

I would like to take up just a little bit of the trend of thought of Mr. Kornegay, Mr. Moss, Mr. Harvey, and Mr. Cunningham.

We on the Aviation Transportation Subcommittee particularly have made several trips across the country looking at high-speed ground transportation systems. We have looked at the system in the bay area in Mr. Moss' State in California, and the one in the eastern corridor.

I don't know in the eastern corridor whether we are trying to prove we can or can't. Somebody says this is research. Well, there is always a direction in research. I don't know whether they are trying to prove they can or can't up there.

In the bay area, I think they are definitely trying to prove they can and I think they will prove they can.

The only thing I want to say—and I think I may be directing this more at some of my friends in the railroad in the audience than I am at you—and that is this: 15 years from now when somebody sitting at your desk, Mr. Tierney, is asking for public appropriations to help reestablish passenger service for this Nation on the ground, what will be the position of the railroads? The railroads may have lost their capability entirely, and by that time it might be just about as hard to recruit passenger service people as it would be to recruit stagecoach drivers. I just wonder if, when this time comes, the railroads are going to be willing to just turn this whole thing over to the Government and have a publicly owned, a Government-owned, passenger transportation system, if the railroads would be happy to have seizure? (That is not a good word, is it?)

I just wonder when the time comes if they are going to be ready, since they have voluntarily given up their capability.

I know they are losing money, and I am going to support this bill. But it worries me that a large part of the study that our committee is doing, that the Transportation Subcommittee is doing, is in the area of trying to develop something, that we can turn around in the same committee room and discontinue.

This is a little bit of an admonition of what are we going to do 10 years from now when this thing comes up and the railroads have voluntarily given up their capability.

Really, it is not in the form of a question, but if you have a remark you would like to make concerning it, I would appreciate it. It is just my own idea on this serious subject.

Mr. TIERNEY. As I indicated to Mr. Moss, we have recommended a study and we have exchanged correspondence with the Department of Transportation on this subject. The very purpose of establishing the Department was to assure that we have a balanced system, which you referred to, Mr. Moss.

The CHAIRMAN. Mr. Murphy?

Mr. MURPHY. I would like to offer my personal congratulations to the new chairman of the Interstate Commerce Commission and congratulate him on his statement. I think his position on the amendments is well taken.

Mr. TIERNEY. Thank you, Mr. Murphy.

Mr. MURPHY. Mr. Chairman, have you been to Japan and ridden their high-speed rails?

Mr. TIERNEY. I am sorry, I have not been.

Mr. MURPHY. I visited Japan a year ago and rode those rails, rode with the engineer and with the executives of the railroad company. There were several interesting things that I might point out.