

Mr. PICKLE. Would you furnish this committee a copy of such report that you make?

Mr. MINOR. We will be glad to supply the committee any material which can be made public as a result of the investigation; yes, sir.

Mr. PICKLE. I understand.

Mr. Chairman, if I may make one more observation to the gentlemen who is representing the Penn-Central. Two years ago I was somewhat of a reluctant dragon on this demonstration project. I didn't know whether we were going to be pouring good money after bad and we have had some delays and some heartbreaks in the progress of the schedule of this project. The more and more I look at it it seems to me we have got to pursue the possibilities on this thing. I think your organization as just representing one railway company in the United States, you will have to admit you have been derelict in your business in pursuing improvement in the field of passenger service or these mass transportation approaches, at least I think that we have also in Government been slow to do something about it and I think you people have. I think we have to join hands and do this thing with full intent about it.

Mr. MINOR. Let me say in answer to that, Mr. Congressman, we have—I would not accept the word “derelict.” We have devoted our less than adequate capital each year to projects on which we could show some return, but to ask us to invest capital in a business which overall is running at an annual rate of loss of \$100 million a year for the Penn-Central alone, is something that we cannot in the best interests of our company do.

Mr. PICKLE. I can't accept that, Mr. Minor. I don't wish to argue the point. I can't accept it at all. The fact you are suffering this \$100 million loss is because you haven't done something about it in the last 50 years, you have basically the same type of service you had 50 years ago and I think we could have prevented this type of loss if we had done something about it 50 years ago, perhaps the Government was shortsighted about it, but the fact is we haven't. But there is no use arguing the point. We have to go from here forward as I see it.

Mr. MINOR. I don't want to argue, certainly, but the New York Central alone spent a quarter of a billion after World War II in completely reequipping its passenger fleet and advertising that fleet and trying to attract people to the rails, and the consequence of that was that our deficit went to \$58 million in 1957. We have made the effort.

You know what the experience of the Santa Fe Railroad has been. No one has been more aggressive in trying to get the long-haul passenger back to the rails and they finally have given up. We will serve the market where the need is, Mr. Congressman.

Thank you very much.

Mr. FRIEDEL. Thank you very much.

Our next witness is Dr. Thomas G. Fox, Mellon Institute, Pittsburgh, Pa.

Mr. Fox. Mr. Chairman, Congressmen—

Mr. FRIEDEL. Pardon me, Mr. Fox. Congressman Irwin is now here to testify. The Chair recognizes our colleague from Connecticut.