

I will not agree that the Pennsylvania has that attitude. As I say, I personally proposed to Mr. Palmer that we would run his trains in Jersey for 10 years and we would if they would replace the equipment.

Mr. WIDNALL. Will you yield? I think one gentleman testified before the Public Utilities Commission in New Jersey that they are not even interested in a partial payment. They are interested in a total payment for commuter service unless certain things happen. I think part of this is tied up with their ability to merge with some other railroads and unless they can show a better passenger service approach, they cannot merge with others.

Mr. MORRIS. This is a matter of public record, what you just said, that Mr. White—this is Mr. White's public utterances and position of his railroad.

Mrs. DWYER. Mr. Morris, how do you account for the remarkable success they had in the Chicago & North Western operations in the light of development of other railroads? Why cannot this success be duplicated elsewhere?

Mr. MORRIS. Mr. Heineman has done a very good job. He has had several things going for him. He first eliminated, by permission, 22 stations that we would call streetcar stations. He has an average haul per passenger of over 22 miles. Our railroads are, for example, the average haul per passenger in the Philadelphia area is less than 11 miles. When you are hauling empty seats this is really the whole crux of the matter. Also, he was able to use the gallery, double-deck cars. We on the Pennsylvania Railroad are restricted by our overhead electrification catenary and that sort of thing. Certainly, anything they have done can be done on most railroads. I still say in New Jersey, if we go through with the program that the Railway Division has working with us, we are going to make the best results and we will at least break even.

Mrs. DWYER. Thank you, Mr. Chairman.

Mr. WIDNALL. Before you close, do you think that mass transit is sufficiently important to be in a bill of its own, apart from the housing bill?

Mr. MORRIS. It is our belief that it should stand on its own feet. It is so important that it is certainly—I bow to the judgment of the Congress, but it is our feeling that it should be separate.

Mr. WIDNALL. Thank you. Thank you, Mr. Chairman.

Mr. BARRETT. Thank you, Mr. Morris. We certainly appreciate your coming here and giving us the benefit of your testimony.

Mr. MORRIS. Thank you, Mr. Chairman.

Mr. BARRETT. Our next witness this morning is Mr. Carmack Cochran, representing the American Transit Association.

Mr. Cochran, will you come forward please?

I observe that you have one of our former colleagues with you. It is always a pleasure to greet a former colleague and I am pleased to see that we have with us today Judge Evan Howell. I had the honor to serve in the Congress with him in my first term when he was a Representative from the State of Illinois and sat on the Committee on Interstate and Foreign Commerce. After four terms of service here, he left the Congress to accept an appointment as judge. We are very glad to have him here today.