

Mr. MORRIS. I am a commuter, sir. I happen to ride. They don't know the train I ride on, but our trains are generally clean. We had to put some older cars in service. We do have a rather rigid cleaning program. We clean those cars thoroughly, but during the storms and rains and snow and so forth, of course, the outside gets dirty as an automobile does. But we have had these new 38 cars now since early 1964 in Philadelphia that cost \$250,000 apiece and the city keeps inspectors on our necks, which is all right, and I can truthfully say we have not had a single complaint on that score.

Mr. WIDNALL. Mr. Morris, this is probably very true as far as you are concerned, but I have ridden on many Pennsylvania Railroad trains and I know others have, and you have to go from one car to the other to find the one seat to suit your needs. It is much too cold, others are much too hot, and you talk to somebody who is on the train and they say they are sorry, and I do not know whether that is true.

Mr. MORRIS. It is true to a certain extent.

Mr. WIDNALL. It is quite obvious that maintenance has not been maintained too well on some of these cars.

Mr. MORRIS. I can answer it. Our cars, I heard Mr. Gilhooley speak about 1932 cars—a lot of our cars were built in 1915. There is no question that we cannot give them a good job. We are actually wasting money—costing us about 90 cents a train mile to keep them in repair.

I would think your question is, "Why don't you buy new ones?" Even so, the savings would only just about pay the interest and would not in any way amortize the cost. They have gone out of sight in price. I was at a chamber of commerce meeting recently and the question was, you could have done it when you could have bought them for \$10,000. We didn't.

Mr. WIDNALL. You spent all this money in new equipment and new facilities and they are not going to be maintained.

Mr. MORRIS. This is why we have bosses when we have a tendency to lag. The president needs a board of directors and the board of directors needs stockholders and I need the president. That is what we need to do.

Mr. WIDNALL. Let me ask this further question about service. Why will not the railroads take a check the same as the airlines will?

Mr. MORRIS. I would be guessing, sir, but I would be surprised—

Mr. WIDNALL. Are different people riding with you on trains than on planes?

Mr. MORRIS. We have just as good people on the trains as the planes ever will have.

Mr. WIDNALL. I think the method of sales technique is outmoded and you have to many times stand in a long line at the station to get a ticket and unless you are there half an hour before hand, you cannot get a Pullman and I have seen many trains riding with empty seats where they could have purchased them on the train. I think the railroads have been very backward in catering to passenger traffic this way.

Lots of times people resist change.

Mr. MORRIS. We do have a rail credit card, but I believe we are prohibited by some regulation or what have you to accept personal checks on a train.