

are saying with the present equipment they are just not making any headway.

Mr. PICKLE. Your testimony indicated that the railroad companies or at least private sources had invested some \$75 million or more.

Secretary BOYD. Yes, sir.

Mr. PICKLE. On this venture, more than had been appropriated by the Congress.

Secretary BOYD. Yes, sir.

Mr. PICKLE. To me then that would be an indication that they are joining hands and making vast expenditures trying to find an answer. That would in effect refute the fact they are trying to do away with passenger service.

I keep thinking, whether we like this particular approach or not, that generally speaking, railroad transportation is probably the cheapest means of transportation we have, or at least I am led to believe that, and it is about the only hope for mass transportation in some form. So it would seem to me like we must pursue it, at least do the best we can on it.

Mr. Springer?

Mr. SPRINGER. Mr. Chairman, I don't have but just one or two observations that I would like to get the Secretary's thinking on.

There have been a lot of changes in 18 years and I will admit when I first came to Washington I went to New York all the time on the train, very seldom flew. Now, I never think of going on the train because I can get there any hour on the hour by airplane. I can be downtown roughly in an hour and 30 minutes if I can get a taxi and it is not too busy a time of day.

Did your studies indicate that with high-speed transportation you can equal this between here and New York City?

Secretary BOYD. Well, there are a couple of factors involved, Mr. Springer. One is that there is a limitation on the amount of and number of aircraft that can fly between New York and Washington. The airways are not limited, but the runways are limited.

Mr. SPRINGER. Now, my second observation. If you are going to update, as you say here, the National Airport, Kennedy, LaGuardia, Newark, Boston, and Philadelphia, aren't you intending to make them keep up with the times so that they can carry the load.

Secretary BOYD. Well, let me say in that connection that these—I didn't mean to indicate in my testimony that we were going to upgrade these airports.

Mr. SPRINGER. It was my understanding that you have requests in for that, isn't that true? You have statements by the Department of Transportation that certain things will have to be done at O'Hare, Kennedy, LaGuardia, National in the near future if we are going to meet this problem?

Secretary BOYD. Oh, there is no question about that. But my point is that even with the upgrading of these airports, the Department has stated, that all of these airports need to be upgraded—even with that we are not going to be able to handle the traffic demand which is being placed on the system. This is the key item in this whole business, Mr. Springer.