

Is it contained in the budget?

Secretary BOYD. Yes, sir.

Mr. DEVINE. The only other question, Mr. Secretary, has to do with your statement in which you said the Government, the railroad, the car builders, and the equipment operators had all been optimistic on this. This doesn't come as any particular surprise to you. Did you really anticipate that this would be off the ground as quickly as they had estimated?

Secretary BOYD. Well, I have learned a lot since then, Mr. Devine. One of the things I have learned is that our colleagues in the Department of Defense who have had vast experience in this area seem to, on the average, miscalculate by about 36 percent on their time, so I don't feel too bad about it. But we were, sure we were, optimistic, and I don't think any of us fully appreciated the complexities of the interfacing of the different systems that had to be put together.

Mr. DEVINE. Do you think the provisions of this particular bill, H.R. 16024, give you sufficient time to at least complete the study and to know the direction in which you are going?

Secretary BOYD. Well —

Mr. DEVINE. Or is this another stopgap measure?

Secretary BOYD. Well, let me say this: I think this gives us—we sought a 2-year authorization. Now, the bill that was introduced is a 1-year authorization. So in that context we certainly would like to have the 2-year authorization to complete this series of projects.

I would not want to leave any inference, however, that we think there will be no further requirement for governmental research and development activities in this area after this is completed.

Mr. DEVINE. But you feel that this particular extension asked for in this legislation gives you sufficient elbow room for your present demands?

Secretary BOYD. Yes, sir.

Mr. DEVINE. Thank you, Mr. Chairman.

Mr. PICKLE. Mr. Kuykendall?

Mr. KUYKENDALL. It is good to have you, Mr. Boyd.

Secretary BOYD. Thank you.

Mr. KUYKENDALL. Can we determine yet this great big \$64 million question as to whether it is going to be feasible to have multipurpose roadbeds? In other words, are we going to be able to maintain the proper ride characteristics on a roadbed that is used daily by freight trains also? Are you that far along yet?

Secretary BOYD. I will have to ask Mr. Lang. He has the technical competence if we have any.

Mr. KUYKENDALL. Don't you agree this is probably one of the first big ones we are going to have to really answer here?

Secretary BOYD. I would guess that the answer is going to have to depend, Mr. Kuykendall, largely on the type of track that is used. I think that it would be possible, and probably is the case today, over some roads in this country. But the track itself is usually not sufficiently heavy to handle freight cars with the weights they have today, with the roadbed being maintained as it generally is, and still provide a decent ride on a passenger train.

Now, the Penn-Central has at its own expense spent a great deal of money to upgrade its track between Washington and New York, and