

as our operating expenses and therefore be able to continue our own capital improvement program without any kind of appropriations.

The Office of High Speed Ground Transportation, the third program element of the Federal Railroad Administration, administers the high-speed ground research and development, and demonstration programs authorized by the High Speed Ground Transportation Act of 1965, and also the northeast corridor transportation systems planning study that was begun in the Department of Commerce back in 1963.

This office has an authorized strength of 56 permanent employees. Approximately \$21 million is available for obligation in 1968, including considerable carryover funds that had not been obligated from previous years' appropriations.

In addition to the three program elements, we have a small support staff including an office of policy and program analysis, a chief counsel's office, a public affairs officer, and a very small administrative office that is essentially a liaison organization working with the administrative units in other parts of the Department that provide most of our actual administrative support.

Mr. BROOKS. Mr. Lang, would you furnish for the committee an analysis of how you have reacted to the railroad safety recommendations of this committee in 1966?

Mr. LANG. I would be glad to do that.

Mr. BROOKS. You probably have a copy of it and you can furnish that for the record.

Mr. LANG. Yes, sir.

(The information requested follows:)

HOW THE DOT HAS REACTED TO THE RAILROAD SAFETY RECOMMENDATIONS OF THE BROOKS COMMITTEE IN 1966 (25TH REPORT BY THE COMMITTEE ON GOVERNMENT OPERATIONS, UNION CALENDAR NO. 632, H. REPT. NO. 1452)

III. RECOMMENDATIONS

As a matter of information all former railroad safety functions of the Interstate Commerce Commission were transferred to the Department of Transportation at its formation April 1, 1967.

Certain actions have been taken and several others are under consideration to develop effective railroad safety programs to be administered by the Federal Railroad Administration.

With regard to specific recommendations of the aforementioned report, the following actions have been initiated:

A. ICC should completely reorient the railroad safety program to emphasize enforcement. To accomplish this result the following specific recommendations are made:

1. The "crossbreeding" of safety and car-service inspectors should be abandoned.

The "crossbreeding" of safety and car-service inspectors was abandoned effective April 1, 1967. Safety inspectors are now working in their special areas of expertise.

2. Funds presently allocated to support a topheavy supervisory force should be reallocated to the employment of additional technically qualified safety inspectors for work in the field enforcing the safety inspection laws.

FRA's Bureau of Railroad Safety is undergoing an extensive reorganization designed to fully utilize its engineering and technical knowledge in the Washington office to analyze and determine root causes for ever-increasing train accidents and to provide meaningful solutions for improving railroad safety matters.

This realignment of the Washington staff was not designed to interrupt or interfere with our field safety inspector's day-to-day enforcement activities, but rather as a strong support function and one that has been lacking for years in