

Mr. ADAMS. Has a company indicated that it would produce them for you based on the design?

Mr. NELSON. Yes sir; several companies have indicated a great desire to build those cars provided someone pays them to build them.

Mr. ADAMS. At what cost?

Mr. NELSON. The cost of one train would be about, somewhere about \$7 and 7½ million. That is a train of 15 cars exclusive of the locomotives, the locomotives would add about another million.

Mr. ADAMS. Now have you asked for that in this authorization?

Mr. NELSON. No, sir.

It is not included in the \$16.2 million.

Mr. ADAMS. In other words, the Jacksonville-Washington project is at a standstill?

Mr. NELSON. Yes, sir.

Mr. ADAMS. Until more money is appropriated into it, and you have felt in this program you couldn't go with it, OK?

Mr. NELSON. Well, if I may add—

Mr. ADAMS. You haven't even asked for it?

Mr. NELSON. No; we haven't asked for further money but we have been asking for money from private sources, and the announcement that you are referring to came from the Ford Motor Co., not from the Department of Transportation. The Ford Motor Co. stated that it was interested in this project, and very seriously considering putting up its own money.

Mr. ADAMS. If you got the money from a private source, you could start the Jacksonville to Washington project?

Mr. NELSON. Yes, sir.

Mr. ADAMS. All right.

Let's take the Washington, D.C., to New York project which was over the Penn-Central.

Mr. NELSON. Yes, sir.

Mr. ADAMS. I read in here you have made some contract with them. The first question, did you ever strengthen the total roadbed or what is the status of the roadbed work between Washington, D.C., and New York? Is it capable of handling speeds over 70 miles an hour?

Mr. NELSON. Oh, yes.

Mr. ADAMS. Up to what speed?

Mr. NELSON. It is easily capable of handling higher speeds throughout most of the run. Of course, this varies in different stretches of the track, but throughout a good part of the railroad it can handle speeds up to 120 miles an hour.

Mr. ADAMS. Could you make your 3-hour schedule with the present roadbed?

Mr. NELSON. Yes, sir, very easily.

Mr. ADAMS. All right.

What is your status of equipment, are you going to use the Budd cars on the Penn-Central or another method?

Mr. NELSON. The Penn-Central has ordered from the Budd Co. a fleet of 50 MU cars.

Mr. ADAMS. They have ordered?

Mr. NELSON. They are all built.

Mr. ADAMS. They are built?