

out of the automobile. What the answer to it is, of course, I don't know.

I realize the railroads have their problems, but I do think from my personal experience, if I may relate that for a second, my personal experience has been in the field of passenger service there has been a complete lack of imagination; there has been a complete lack of interest in modernizing; there has been a complete lack of interest in trying to attract the passenger to the railroad.

I personally would prefer myself to go from Philadelphia to Washington by rail. This would be the easier way for me to do it. The trains are always on time. They are not like the airlines where you have to hang around a terminal. They could be and should be, in my judgment, the most comfortable and the quickest and the most feasible and most economical means for my going back and forth from Philadelphia to Washington. Regretfully they are not so.

Mr. Chairman, thank you very much for this opportunity. I commend the committee for conducting these hearings and I hope that this study will produce some affirmative and constructive courses of action for all of us to follow.

Mr. FRIEDEL. We want to thank you. It is always nice to hear from one of our colleagues.

Mr. WATSON. May I ask one question? How far do you live from here?

Mr. CAHILL. 140 miles.

Mr. WATSON. Certainly you can tell your constituents and others that this committee reported out a bill. I am sure you gave it your full support. The Government is spending many millions of dollars now in developing the rapid transit system up in your immediate area. Additionally, as I recall from the hearings at that time, and I am not defending any industry here, but Penn Central, as I recall, Mr. Chairman, had invested over \$100 million in the development of that particular system. So you have done a good job.

Mr. CAHILL. My constituents are asking me, however, why in spite of that is it still taking us as long to go from Philadelphia to Washington as it did 10 years ago, and why are we still riding in the same kind of coaches that we did 20 years ago.

Mr. FRIEDEL. It is not in operation yet.

Mr. CAHILL. No, that is right. But you see this is what the public wants. They want it in operation.

Mr. WATSON. They are working on it now.

Mr. CAHILL. We read some very discouraging reports, Mr. Watson, in the press. They may not be authentic but we are having all kinds of problems mechanically and otherwise which are going to postpone the operation of this for some period of time and my constituents are not satisfied.

Mr. WATSON. Well, to be sure, it would be difficult to satisfy everyone, as you and I well know in this business, and I am sure in any other business. But certainly it takes a little time.

I state to my colleague in all respects if you don't take care of the grade crossings and everything else you will have people killed by the hundreds and they will be upset about the situation. I think in the Northeast Corridor the Government is investing a lot of money. It won't be of any particular benefit down our way.