

Hopefully, it will. Hopefully, they will adopt that type of railroad service for that particular corridor. But then when you look to other corridors which don't have the population density of the Northeastern, it may be a question of some years before it will be economically able to support such service.

We have to make economic projections.

Mr. VAN DEERLIN. In California, the Southern Pacific has had a long fight to discontinue the Lark, the once-a-day train going each way between Los Angeles and San Francisco. It was finally shown that an airplane leaves Los Angeles every 13 minutes carrying as many people as are carried on the Lark each way, each night. So obviously the distance of 400 to 500 miles can't provide anything other than an attractive tourist trip.

But for the hard-core business of providing passenger service day in and day out as needed, and you come to a run like Los Angeles to San Diego, 125 miles, it seems to me that if the railroads maintain fast service, you can do far better between those two points than you can do by air, when you count the time of going to the airport and coming in from the airport at the opposite end.

I was wondering if the ICC has given any attention, in these applications for discontinuance, to the potential for restoring service if and when such technological changes can be effected.

Mr. TIERNEY. We can't look so far into the future. In other words, we can't know that in a particular case, Mr. Van Deerlin, 10 years from now, conceivably, this loser might then be economically viable.

I don't think we have that power under the act. We look at it from the present-day situation. How much money is being lost? How necessary is this passenger service to the public today?

In weighing all these factors, we come up with our decision.

Mr. VAN DEERLIN. Thank you, Mr. Chairman.

The CHAIRMAN. Mr. Watkins.

Mr. WATKINS. Thank you, Mr. Chairman.

I have no questions. I would just like to wish Mr. Tierney well, and that his trials and troubles be few. I am sure they won't be, however.

I think your judgment that we will have to abolish railroad passenger service in certain sections is possible.

I would suggest that you do as you have in the past, that you have hearings in the locations where the existence of railroads is no longer desirable, with the people being heard.

Mr. TIERNEY. Thank you very much.

The CHAIRMAN. Mr. Moss.

Mr. MOSS. Mr. Chairman, I will support this legislation as an absolute minimal effort.

Mr. Chairman, I would like to ask you for an opinion as to the wisdom of the piecemeal approach that we are making in this Nation to the dismantling of a very important transportation system, or a part of an important transportation system.

I have long felt that we need to stop and take a very careful, critical, analytical look at the type of transportation system, overall, we have in the United States.

There is no question but what we have excellent air transportation across the Nation. There is no question that we have some good air transportation between intermediate points.

There is bus transportation.