

HIGH-SPEED GROUND TRANSPORTATION 3-YEAR PROGRAM

[In thousands of dollars]

	Fiscal year 1969	Fiscal year 1970	Fiscal year 1971
I. Research and development:			
Systems engineering.....	1,000	1,000	1,000
High-speed railroad R. & D.:			
Research car field testing.....	300	500	500
Rail vehicle dynamics.....	1,900	2,305	470
Vehicle suspension and guidance.....	400	300	3,500
Experimental track structures.....	200	200	200
Vehicle drive systems.....	800	1,300	390
Unconventional systems R. & D.:			
TACV.....	2,900	10,800	2,900
Tube vehicles.....	1,000	4,260	2,475
Advanced technology:			
Communications and control.....	340	2,050	5,900
Obstacle detection.....	300	500	1,350
Linear electric motor.....	1,400	1,085	1,000
Magnetic suspension.....	146	300	500
Power collection.....	400	2,820	3,250
Guideways.....	750	1,000	2,000
Safety and human engineering.....		370	571
Test facility.....	950	1,800	1,375
Administration.....	434	500	500
Total.....	13,220	31,090	27,791
II. Demonstrations:			
New York-Washington demonstration.....	630	400	100
New York-Boston demonstration.....	260	800	100
Data collection.....	1,200	1,000	1,000
Airport ground access.....	500	2,850	2,500
Administration.....	390	390	390
Total.....	2,980	5,440	4,090
Grand total.....	16,220	36,530	31,881

Mr. PICKLE. I want also to voice what I am sure is the feeling of every member of this committee and the Congress that, as we consider this problem, we must keep in mind we are trying to find ways to improve passenger service and not ways that we can cut out passenger service. I get discouraged sometime about the lack of volume on the trains, but I think we must admit it is because railroad passenger service simply has not kept pace, hasn't been modern.

Mr. NELSON. Yes, sir.

Mr. PICKLE. And I think the railroad companies themselves will admit they have spent their money in other areas not in passenger service.

I said earlier this morning that railway transportation ought to be probably the cheapest mode of transportation we have and it is about the only hope to move large bodies of people, so we must pursue the possibility in this thing.

Two years ago we had some concern, I was one, that this might be pouring good money after bad. I am convinced that we must carry it on. I personally think that the answer will lie perhaps not in our rail system we are talking about now, but something entirely innovative, even a tube type of train system.