

Mr. NELSON. There have been no accidents of any kind involving passengers in the years since the Japanese system has been in operation. However, there have been quite a number of injuries and fatalities of workmen on the roadbed, but no accidents involving passengers.

Mr. PICKLE. All right, thank you, and I yield.

Mr. WATSON. Let's pursue that a little further. You say there have been quite a number of accidents and fatalities involving workmen on the roadbed. What about other cars and so forth? I have been over to Japan and it is amazing to me that I drive a block without killing people because they are just like this all the time. But what about your crossings, what particular features would you have or would they all be elevated?

Mr. NELSON. Well, as to the Japanese on the new Tokaido line—my comments are to that stretch of railroad—there are no crossings on the new Tokaido line. We have crossings on the main line of the Penn-Central between Washington and New York. There are no grade crossings north of the State of Delaware. We are going to be able to close up some of the crossings. We have spent a good deal of time in conjunction with the States and the counties to improve crossing protection. Everything is being done, I believe, that can be done, to make the crossings that must remain open as safe as possible. You understand we just cannot eliminate the crossings even if we wanted to in time for this 2-year demonstration.

Mr. WATSON. I am sure you will have practical trouble there, but I just thought it would be wise to bring in the safety factor and have a little dialog on that. I imagine Mr. Lang knows that we wrestled with this problem and it is certainly serious. If we increase the speed perhaps, in turn, it would jeopardize the safety factor.

Mr. NELSON. The Penn-Central, formerly the Pennsylvania Railroad, has spent a good deal of money on improvement of the right-of-way. It has already spent some \$32 million and they will finally spend some \$35 million. This has included bridge strengthening and a good part of it has gone into areas where safety is involved.

Mr. WATSON. Just one final question, Mr. Chairman, if I may: I believe we expect the 747's to be in operation by the latter part of 1969 or 1970, Mr. Lang?

Mr. LANG. Yes.

Mr. WATSON. What is the number of passengers they will carry?

Mr. NELSON. It has a variable configuration. Boeing has a number of mockups. One of them is 400, for example. It can go, as I understand it, up to 450.

Mr. WATSON. 450 people. Well, I should think we would be looking at the transportation, ground transportation, problem in trying to take care of these 747's. Someone said, or at least I heard it said, that they have about 19 scheduled to come into Dulles here. With 450 people per plane, there is going to be a problem of getting baggage and people into Washington and over to Friendship, and so forth.

Mr. NELSON. Well, making a determination of the role that high-speed ground transportation can play in the improvement of airport access is a very important part of this program.

Mr. WATSON. Good. Thank you, Mr. Chairman.

Mr. PICKLE. I believe the gentleman from Tennessee, Mr. Kuykendall, has a question.