

and perhaps the new Department of Transportation charged with the task of bringing back to the Congress, within a year, let us say, a program for research and development and demonstration of new systems of urban transport.

Can you suggest useful ways of organizing that program? Obviously, it takes not only the Government, the Federal Government, but local and State governments. It certainly takes the great universities of which Carnegie Institute is one. It takes industry, of which it is interesting to note that the aerospace industry, which has done some great things in getting to the moon, is now ready to apply its talents, as soon as it gets to the problem of how do you get from 12th Street to 184th Street? How would you envisage such a program? This is a little premature, but I hope we are going to be facing this problem very shortly.

Dr. STELSON. I think it is—I don't think the organizational problem is severe because we, for example, when we started the moon shots, we didn't have many moon experts. On the other hand, we have a lot of transportation experts—as a matter of fact, probably three-quarters of the population consider themselves such. Talents from many disciplines such as the aerospace which you mentioned can be adapted to transportation problems with relative ease. The systems concepts are similar. The problems are different but the training of many people in this country is suitable for a solution of transportation problems. It is mainly a problem of organizing.

Now, universities, I think, are very suitable for adjustment in organization and they have a pool of talent that is very useful in transportation. They have the interdisciplinary characteristics that are required, the economics, urban planners, sociologists, engineers, scientists. Most large industries have the same combination.

Now, for example, we are working with an advisory committee from industry, representatives of about 20 industries, in our transportation activity at Carnegie Tech.

I have never seen such enthusiasm on the part of industry to advise us on our activities and help mesh our activities with their capabilities to ultimately turn out improved transportation technology. The combined efforts of industry and private companies, the Government and universities, I think, can be organized along many possible lines, all of which would be suitable and fruitful. It is not impossible task at all. I think it is a relatively easy task, but it is going to take a certain amount of time and effort.

Mr. REUSS. If this amendment is enacted into law, and the executive branch is given the mandate to block out a Manhattan District project type of approach to urban transport, undoubtedly the chairman of our subcommittee will be working with the administration in blocking out that study. If this should happen could we count upon the advice and help of you gentlemen?

Dr. STELSON. We would be delighted to help.

Mr. REUSS. Thank you very much.

Mr. BARRETT. Thank you, Mr. Reuss.

Doctors, I understand that Mr. Fino has a question.

Mr. FINO. Dr. Romualdi, I assume, coming from New York City, you are somewhat familiar with the transportation system in New York