

Mr. SCHAEFER. My name is Gene R. Schaefer. I am director of mass transit operations for the Westinghouse Air Brake Co. (Wabco), headquartered in Pittsburgh, Pa. My company's interest in and knowledge of urban and interurban transportation developments and deficiencies is based on years of experience in supplying this industry. Today our work in the urban transit field ranges from taking preliminary soil samples, to air pollution studies; from tunneling and excavating roadbeds, to designing and manufacturing computerized control systems for new transit properties. In fact, nearly 75 percent of the world's present rapid transit systems are, in one way or another, constructed, controlled, braked, routed or protected by Wabco products. Our investment in the future of urban transit is great.

Understandably, we have a strong desire to see the urban mass transportation industry in this country prosper. This desire is based not only on our long-range commitment and necessity of making a profit to stay in business—it is also based on our firm belief that improved and adequate mass transportation will make our cities better places in which to live.

You have heard a great deal of testimony in support of continuing Federal aid to transit by previous witnesses, witnesses charged with the responsibility of seeing that their communities have adequate public transportation. I think without exception they have testified to the fact that this public transportation need is not being met adequately. One reason is the lack of local and State financial resources. I feel that the Federal Government could and should provide assistance where possible to assist these urban areas in planning, designing, and equipping transportation systems that would actually meet the public needs.

Wabco and I are certain others in this industry feel there is a need for upgrading technology applicable to mass transit systems. This is being done. I am sure you are aware that until this decade there has not been an active mass transit market in this country for approximately 50 years—a market which would justify the expense to a private enterprise of undertaking extensive research and development activities.

In my own company, fortunately, these research activities have continued over the years. Through an international market we have been able to justify a continuing expense for research and development to serve the needs of transit. Fortunately a new domestic transit market has been stimulated by the Urban Mass Transportation Act of 1964. There is renewed interest on the part of cities throughout the country to upgrade their transit facilities, and there will be an increasing market for mass transit products. Therefore, suppliers, established suppliers to this industry are now going full speed to serve the needs of these urban areas with new products.

I would like to take this opportunity to commend John Kohl, formerly the assistant administrator, transportation of HHFA, who did such an outstanding job of administering the mass transit loan and demonstration grant funds that have been available and will soon be expiring.

I support very strongly the need for and the desirability of extending the Urban Mass Transportation Act of 1964. I support H.R. 13732,