

are in the minority, it turns out, and they are not all by any means coming from the downtown part of the metropolitan area. In fact, an increasing number of these trips are starting out in suburban sections of the metropolitan area, and many of them, therefore, will not be reached conveniently by a high-speed system that had its terminus right in the downtown area.

So, to sum this all up, and Dr. Nelson may want to comment further on this problem, we feel that we have both a problem in identifying what the best kind of technology is to be used in this sort of situation, and also a problem in identifying more precisely the structure of the market, both present and future, as it will affect the location of any facilities that might be used, not just in the Washington area but in any major metropolitan area.

Mr. KUYKENDALL. In the testimony before this subcommittee concerning the discontinuance of passenger service by the railroads, I have continually, in my questions and in discussion, pleaded with the railroads not to lose this capability of the whole passenger outlook and I would hope they would just not limit their interest and their investment in things like up and down the Northeast Corridor. I would like to see them interested in things like from here to Friendship, from here to Dulles and so forth because, personally, I would rather see it run by private enterprise if at all possible.

Let me ask one other quick question here just for the record because I think this is something that might well be asked on the floor. What is your experience in the area covered under section (c) of the comparative cost of contracting this testing on land owned by the railroads under specifications, that is contracting under specifications as opposed to buying the land and conducting your own tests. Let's talk not about the philosophy of ownership but simply the matter of cost. What would be your thinking, either of you would answer that?

Mr. NELSON. We have one instance of carrying on a test program on rail property. We had a 21-mile stretch of track upgraded between Trenton and New Brunswick in New Jersey on the main line of the Pennsylvania Railroad.

We were able to upgrade to the point where it was the finest 21 miles of railroad anywhere in the world without any question—and to operate test cars on this stretch of track at a cost which was very, very much less than what the cost would have been if we had had to go out and build a 21-mile stretch of track.

Now, we have had some problems with that in the sense that we have had to carry on the testing program on an operating railroad which has a pretty high volume of traffic. Thus, we have not had the test facility available for 24 hours a day. On the other hand, we haven't needed it for 24 hours a day, and furthermore some of the conditions associated with an operating railroad have been valuable in the test program.

Mr. KUYKENDALL. All right, now, just for the record and to make some history here, would either of you gentlemen care to state here what the conditions could possibly be that would cause you to purchase instead of contract?

Mr. NELSON. Well, we undoubtedly will have to establish our own facility or contract with a firm to establish a facility, and we will have to pay the entire cost for an advanced system, a system that is