminated some stops; we have made some track improvements; and we have knocked off a half-hour, so that if you leave Pittsfield at 6, you get out at Grand Central at 9:30. You have a full 8 hour day and you grab the train at 5:30 at night on a beautiful, clean, neat, comfortable coach; with a reclining chair. You are exhausted - but you are going to rest and recuperate between 5:30 and 9 at night.

Now, Torrington; my hometown. Remember the parking lot? Well, we won't even bother with the 51 schedule, we'll go to the 3½ hour proposed schedule; the practical schedule. You'll get up and go to that parking lot at 6:45 in the morning and if you go to Grand Central, you'll be there at 9:30. If you want to go to Washington, you will be there at 12:45. No, Gentlemen, I am not out of my mind. I am taking a schedule that already exists on the metro-liner and I am tying it in with a coordinated schedule of the "Early Bird", for the lack of a better name - and coming up with a very practical arrival time in Washington. Out of Pittsfield it would be 6 hours and 45 minutes.

Now, to back up some of my statements - don't read it now but read it later. In the Hartford Courant about the metroline solves problems. Somebody said something about (and I'm getting near the end, fellows, breathe easy) SST funds are being urged for the turbo train. Every day you pick up the papers and somebody is saying that we have to do something for ground transportation. And, again, I say - right here in this room, with this Committee - if you fellows think big.. You are charged with the responsibility to think ahead for Connecticut. You are also charged to watch the budget, too. But a good investment in continuing the service and a good investment in having the Governor of the state cooperate with the Governor of Massachusetts; line up a Committee as the bill calls for and go much deeper than what I've done; is a very good investment.

Now, there is something that alarms me, Gentlemen, and that is a letter I received from Washington. This is from The Executive Director of the National Railroad Passengers Association; and I thought that we had something exclusive. Well, don't you believe it. Because there are other sections of the country that are just as progressive as we are. He says: "The regional approach to "beef" up rail passenger service is now being promoted in the following areas; (and I'll skip very quickly) Boston to N. Y., N. Y. to Washington; Norfolk, Va., to Roanoak, Va., etc. (but listen to this) Throughout Illinois a State Legislative Committee is investigated possibilities." They are already doing what the second bill asks for. And why am I excited? Because I think Uncle Sam will take a great area which is not good enough for Railpax, which takes ( ) but still needs service. I think that Uncle Sam will say "O. K", I'll fund this. And you do everything right and you'll see what we have. I only hope that the Committee is not left wanting on that. And, in conclusion, Gentlemen, I would be very happy to answer any questions at this time. Pittsfield, Mass., is a very progressive city, I think.

Mr. Crowal(continued): It has General Electic and its 11,000 people who work up there. G. E. makes a good locomotive and if you are going to have a pilot program, it should be a G. E. locomotive. They have an airport up there, too. But, I have checked and I inquired and found out that the Massachusetts Airport has been 22 years in the making; invested about 3 million dollars; and I heard the day I was up there they are building a 5000 foot runway. I am not against airports, you got to have them. But, here is the clincher. The cost is going to be one million, one hundred thousand dollars. Who's going to pay for it? 50% to be paid for by the Federal Govt., 40% of the state govt., and 10% by the local govt., I will close on this, Gentlemen, Can you deny a big leap forward of a possibility to do something with the railroad, the same as the Berkshire.? I got a call from Paul Freidman who has made a sanctuary of our state flower, the Laurel; at Indian Look Out in Torrington. Thousands of people go there from all over the world. He said that a railroad could be landscaped and he would show me how the brush could be trimmed,; cut trees; prune trees; and you could have a park up through there and you could go through on a train as you would in an automobile. Gentlemen, the possibilities are tremendous. I hope that I have communicated and reached you because if this opportunity that you have, goes; there are many things that Connecticut has lost. Thank you for listening.

Chairman O'Dea: Any questions? Thank,you, Mr. Crowal.

Mr. George Gill: Mr. Chairman and Members of the Committee; I am Assistant General Attorney for the Penn Central Transportation,Company, Debtor. And I wish to express Penn Central's position with respect primarily to 8796. Some of my remarks would be pertinent to 7712, too. We take no position, either supporting or opposing, 8796 or 7712. Iddo, however, believe that certain facts should be brought to light. The formation of the proposed committee, since it would involve a bi-state commission, and certainly if the program were to procede forward and such a commission were established, this would require approval by the Congress in the form of an interstate compact. An, I think that in view of our experiences with the establishment of the Westend Demomstration Project, which is now going on; this is a time concuming factor. In addition, we already have in existence in Connecticut, what I believe is a proper forum. That is now charged with the responsibility of programs as proposed. And that is the Connecticut Department of Transportation. The enabling Legislation, setting up that Department; Special Act 768, clearly sets forth the powerss and duties of that Department. And, more particularly, that of the Commissioner of the Department. The Department, thus, is responsible for all the planning, development, maintenance and improvement of all forms of transportation within the state. The Commissioner is particularly charged with the responsibility for coordinating and assisting in the development and operation of modern, safe, efficient highway; mass transit; train and aviation facilities and services. It would thus appear, as far as Connecticut is concerned, a formation of another committee is unnecessary. In respect to the particular rail service here involved

Mr. Gill(continued): the Interstate Commerce Commission, in 26165, entitled "Penn Central Transportation Company Discontinuance Between Danbury Connecticut and Pittsfield, Mass." dismissed Penn Central's application to discontinue such rail passenger service on the grounds that it lacked jurisdiction over such service. Since such service was inter-city in nature and therefore was in the jurisdiction of Railpax. Railpax has recently indicated the lines of railroad and the trains it will operate and said service does not include Danbury to Pittsfield service. Penn Central has therefore posted its notices of discontinuance effective May 1, 1971. There will, thus, be no funds at the present, from either Railpax or Penn Central to operate this service, beyond the effective date. Since the Department of Transportation is presently authorized to conduct studies to carry out these demonstration projects, with respect to service such as that, here involved. The proposed legend of legislation appears unnecessary.

Turning to the other railroad bills, the first is bill ~~8763.~~ 8673 Penn Central's position is that of opposition to this bill. This is a bill that would require the railroad to equip each diesel locomotive with an exhaust fan to ventilate a cab or other ventilation device that would free the cab of exhaust gases, in casesowhere the Labor Commissioner, after investigation, has certified that as being necessary for health and safety of employees. We oppose this bill as being both unnecessary and unreasonable. In the first place the Legislature has given to the PUC jurisdiction over the safe operation of plant and equipment of public service companies. And, has empowered that Commission to issue orders or regulations in respect to alterations of operations of plant or equipment for the safety of the public and the employees. This authority is set forth in Section 16-11 of the Connecticut General Statutes. I suggest, therefore, that the PUC is the forum before which the matter should be brought in the first instance. In addition to the above, the U. S. Dept. of Transportation, Federal Railroad Administration, has promulgated its rules with respect to cab heating and ventilation, They are contained in the Locomotive Inspection Law, dated October 1968. Rule 229-F of those rules as here pertinent, requires that operating cabs or compartments be provided with proper ventilation and Penn Central is now, and has been for some time, been in compliance with that rule. And, a similar,identical rule previously established by the Interstate Commerce Commission. Diesel cabs are presently equipped with either roof ventilators or ventilation systems which re-cycle air through the heating system. In addition to the above; the proposed bill would place upon the railroad an unreasonable financial burden. There are presently assigned to the north eastern region of Penn Central 1,153 diesel locomotives, all of which may operate at one time or another, within the state of Connecticut. It is estimated that the cost of installing ventilator fans would be approximately $220 per unit. Excluding overhead costs. Installation of units on northeastern locomotives would cost us about $250,000. In addition, Penn Central has stated that they are frequently utilizing "pool" locomotives, which may operate within Connecticut a day or longer; and then not again for a considerable time. Total system ownership of diesel locomotives is apporximately 4,000.

Mr. William Beebe: Mr. Chairman; I am the State Legislative Director for the United Transportation Union. I would to go record as being in favor of H. B. 7712 and 8796. Since there has been enough oratory concerning these bills, I think it would be superfluous to comment further. But, I would go on record as being in favor of these bills. Concerning H. B. 8673, again The United Transportation Union would like to be recorded as being in favor of this bill. Since the Penn Central has merged with the New Haven, we thought that the locomotive power would improve, but, as it turned out; it seems that the power that we thought was of poor quality, has been siphoned off onto the Penn Central and we really have some poor locomotives. Which are in dire need of repair. And, all we are asking in this bill is that if we have a particular case where it would impair the health of an engineer on a particulat diesel, that we could call the Labor Commissioner and he, or his representative would come down, and make an inspection of the particular diesel. And, then, if in his opinion, he thought it was necessary to install a fan for the safety of the employee; then we would hope this would be done. This is all we are asking, in this bill. That an investigation be made first and a determination by the Labor Commissioner. And, we don't think that would be too burdenson for the railroad to comply with.

H. B. 8675, concerning safe working conditions in cabin cars; we don't think that this is too burdenson or too realistic to request that the employees be given the same consideration, the same sanitary conditions that the managerial forces enjoy in their modes of transportation. The cabooses in Connecticut are in a disgraceful condition, and our bill is a replica of a public commission order that is effect in Pennsylvania. Now, if they can comply with the provisions of this bill in Pennsylvania; we ask why they can't comply with the provisions in Connecticut. And, what has happened is that - and it is not burdenson in our opinion because there is a time schedule that "X" number of cabooses shall be refurbished - and if this is too burdenson, of course, there could be amendments to them. But it is not a "one crash program". Now, what has happened here is that the cabooses that come out of the workshop, refurbished or the new ones; are siphoned off into the state of Pennsylvania; so that the railroad will comply with the Public Service Commission order in that state - to the detriment of the employees working in Connecticut; so consequently, we are left with the left-overs and the unsafe and unsanitary conditions for our employees to work in. As a result of this public service order, having the cabin cars sent into Pennsylvania. We think that the employees in Connecticut are entitled to the same consideration, to the same safe and sanitary working conditions, as the employees in Pennsylvania. We are only asking that we be treated the same as those employees.

H. B. 8681, we would like to be recorded in favor of this. Some time back in 1955, the former N. H. Railroad did provide parking on the side of Union Station. But the former President of the New Haven sold the parking lot; and we were then required to park in back of the station. And I just made an inspection of the parking lot, prior to coming down here, and it is in a disgraceful condition. The holes