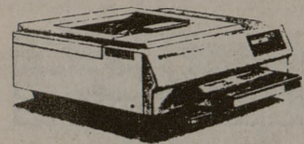
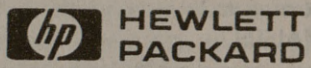


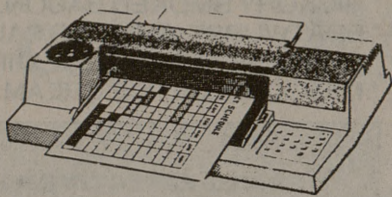
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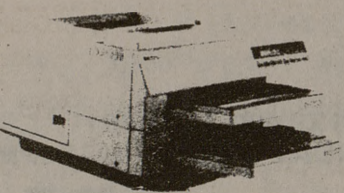


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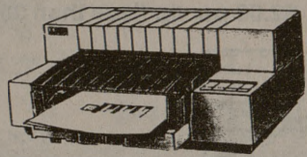
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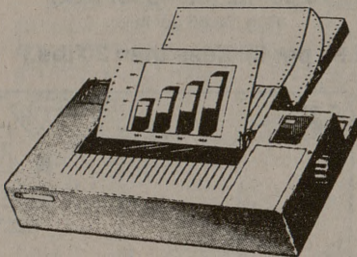
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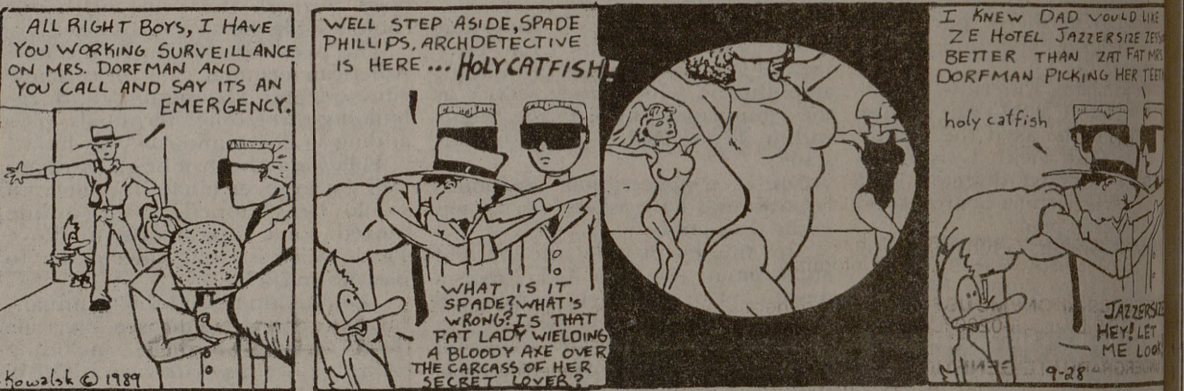
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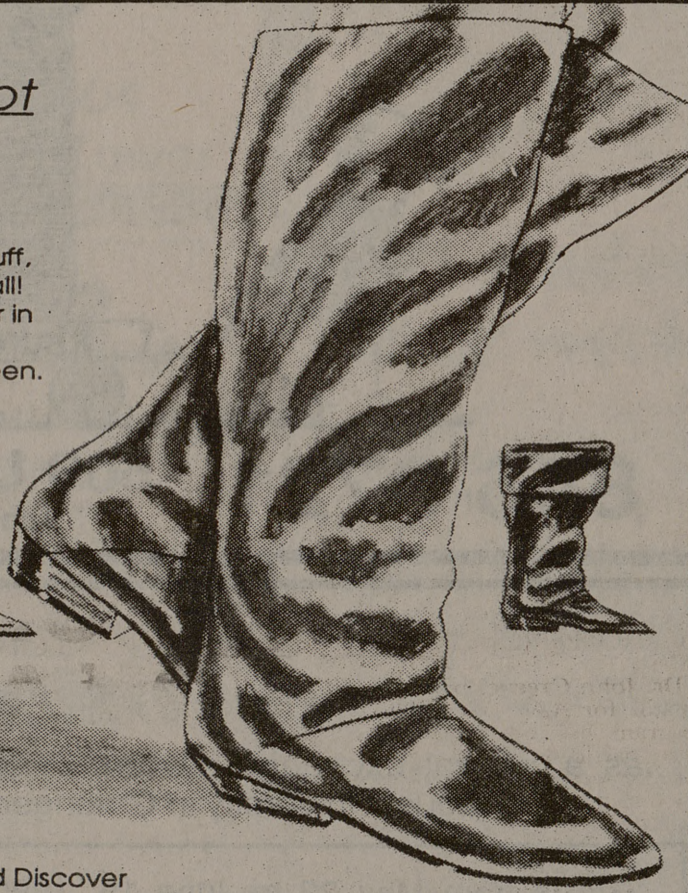


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Future travel options in Texas may include high-speed train

HOUSTON (AP) — A high-speed railroad being proposed between Dallas and Houston would carry thousands of riders daily at a cost lower than flying, say its developers, who include former Texas Lt. Gov. Ben Barnes.

The \$2.2 billion system will be the first proposed to the Texas High-Speed Rail Authority, a newly created state agency that oversees franchise awards for routes. Barnes, an Idaho engineering firm and French railway plan to unveil the proposal Wednesday in both cities and Austin.

A German consortium is expected to announce a similar plan in the next few weeks.

Bob Lanier, chairman of the Houston Metropolitan Transit Authority, said he met with officials from Boise-based Morrison Knudsen Corp., Train a Grande Vitesse and Barnes last week.

Morrison Knudsen already has several construction and engineering projects in Texas. The French TGV last week introduced

the world's fastest bullet train, the Atlantique, a 186-mph train between Paris and Le Mans.

Lanier said the group projects carrying 10,000 to 12,000 riders per day and would offer fares of about 70 percent those charged by airlines.

"They really believe they can ef-

"They really believe they can effectively compete with the airlines."

— Bob Lanier, HMTA chairman

fectively compete with the airlines," Lanier said.

The train also would have suburban and downtown stops in Houston and builders would consider constructing a joint station for light-rail connections, he said.

Kent Hance, railroad commission chairman, said representatives of the

French group have told him the cost of a one-way, Houston-Dallas trip is expected to be \$35. Plans for the Dallas-Houston route followed eventually by San Antonio, Dallas and then San Antonio-Dallas.

The Houston to Dallas train is expected to be able to transport passengers between the two cities in one hour, 20 minutes to 1 hour, 45 minutes.

Jess Hawley, a Morrison Knudsen spokesman, confirmed the scope of the project but declined to give details.

Most of the principals with the French consortium declined comment until Wednesday. The group is a subsidiary of Societe Nationale des Chemins de Fer, a state-owned French national railroad. It already operates an 80-mile Paris-Lyons route that runs at 167 mph.

Barnes, who was lieutenant governor from 1968 until 1972, is part of a consortium of Texas business firms developing the project.

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