

Mr. FRIEDEL. Now, the other question is: In the period of time, the bill here has 7 months and an additional 2 months—9 months.

Mr. TIERNEY. Yes, sir.

Mr. FRIEDEL. And you have 1 year after that, after the 9 months. That would be 21 months.

Mr. TIERNEY. We are discussing here our investigation of the situation.

Mr. FRIEDEL. Yes.

Mr. TIERNEY. If we decide to investigate, this bill would give us 7 months to complete the investigation, plus conceivably an additional 2 months.

Mr. FRIEDEL. Right.

Mr. TIERNEY. And after the completion of the investigation, we could then make a finding ordering the continuance of a train. That would be for a period of 1 year.

Mr. FRIEDEL. In other words, it would be 21 months maximum?

Mr. TIERNEY. In effect, that would be correct, yes, sir; if we were to use up the 9 months plus the 1 year, that is right, sir.

Mr. FRIEDEL. Mr. Watson?

Mr. WATSON. Thank you, Mr. Chairman.

I am sorry, Mr. Chairman, that I was not here to hear all of your testimony and, of course, I have not read your report. I am sure that we all agree, as you said earlier, that the hour is late.

Mr. TIERNEY. Yes, sir.

Mr. WATSON. And there are many elements involved in this legislation.

Mr. TIERNEY. Yes, sir.

Mr. WATSON. Personally, although this matter needs to be looked into, I do not see how in the name of the sun we are going to be able to resolve all of these things in time to take action this year.

Do I understand, since this legislation calls for a further study of passenger service by the Commission, that this report, entitled "Inter-city Rail Passenger Service, 1968," is not complete?

Mr. TIERNEY. That is correct, sir. I would not describe that report as a study; it is merely an analysis of the situation. So, we, in effect, are recommending a study in that report.

Mr. WATSON. And in that connection, it is purely prefatory.

Mr. TIERNEY. We are not recommending permanent changes in policies on the role of intercity rail passenger.

Mr. WATSON. It is not something upon which we can really accept any basic recommendations at this time.

Mr. TIERNEY. That is right—not as to the future of rail service.

Mr. WATSON. You are recommending a further study and not a reliance upon this.

Mr. TIERNEY. That is correct, sir.

Mr. WATSON. You state on page 3 of your statement, the second paragraph:

The quality and quantity of that service—

Referring to passenger service—

are deteriorating. The forces underlying this trend are growing stronger. Present programs, public and private, cannot reverse this decline.