

Are these any questions from any of the members of the committee?

Mr. SCHWENGEL. I have an observation that I want to make. I am in complete sympathy about what all of you have said about the advantages of this Visitors Center to Washington, D.C., and to the people here. This is grand and fine, and I hope you all become millionaires as a result.

But I would hope all of you would say that you are doing this for the people who come here who need to learn about this great complex. I would like to have all of you reflect on your statements and add to that thought. I would not want the Nation to think that you people are all doing this for your own benefit. All of us, I think, should have the attitude we are doing this for the Nation's benefit and the people who come here, who need a place to park, who need to have a better opportunity to see the facilities, and the opportunity here to learn.

This I know is what you are thinking about, but you ought to say so.

General MOLLISON. I agree with you, sir. I think we should because if we can make this a pleasant place to visit, we will get more visitors.

Mr. SCHWENGEL. That is right. You do not have to talk about the advantages; the advantages will come with the service you give.

General MOLLISON. That is right.

(Extended remarks follow:)

EXTENDED REMARKS TO STATEMENT OF BRIG. GEN. JAMES A. MOLLISON (RETIRED)

I am very pleased with the attention given me in my testimony of September 13, and appreciate the opportunity which the unanimous consent of the committee gives me to extend my remarks. Many factors regarding traffic requirements have been given serious thought in the Exposition and Transportation Center project. There will be a car reservoir area inside the complex to prevent lines of cars on adjacent streets waiting entrance for parking, and thus congesting traffic. Likewise there will be sufficient exits in order that there will be no traffic stoppage in rush hours. Provision will be made for those buses, principally suburban, which wish to travel on the city streets instead of the Center leg. Facilities will be included for trucks servicing the exhibits, stores, and restaurants in the building.

Of importance is the planning of pedestrian movement, between levels, for the infirm or handicapped. I make reference to all of the above to assure the committee that we are including such features in our initial designs.

There is, however, one point regarding this complex that has not yet been mentioned. It will be, to my knowledge, the largest practical fall-out shelter in the country. While naturally it is hoped it will never be needed for this purpose, such shelters cannot be improvised in the threat of imminent attack, yet due to its design of three underground levels, it is particularly adaptable for such a purpose. Megaton H-bombs achieve maximum effect by air bursts, the optimum height depending on the size of the bomb. Ground bursts blast tremendous craters, far deeper than the lowest level we plan, but do not cause so widespread destruction. While an air burst through its fire ball, its lethal rays and the hurricane winds it causes, would be instantly fatal to anyone on the surface, these effects are minimized underground, even if the burst was directly overhead. This would be by sheer chance.

The Exposition and Transportation Center is within running distance of eighty to one hundred thousand people. Once inside, their chances of survival would be tremendously increased. The availability of access to the subway, or even the Center leg, if the latter can be cleared, would also offer an opportunity for evacuation after the attack.

The entire complex is to be built with commercial funds; the underground structure as a fall-out shelter would be at no cost to the government. We would be happy to work with the appropriate agencies so that emergency use could be made of the underground areas for this purpose.