

Mrs. SULLIVAN. It seems to me that we must do something to get this across to the entire American people, because, in order to get legislation passed we must have the cooperation of Members of Congress from the rural as well as the urban areas. This was not just a local problem, but a problem for the entire country to solve. They still have to be even more convinced before the appropriations for these vast amounts are going to be made.

Dr. ROMUALDI. This is where the demonstration project would be very useful.

Going back to the logjam concept, I don't think this will always be a situation where private capital will sit on the sidelines and wait for someone else to do it. Once the tide turns, once the communities become enthusiastic for mass transit, once it is demonstrated that you can be innovative—we don't have to stick with the three things we know now—the airplane, automobile, and the large vehicle with steel wheels on steel rails—we don't close our minds to any system. When these are demonstrated, there will be a great influx of interest from the private sector of our economy to make use of this potential market that will be coming up.

As the tide turns, there will be typical changes in the economic scene. Once the interest is stimulated, the money follows and we think profits will follow, too, with time. The decline has to be stopped. That pendulum needs a good shove now in the other direction; otherwise, it will not be accomplishing anything. It has been deteriorating too fast.

Mr. BARRETT. Mrs. Dwyer?

Mrs. DWYER. Thank you, Mr. Chairman.

I have not had time to read your statement. I am sorry to be late. But I would like to ask you, speaking of mass transit, we are all aware that at rush hours one stalled car can stop an entire six-lane expressway. Do we have any solution to this problem?

Dr. STELSON. I think there are definitely ways to improve the delay and the inconvenience caused by that, but as long as individual drivers drive cars that are individually maintained, I don't think there is any real solution to that problem.

Mrs. DWYER. How can we make mass transit more attractive? I am terribly concerned about this problem. I come from New Jersey where we have quite a problem, where there are several railroads going out of the commuter business. This is very acute for us in New Jersey. I wonder if you have any answer as to how you can get them back? How do we ever get them back, once they have left the community—the railroads?

Dr. STELSON. A large part of this is ignorance in development and in imagination. It is hard to realize how little research has been put into mass transit.

For example, consider one area where we can learn a lot from the Japanese. The Japanese have by far the finest high-speed passenger train in the world today. Their train travels between two major cities. It is not a commuter line; it is a through line, and one high-speed train leaves every 20 minutes. It is convenient. It is attractive; it is rapid. It is very popular.

The Japanese National Railways have a research unit with about a thousand people in it, about 600 professionals. They have had that