

This morning, sir, New York Central announced that it is stopping passenger service of over 200 miles. I suspect it would have been difficult 25 years ago to have predicted that the technology of transportation was going to completely eliminate a major area of concern over a large part of the United States which was of interest at that time. Yet, as they move down the scheme or course of events, it has become evident in the last years that railroad traffic was diminishing. I cite this as a need for the flexibility of administrators, of scientists, and of political leaders in keeping pace with the development both in the situation with which they are concerned and also with the evolution of technology.

MR. DADDARIO. When the Department of Defense needs some timely, available technology, it makes arrangements with industry to do certain research and development. Should we go that far in a field such as pollution abatement? Should we require industry to come up with some answers to some of these problems that you believe require solution?

Colonel MEYER. Mr. Chairman, I believe so. I can only cite the experiences of this Department in that this question of both near-term and long-term pollution control in all aspects, not just air or just water, but as an integrated system, is an essential part of our systems analysis, and our systems program. I'm not sure that all of the techniques that are involved in systems programming can be utilized to come up with all of the answers to this very complex problem, but I'm sure that there is much to be learned and much utility in the application to this problem of these techniques, sir.

MR. DADDARIO. Should we be more careful about making heavy expenditures before more work is done in the research field and researching the problem more thoroughly perhaps than we have at the moment?

Colonel MEYER. I would concentrate, Mr. Chairman, on the clearly identifiable problems which are within our capability to identify and to assess what are the most economic methods of approaching those identifiable problems. At the same time I would undertake to apply both an analysis of what is needed in the way of improved technology and begin to estimate how this will fit into what I would consider to be the problem 5 and 10 years from now. Yes, sir.

MR. DADDARIO. Mr. Waggonner?

MR. WAGGONNER. Aren't we getting back to Dr. Weinberger's testimony concerning improved analytical tools? Can't we only do what you suggest after we have developed with some degree of certainty these improved analytical tools to measure these tolerances which you speak of?

MR. DADDARIO. It seems to me that this point is threading itself through these hearings, Mr. Waggonner. Regarding the estimated expenditure of \$25 to \$30 billion for the separation of storm and sanitary sewers, it appears that we ought to be expending such funds but that we ought to be doing in that area what we know is best and analyze the problem so as to see if we can develop better techniques to accomplish that. And, I expect that's really what you are saying.

Colonel MEYER. Yes, sir.