

The full membership of the advisory committee is as follows: Mr. Robert M. Jenney, president of the Jenney Manufacturing Co., Chestnut Hill, Mass.; Mr. Donald W. Douglas, Jr., president of Douglas Aircraft Co., Long Beach, Calif.; Mr. William B. Johnson, president, Illinois Central Industries, Chicago, Ill.; Prof. Raymond R. Tucker of Washington University, St. Louis, Mo., a former mayor of St. Louis, by the way; Mr. George E. Leighty, chairman of the Railway Labor Executives Association, Washington, D.C.; Mr. Charles A. Webb, president of the National Association of Motor Bus Operators, Washington; and Mr. Milton A. Gilbert, chairman of the board of Gilbert Systems, Inc., New York, N.Y.

We have worked very closely with the advisory committee, and they have taken a very deep interest in this work and have been far more than figureheads. We have worked up our programs in conjunction with them, and I would say that their efforts have been most helpful indeed. Mr. Lang or Dr. Nelson may want to comment further on this, but I think they have been very helpful.

Mr. PICKLE. I am glad to know they have met regularly and you are keeping it all tied together because I think this is important, because this is not just simply a rail matter, but related to the entire transportation field.

Secretary BOYD. Yes, sir.

Mr. PICKLE. Before you go I want to ask your judgment on one other matter that is somewhat different from the high-speed problem we have this morning, but it might be tied in. When we built Dulles Air Field there was an access road, of course, running from the air field to a point near the Beltway, at the silo.

Secretary BOYD. Yes, sir.

Mr. PICKLE. We turn off then at the access road onto the Beltway or into the Madison Highway and then the problem starts. What are the possibilities, and are there any plans, for extending that access road from its present terminating point on into the heart of the city, some 12 additional miles, so that we would have a straight shot from Dulles into the heart of the city? If that extension were advisable could it be adjusted so that the centerlane of that road, the dividing section, might possibly be the high-speed ground system that could take passengers to and from?

Secretary BOYD. There is a possibility of using the right-of-way of the Washington and Old Dominion Railroad which ties in somewhere in that vicinity as part of Route 66, interstate Route 66, which would bring you right down to the Roosevelt Bridge on a limited access highway.

There is also the possibility of using the median strip for high-speed rail facility.

Mr. PICKLE. There is a time for this discussion, and not related directly to this, but I think there is a great deal to be said for extending that access road into a point near the center of the city and provide the median strip a rail system for access to and from the airport.

Secretary BOYD. There has been a very considerable amount—

Mr. PICKLE. You have the making of a perfect demonstration project not only for the airfield which is the largest and probably the best operated in the country but because it has access to a big metropolitan area and I think it has unlimited possibilities.