

we think that it is going to prove out to be satisfactory provided they keep their maintenance standards. Is that a fair statement?

Mr. KUYKENDALL. I am sure all three of you gentlemen have visited the Bay area system, probably a great deal more thoroughly than we have, but in my visit with those people I am very impressed incidentally, with their overall project, I was impressed with the extreme amount of care that they seemed to feel they were going to have to take over their roadbed to have an acceptable, and as an ex-soap salesman, may I say merchandisable ride on their car, and you are familiar with their abrasive machines they have for the constant grinding of their roadbed, and the thing that bothered me in seeing this as a necessity here, is whether or not hundreds of miles of roadbed on a widespread commercial system can ever demand that much attention or whether or not we are going to maybe dream of getting steels that will eliminate this almost monthly care to give a kind of a cradle-like ride.

Secretary BOYD. Let me give you two answers to that. One is that the train which we are leasing from United Aircraft to operate between New York and Boston has a novel suspension system in it, which we think will have some beneficial effect on ride quality on what you might call run of the mill maintenance of the roadbed. This we don't know yet.

The other is that in various aspects of our research activities, we are going into this whole question of the rail itself, and it may well be that we come up with a different kind of rail, different kind of connection of the rail to the tie, different kind of ballast. These are all areas which are being researched at the present time. So either or both of these may, in fact, become a reality.

Mr. KUYKENDALL. Two more quick questions: Let me get back to my ancient history background and ask you at what point do you have plans, I am sure you must have plans, at what point do you have plans, to study the merchandising and advertising of this type service, because I think in the end this is going to be one of the keys to the whole thing.

Secretary BOYD. We have been riding the trains for, I think, the last year doing surveys so that we could get a base period and a basic data bank on who the people are now, why they are riding the trains, where they come from, where they go, and so forth, so we have got a base.

As soon as we can get the demonstration moving with scheduled service we will go through the same approach and make a comparison to see what we have accomplished in a market sense.

Now, this is also going to involve, however, in the course of the demonstration, some variations in the demonstration itself, such as differential fare, pricing, depending on time of the day and day of the week. It will also have variations in food service; service at your seat, airline style; and I believe we will have some automatic vending machines, sort of Horn & Hardart, you put your quarter in and you get a bowl of beef stew out, and regular snack bar service. All of these things are going to go into the mix of the study that we will make.

Mr. KUYKENDALL. If you will yield there just a moment.

Secretary BOYD. Yes, sir.

Mr. KUYKENDALL. I would like to get a little more specific because I am very sold on the necessity of this and this is, I think, a terribly