

The Office of High Speed Ground Transportation of the Federal Railroad Administration has direct responsibility for the Northeast Corridor transportation project under my general authority to carry out research and development in intercity transportation, and has responsibility for the research and development and demonstrations in high speed ground transportation under the Act of 1965. In carrying out its responsibilities, the Office of High Speed Ground Transportation has retained essentially a task force orientation to the problems of transportation in urbanized regions. Close integration and coordination has, therefore, been maintained between the Northeast Corridor transportation project and the research and development and demonstration activities pertaining to high-speed ground transportation systems.

The High-Speed Ground Transportation Act of 1965 authorized appropriations of \$20 million for fiscal year 1966, \$35 million for fiscal year 1967, and \$35 million for fiscal 1968 for research, development and demonstrations in high-speed ground transportation and for the national transportation statistics program. Of the authorized \$90 million, \$52 million have been appropriated.

I should like to describe briefly what we have accomplished since the High Speed Ground Transportation Act was passed. The major categories of activity have been research and development, and demonstrations.

Section 1 of the High Speed Ground Transportation Act authorizes the Secretary of Transportation "to contract for demonstrations to determine the contributions that high speed ground transportation could make to more efficient and economical intercity transportation systems." The purpose of demonstrations carried out under the act, is "to measure and evaluate, such factors as the public response to new equipment, higher speeds, variations in fares, improved comfort and convenience, and more frequent service." In connection with contracts for demonstrations under the section, the Secretary shall "provide for financial participation by private industry to the maximum extent practicable."

Within this pattern of objectives, two rail passenger service demonstrations were set up for the Northeast Corridor. One was to operate between New York and Washington and the other between New York and Boston. A third demonstration of auto-on-train service between Washington, D.C., and Jacksonville, Fla., was planned and partly funded. The three demonstrations would help to determine the role that rail passenger service, based on generally contemporary technology, can play in transportation in the future. In both the New York-Washington and New York-Boston demonstrations substantial improvements in rail passenger service were to be made. Terminal to terminal time were to be reduced, new equipment was to be acquired, and roadbeds and stations were to be upgraded.

In carrying out the Washington-New York demonstration, the Department entered into a contract with the Pennsylvania Railroad—now Penn-Central. Under the contract the railroad was to acquire a fleet of not less than 28 and not more than 50 new MU, multiple-unit, cars capable of sustained speeds of up to 150 miles per hour. The railroad was to upgrade its roadbed to very high standards specifically