

Mr. NELSON. In 3 hours and 15 minutes which is a 1-hour reduction from present schedules. Top speeds will be about 120 miles an hour.

Mr. ADAMS. And newly designed cars you mentioned.

Mr. NELSON. Yes, sir, completely new.

Mr. ADAMS. In addition to the turbine power, you will have newly designed cars?

Mr. NELSON. These are integrated.

Mr. ADAMS. These are integrated?

Mr. NELSON. These are self-propelled cars.

Mr. ADAMS. Who designed these cars? Who are they by?

Mr. NELSON. United Aircraft Corp.

Mr. ADAMS. And they are over in the station where you can see them?

Thank you very much, thank you Mr. Nelson, I appreciate it.

Mr. PICKLE. Mr. Watson?

Mr. WATSON. Thank you, Mr. Chairman. I am sorry I was not here to hear the earlier testimony, but I want to ask perhaps one or two questions related to this. I strongly support the effort being made in this field, but as Mr. Lang knows and certainly the other members of this committee and probably a number of people listening know, we have just gone through some experiences in the full committee in reference to rail safety, and, Dr. Nelson, we have had quite a problem there. We were convinced by the Department and many other agencies that railroads, even in their present state, are very unsafe. You stress the fact that we are trying to get the roadbeds to accommodate trains with speeds of 150 miles per hour. What is the safety factor; how is that going to be affected?

Mr. NELSON. Well, we know that the main-line roadbed between Washington and New York on which the demonstration trains will run is at a par in every respect with any roadbed anywhere in the world with the possible exception of the level of the catenary wire. There we have some shortcomings in comparison, for example, with the Japanese. But with that exception, most of that line is at a par with any railroad anywhere.

We have paid particular attention to safety matters in the building of the equipment, and the cars have built into them redundancies in several respects, in braking, in speed control, and so on.

We have put into these cars, and the U.S. Government has paid for this, popout windows so that, in the event of a crisis situation, the passengers can get out of the train quickly. So, these cars have every safety feature that is available at the present time and in some cases we have redundancies in the system which make it almost impossible for any situation to occur which would cause damage or injury.

Mr. WATSON. I heard you earlier say that you have raised—

Mr. PICKLE. Would the gentleman yield?

Mr. WATSON. Yes.

Mr. PICKLE. I want to ask a question related to the aspect of safety that the gentleman from South Carolina has raised. Do you have any figures to indicate the safety record of the Japanese train system, the Tokaido high-speed system?

Mr. NELSON. Yes, we do.

Mr. PICKLE. What have they been?