

panies were doing. To me though, after 2 years of operation, if you have spent \$32 and are going to spend another \$17 or \$18 million it would indicate to me your intent is to pursue this to the fullest, and I compliment you for it and I hope you maintain this position. We must find an answer.

Mr. MINOR. Indeed we do.

I must make our position perfectly clear, Mr. Congressman. When you are talking about the longer runs then there is doubt as to the future of the long haul passenger train.

Mr. PICKLE. I would agree with this. I think surely we are talking about the metropolitan or the urban movement between urban areas.

Mr. MINOR. We think there is a great market there and we are going to find out.

Mr. PICKLE. Now, I noticed yesterday or the day before yesterday that one representative of the trainmen, brakemen, but anyway one of the employee representatives, had considerable criticism about Penn Central about the movement of the train and entourage of Senator Kennedy as his body was being brought from New York to Washington. He had several things to say about the poor service, the poor cars, the brake going out, the accident that occurred on the tracks. Would you care to comment on this?

Mr. MINOR. In general; yes, sir.

I hope you will forgive me if I do not comment in detail on the accident at Elizabeth. That is a matter that involves legal liability. We are at present conducting a thorough investigation of that, the investigation is not complete, and I think anything I would say about the details of that would be at best premature.

As far as the other comments made by Mr. Charles Luna, who is president of the Brotherhood of Railway Trainmen, who was the author of the editorial—

Mr. PICKLE. Yes, sir.

Mr. MINOR. We think it was both unfair and unwarranted. He commented about the consist of the train and the mixture of cars. But those cars were selected from our available inventory of cars by representatives of the Kennedy organization by type or car. Consequently, it was impossible for us to provide a train that was made up entirely of, for example, stainless steel cars. We simply don't have a stainless steel car with the configuration they needed.

As far as the scheduling of the operation is concerned, that train was scheduled to make that run in 4 hours and 10 minutes. The train was delayed for two reasons. One, for safety, and two, at the request of the members of the Kennedy organization who were aboard the train, so that the people lining the tracks would have an opportunity to pay their last tribute to Senator Kennedy.

Mr. PICKLE. I would assume then that your report will be put together as quickly—

Mr. MINOR. On the accident; yes, sir.

Mr. PICKLE. As quickly as you can.

Mr. MINOR. Yes, sir.