

the mail. When they began taking these off about 10 years ago, and now in wholesale lots, we find that we don't get the prompt mail service that we used to get because of the absence of the en route distribution.

In the case of the California Zephyr, Mr. Chairman, this is the finest train in the world, and certainly the finest in the United States. It runs from Chicago to the west coast. It is booked to capacity almost all of the time.

I understand, as you well know, it is a Burlington train originating in Chicago, going over the Burlington tracks to Denver, then from Denver on the Rio Grande, and then on the Western Pacific.

I understand that the Burlington goes after passenger business and they provided this fine train. I understand they want to keep it running, except the Western Pacific are the ones who are wanting to discontinue it over their segment of the route.

It would be a tragedy, in my opinion, if this train would ever be discontinued. I hope the Commission will look into that very, very carefully.

Mr. KORNEGAY. That is a long-haul train.

Mr. CUNNINGHAM. That is a long-haul train from Chicago to the west coast.

Mr. KORNEGAY. That is 1,500 to 1,800 miles. And you say it is booked to capacity most of the time?

Mr. CUNNINGHAM. Yes, it is.

Mr. SKUBITZ. Will the gentleman yield?

Mr. KORNEGAY. Yes. I yield.

Mr. SKUBITZ. Mr. Chairman, I am sorry to hear you take the position that the days of long-haul passenger days are passe. I think in the next 20 years we are going to be forced back to the railroads. Cluttered-up highways and clogged airways will not handle the passenger service.

Eventually, we will be forced back to the railroads. If we don't do something to protect the lines that we have today, whether it be by Government subsidy, whether it be by forcing the Post Office Department to reconsider the position it has taken, I don't know. But if you do away with the railroads, we will be forced someday in the not too distant future to develop a mass transportation system clear across the country.

I have attended several discontinuance hearings recently, and I was rather surprised at some of the statistics that have been presented.

The CHAIRMAN. I said in my first statement that we are coming back at another time to 13a. This hearing has to do with a special bill that came over from the Senate.

I was hoping to finish today, if we could, on this little bill. I don't want to cut off any questions. But, as I say, we are trying to confine it to this one issue at this time, in this bill.

Mr. SKUBITZ. Mr. Chairman, if we are coming back to 13a(1) before all the passenger trains are discontinued, I am willing to hold off my questions today.

The CHAIRMAN. As I say, we are trying to hold this hearing to the confines of this bill, if we can.

Mr. Harvey?

Mr. HARVEY. Mr. Chairman, in line with what Mr. Kornegay asked you with regard to the future of passenger trains in this country, has