

Mr. Lang, I certainly appreciate your statement. I think it is very forthright and certainly addresses the overall problem.

We not only have the matter of providing passenger services to the general public but a most important facet of this problem is, with the discontinuance of these trains we lose jobs. Is that not a very important part of this entire thing?

Mr. LANG. It is, in my judgment, Mr. Watson.

Mr. WATSON. And, of course, we are concerned about that, as you are concerned. But would it not be possible for the railroads to work in other areas to provide jobs and improvement of services, to take up the slack and replace these employees who are now on the passenger lines?

I seem to sense that that is one of the principal problems you are confronted with; is that not true?

Mr. LANG. Yes, sir; I think that is entirely possible, and the Department is already on record as being in favor of the legislative provision which would give the Interstate Commerce Commission authority to specify employee protective conditions in connection with the discontinuance of passenger trains similar to the authority they now have in connection with the abandonment of lines for the merging of carrier corporations.

Mr. WATSON. And, as I understand your position, you are in opposition to any flat moratorium being established at this time?

Mr. LANG. We are totally and completely in opposition to a moratorium.

Mr. WATSON. And you feel that it would take you at least 2 years in order to complete this study?

Mr. LANG. We think that the procedural and data collection difficulties associated with getting at this question of just what kind of intercity passenger service—not rail but passenger service—in total, the public needs, and under what circumstances and in what kinds of locations and in what amounts, and so forth, that the difficulties associated with the answering of this question are sufficiently great that in 1 year's time, which I believe is the time suggested in this legislation, we would just be getting started, and 2 years is a much more realistic time over which to conduct such a study.

Mr. WATSON. I am inclined to agree with you.

Second, you state that if you are to be charged with this responsibility, together with the ICC, that you would require additional funds.

I know that this has just come up here. The legislation was introduced June 28, I believe. Have you, and your Department, given any thought as to how much additional money would be required to make this study?

Mr. LANG. Yes, sir; we have. Although we have made nothing more than a horseback estimate at this point.

Mr. WATSON. I am sure that that is all it would be.

Mr. LANG. But we feel that to be given the amount of data that would be required to come up with answers that would advance our knowledge in any significant degree of this intercity problem, would cost somewhere in the neighborhood of \$2 million to conduct a decent study.