

Mr. BROOKS. Without objection.

(The information appears in appendix D.)

Mr. O'CONNELL. That completes my statement.

Mr. BROOKS. Thank you very much. Do you feel that your expertise gathered in the CAB in meticulously investigating accidents and safety procedures has been helpful as you look into accidents and safety matters affecting other modes of transportation?

Mr. O'CONNELL. We have found that is true. We cannot transport all of the techniques and all of the things that are available, but some of them are. Some of the basic techniques are needed and have not, in all frankness, been as much used as they should have been in other modes of transportation.

Quite recently, we conducted a rather unusual type of investigation of a catastrophic bridge collapse over the Ohio River where 46 people were killed. We used the technique we use in aviation accidents including the reconstruction of the bridge in mockup, and we even borrowed one of our aviation experts in order to help us organize the investigative team in investigating a bridge collapse. That is one example, and I hope as time goes on we will develop more.

Mr. BROOKS. Are there any questions, Mr. Thompson?

Mr. THOMPSON. I have no questions.

I would like to say that I have been tremendously impressed with the old CAB and the way they would go in and investigate aircraft accidents and particularly the way they would reconstruct the pattern of events, how they occurred and what failed, from the meager evidence that was available. I think certainly you have done a superb job in pointing out what has failed in many instances.

This enabled the manufacturers and other people to take the necessary precautions to see that it does not happen again. I am delighted to see that you are able to use this in other fields, such as the bridge collapse.

Mr. O'CONNELL. As you know, we inherited a good and going organization from the CAB and we are trying to follow what they were doing.

Mr. BROOKS. Mr. O'Connell, we certainly enjoyed having you here and we appreciate your testimony.

Mr. O'CONNELL. Thank you.

Mr. BROOKS. Mr. Secretary, I want to submit to you for the record some questions from Congressman Moorhead who is particularly interested in the status of the mass transportation proposal: where it will fit into the organizational chart, who will be in charge, under whom or what will research on mass transit be handled, and finally, how will mass transit in a particular city be related to general city planning within that city?

Secretary BOYD. I would be happy to provide answers for the record.

(The questions submitted by Mr. Moorhead follow:)

*1. What is the status of the urban mass transit program?*

Answer. On February 26, 1968, the President submitted to the Congress "Reorganization Plan No. 2 of 1968" providing for the transfer of the urban mass transportation program to the Secretary of Transportation. No action was taken to disapprove the plan by either House of Congress within 60 days of the transmittal of the plan. Thus the provisions of the reorganization plan will take effect at the close of business on June 30, 1968, the date set out in the plan under authority of section 906(c) of title 5 of the United States Code.