

No. 1 was that an entire new railbed had to be laid. They couldn't use the existing roadbed between Osaka and Tokyo. Second, the train proved so comfortable to commuters that they took about 40 percent of the air transportation between Osaka and Tokyo.

But also, I think of significant note is that there was no adequate highway between Osaka and Japan. Therefore, a competing mode of highway transportation was not in existence with that of rail and of air.

I think we have to consider these things here when we take your statement, that the long-range rail transportation may not be a thing of the future. I am looking forward to a high-speed rail in this Northeast corridor, but I am afraid it will take a great capital expenditure before the capabilities of cars and power units can be fully utilized.

I don't think the existing roadbed, trestles, and tunnels will permit the utilization of a high-speed capability. It will take, as you said earlier in your testimony, a tremendous capital investment. Whether the Government should get into this or whether it should be left to free enterprise to adjust to the public need and the public demand is something we will have to consider at a later date with this legislation.

The CHAIRMAN. Mr. Brown?

Did you want to make a comment, Mr. Chairman?

Mr. TIERNEY. No, I don't; thank you.

The CHAIRMAN. Mr. Brown?

Mr. BROWN. I will pass, Mr. Chairman.

The CHAIRMAN. Mr. Kyros?

Mr. KYROS. I, too, want to welcome the new chairman here.

I want to say that last month the chairman of this committee sent me with my colleague, Mr. Stuckey of Georgia, to Japan, and we also rode those trains. We rode them during the period of the holidays, when all the people were moving from Tokyo to the countryside. I was amazed at the trains, their high speed, and their comfort.

You can board the trains very easily from loading platforms. They had trains running in both directions, and it was the height of the holiday traffic, yet it was almost incredible that when we left Tokyo, in 2 hours precisely on schedule you would be in Kyoto on the way to Osaka.

Sure enough, the train pulled into the station in exactly 2 hours. I would think it would be an excellent scheme for you to study and perhaps to travel to Japan and see their operation. It is an operation, I think, that lends itself peculiarly to all kinds of passengers.

The trip was one of the most comfortable trips I have made. The trains are well outfitted, and they are designed for passenger convenience. I think the Northeast corridor in particular, not only from here to New York but ultimately to Maine, my own State, would be an ideal study in order to provide high-speed, safe, and comfortable railroad service.

Mr. TIERNEY. I might say, Commissioner Walrath, while he was Chairman, made an official visit to Japan and rode the train. I think this was before it was officially in operation.

The CHAIRMAN. The committee might make an official act that the whole Commission go over and see how they do things over there.

Mr. TIERNEY. That would be wonderful, Mr. Chairman.

The CHAIRMAN. Mr. Skubitz?

Mr. SKUBITZ. Thank you, Mr. Chairman.

First, Mr. Chairman, I disagree with the statement made by Mr. Moss concerning 13a(1). I think 13a(1) was made a part of the act of