

Mr. Robert M. Jenney, President,
Jenney Manufacturing Company,
Chestnut Hill, Massachusetts

Mr. Donald W. Douglas, Jr., President,
Douglas Aircraft Company, Inc.,
Long Beach, California

Mr. William B. Johnson, President,
Illinois Central Industries,
Chicago, Illinois

Professor Raymond R. Tucker,
Washington University,
St. Louis, Missouri

Mr. George E. Leighty, Chairman,
Railway Labor Executives Association,
Washington, D.C.

Mr. Charles A. Webb, President,
National Association of Motor Bus
Operators,
Washington, D.C.

Mr. Milton A. Gilbert,
Chairman of the Board,
Gilbert Systems, Inc.,
New York, New York

The Advisory Committee first met in formal session on June 21, 1966, and has met on six subsequent occasions with the Secretary (or his designate) and the Director and functional staff of the Office of High Speed Ground Transportation. The Committee has been organized and has functioned in accordance with Executive Order 11007 of February 26, 1962, and supplementing orders of the Department of Transportation. In addition to formal meetings, the Committee has also contributed advice on the program through exchanges of correspondence between the Director and the members. Professor Tucker was designated Committee Chairman.

In its demonstration contracts, OHSGT has been careful to comply with the employee protective arrangements in Section 6a of the HSGT Act. The Secretary of Transportation has appointed the President of the Railway Labor Executives Association as a member of the Advisory Committee required by the Act, in order to assure a continuing and open relationship with the railroad employee organizations that may be most directly concerned with changes in service that affect numbers of positions or conditions of employment. Contracts with consultants and research and development firms are also written to assure compliance with all Federal labor standards as required by Section 6b of the Act.

Reports on HSGT activities were submitted to the Congress by the Secretary of Transportation at the end of fiscal years 1966 and 1967 in keeping with the requirements of the Act. (A report reviewing and evaluating existing and proposed programs and projects was also submitted in February 1968 at its request to the Subcommittee on Transportation of the House Appropriations Committee.)

Significant achievements

In authorizing the original \$90 million for the HSGT program, the Congress recognized the need for public investment in seeking solutions to the problems of ground transportation and encouraging future private transportation investment. Spending at the rate of approximately \$35 million per year for research, development, and demonstrations was determined to be needed for the conduct of the program and to insure the continuing interest and participation of the transportation industry and its equipment suppliers.

The Office of High Speed Ground Transportation has not yet reached all of its three-year objectives. Appropriations for the program have been substantially less than the amounts requested; recruiting of qualified technical personnel has been difficult; hardware projects have been slowed by shortages; and time has been needed for careful design of the program. Nevertheless, significant progress has been made as shown in the following:

Achievements in research and development

1. The most promising areas for high speed ground transportation research and development have been identified and a comprehensive research and development program has been laid out to exploit the full potential in each area.

2. Pertinent engineering efforts in other public and private technical sectors have been investigated for application to transportation. Technical information has been exchanged with foreign governments and firms.