

Mr. FRIEDEL. If there is no objection, it will be so ordered.

Mr. GOODFELLOW. Thank you very much for your attention.

Mr. FRIEDEL. I want to thank you, Mr. Goodfellow, for a very brief statement.

We are pleased to have our chairman of the full committee here this morning, Mr. Staggers, and I would like to call on Mr. Staggers, if you have any questions.

Mr. STAGGERS. No; I have no questions. I, too, would like to thank you for coming and giving us the benefit of your views. I have no questions, thank you, Mr. Chairman.

Mr. FRIEDEL. Mr. Watson?

Mr. WATSON. Mr. Chairman, may I defer to my colleague and perhaps I will have a question later.

Mr. FRIEDEL. Mr. Kuykendall?

Mr. KUYKENDALL. Welcome, Mr. Goodfellow. You know, this has been one of the really troubling problems that in my short tenure we have faced here. We all sort of recognize the fact that we cannot ask any American enterprise to consistently, and over a long period of time, lose money. I think this is the thing that I recognize and admit openly. And the second thing is a look at the future, which you mentioned in your testimony, toward the probability that there are heavily populated areas where ground transportation is going to be reintroduced, hopefully on a very broad scale.

Now I believe on two other occasions the testimony will show, or my question will show, that I have registered my only great concern in this field, and I would like to have your comments on it. A nationalized or government-owned railroad system is something that I look upon with total askance, and for this reason I am going to ask you this question:

Do you not think there is a possibility that by the time a decade or decade and a half passes, where the need for high-speed ground transportation in the Great Lakes area, west coast area, areas like that of Fort Worth, Dallas, and Houston, areas probably along the Houston-New Orleans corridor, and the northeast corridor, that you speak of, just to mention those—what about the danger, Mr. Goodfellow, of the railroads, as we know them, having lost the passenger-carrying capability just about the time it is to be needed again? This bothers me.

Mr. GOODFELLOW. I do not think that we will have lost it, Mr. Kuykendall. We are improving our railroads all of the time. As you know, one of our railroads has a freight train now that they claim runs faster than the passenger train did.

Mr. KUYKENDALL. I have heard some of the passengers complain about that.

Mr. GOODFELLOW. I know that. But this is elapsed time, this is not speed. And, of course, a freight train does not have to stop to pick up food and things like that. So there are no stops. But this is a trend. And so I cannot believe that 10 years, 20 years from now, we will not have tracks between these large centers of population that will not be better tracks than we have today and will, with perhaps small adjustment, be ready for the high-speed service between population centers in these corridors.

Now as you know, the Pennsylvania, before it became the Penn Central, spent a lot of money fixing up their railroad in anticipation of the