

Mr. SCHAEFER. The Transportation Institute which has just been formed at Carnegie Tech offers, I believe, a great hope for studies that would not be competitive with those undertaken by private enterprise such as Wabco. We would like to work—we fully expect to work very closely with Carnegie Tech and the new Transportation Institute in those areas of research that will contribute materially to the improvement of mass transit technology.

Mr. MOORHEAD. Thank you, Mr. Chairman.

Mr. BARRETT. Mrs. Dwyer?

Mrs. DWYER. No questions, Mr. Chairman.

Mr. BARRETT. Thank you, Mr. Schaefer. We appreciate your coming. You make an excellent witness.

Mr. SCHAEFER. Thank you, Mr. Chairman.

Mr. BARRETT. Our next witness will be Mr. George L. DeMent, president, Institute for Rapid Transit.

Mr. DeMent, we are glad to have you. We certainly desire that you be completely relaxed here and we will give you the same choice we have given all witnesses. You may desire to make your statement in part or submit it for the record or if you choose to read it in full you may do so. We will go along with you.

Mr. DeMENT. I would like the privilege of reading it since I flew up from Miami where the sun was shining, to come to this hearing, because I think it is a most important subject. I think this committee is worthy of a full statement.

Mr. BARRETT. Thank you, Mr. DeMent, you may proceed with your statement.

STATEMENT OF GEORGE L. DeMENT, PRESIDENT, INSTITUTE FOR RAPID TRANSIT, AND CHAIRMAN OF THE BOARD OF THE CHICAGO TRANSIT AUTHORITY

Mr. DeMENT. Mr. Chairman and members of the committee, let me first introduce myself. I am George L. DeMent, chairman of the board of the Chicago Transit Authority, an autonomous, nontaxing public agency, operator of the mass transportation system in Chicago and 29 suburbs. Previously, I was public works commissioner of the city of Chicago, and have spent my entire professional career in public as an engineer and administrator. As commissioner of public works, I was responsible for completion of such projects as Chicago's initial subways, O'Hare International Airport and the new expressway system, of which one major route is the famous Eisenhower Expressway or West Route, which incorporates the first rapid transit route in the median strip of an expressway. Presently, I am also serving as a member of the newly created Illinois State Commission on High Speed Rail Transit and as a member of a special committee appointed by Mayor Richard J. Daley, of Chicago, for supervising preliminary planning of a new downtown Chicago subway system.

However, I am appearing before you today primarily as president of the Institute for Rapid Transit. The Institute for Rapid Transit is a not-for-profit corporation whose objectives are to promote, improve, and expand rapid transit, particularly rail rapid transit in the Nation's heavily populated metropolitan areas. The membership