

Mr. FRIEDEL. Include Friendship in there, too.

Mr. IRWIN. Yes, Mr. Chairman, that is correct.

But I hope that the subcommittee will be able to approve the request that has been made. I think that a long-term commitment will be helpful and, as I said, this turbotrain shows what can be done. For example, one of the things that this train has is a radically new form of suspension.

Now, you made the point we have got old equipment and old ideas. This is true not only in terms of the technology but even in the attitudes toward travel. I mean the railroads really haven't been trying to get people to travel by train for quite a few years now. They don't advertise that way, they don't service that way, they are stuck even with old attitudes as to how you get people to travel. But we are all to blame, I think. I don't think it would pay us to try to retrace our steps and find out where the fault lies because we will find every one of us shares in the inability to see what we should have done.

So I hope the committee will be able to approve a program that will look beyond just the next year, hopefully for 3 years, because I think some real good work has been done.

Mr. FRIEDEL. Thank you very much. Any questions?

Mr. IRWIN. Thank you.

Mr. PICKLE. Mr. Chairman, I just want to welcome our colleague here this morning. He rightfully points out that he lives in the Northeast area, and in a sense my heart goes out to you, but you have to accept things.

Mr. IRWIN. We are happy to see the growth that is going on in Texas, Mr. Pickle, and we want to assure you that sooner or later if you do as well as you should you are going to have the same problems.

Mr. PICKLE. We may have but our situation will be a little different inasmuch as the gentleman before you pointed out the passenger service for long hauls may not be as feasible as it was 50 years ago and we have to accept that.

Mr. IRWIN. I understand that. I am talking about—

Mr. PICKLE. Between our areas between Dallas and Fort Worth, yes.

Mr. IRWIN. That is what I am talking about.

Mr. PICKLE. Perhaps even in that area into the Houston area.

Mr. IRWIN. Yes.

Mr. PICKLE. I compliment you on your interest and the fact you come here and I am glad to know you lend support to this measure. The gentleman from Connecticut is a very active, energetic, and expressive member of our delegation and it is always good to see him.

Mr. IRWIN. Thank you, Mr. Pickle.

Mr. FRIEDEL. Mr. Devine.

Mr. DEVINE. I too would like to commend my colleague from Connecticut, and a close personal friend, and I appreciate his statement. If you will pardon a personal reference, in the 1940's I was stationed in New York City and spent about 3 hours a day commuting by bus to the New York Central—to Grand Central Station—where I then took a subway and it was quite a trip. So I understand your problem of getting from Norwalk to the airport. I would say also that it takes me longer to get from Dulles or Friendship to the District of Columbia than it does for me to fly from Columbus, Ohio, to fly to either of these two airports, and again referring to Mr. Minor's