

not in commercial operation anywhere in the United States or possibly anywhere in the world.

What we particularly have in mind is a test facility—and this would be noncommercial—a test facility for a tracked cushion vehicle. There is such a vehicle operating on the Continent in Europe, none in this country, and at this point it has no commercial usefulness in France although it is expected to within the next year or two. So for a facility of that kind we would have to acquire it directly or pay a contract for the full amount. I don't think there is much question about that.

Mr. PICKLE. Mr. Adams?

Mr. ADAMS. Dr. Nelson, I have gone over in some degree the more detailed report as well as the Secretary's remarks, but I can't from this get in my mind specifically where we are with the three projects. I ask this because I want to see them go ahead much faster than where we are now and I would like to know where we are and what we ought to be doing about it. First, I would like to take the Jacksonville-Washington, D.C., project. There were some announcements, as I remember several months ago we were going to start this and try the piggy-back between here and Jacksonville. Would you tell me precisely where we are in this now, what happened to it, because I notice in your statement it is still in a proposal stage and so far as I know it has never been implemented. I want to ride it once, and I haven't seen it yet.

Mr. NELSON. Yes, sir.

As you probably will recall, we were moving ahead pretty rapidly on this project. However, we did need funds appropriated in fiscal year 1968 to go ahead with the project. These funds were denied entirely by the Appropriations Committee.

Now, we have spent from fiscal year 1966 and 1967 appropriations enough money to have done a number of tests, both of a technical kind and a marketing exploration of the demand for the service. We had also expended some money for the design of equipment. This was after we had made the market evaluations and after we had done the technical testing of the feasibility of carrying an automobile on a railcar.

Then we went ahead and we expended about \$2 million on the design of the train of about 15 cars.

We have also had extensive discussions with the Seaboard Coast Line and we have understandings with that railroad as to how this service should be operated. We also have in mind the terminals in the Washington area and in the Jacksonville area and the Seaboard Coast Line has options on the land.

However, we are unable to go ahead with the project until we obtain funds to build the cars. This is where we have a shortfall, and the Appropriations Committee indicated to us that it felt we should attempt to get private funds to complete the project.

Mr. ADAMS. How much money do you need for the cars? These are the flatcars on which you would drive the automobiles?

Mr. NELSON. These are not flatcars.

Mr. ADAMS. What are they, tell me what they are.

Mr. NELSON. They are newly designed cars, completely new bilevel cars, onto which a driver would be able to drive his automobile.

Mr. ADAMS. And this has been designed?

Mr. NELSON. Yes, sir.