

supervisor and it would be accommodating people to come in a tourist car and have them in a favored position, rather than the people coming by bus, and without penalizing people who come by bus, too.

Mr. AUERBACH. I would like to point out in regard to buses, Congressman Schwengel, the 116 buses generate over 4,000 people, whereas the 3,000 cars generate between 6,000 and 9,000. The proportion of visitors that the bus deals with per square footage is quite a bit larger.

Mr. GRAY. Particularly as the trend is now for the double-decker, the larger buses.

Mr. WRIGHT. These 116 buses——

Mr. AUERBACH. Yes, sir.

Mr. WRIGHT (continuing). Will these be buses originating from various places, or will they be buses coming from out of town to bring those people here, or will they be essentially buses for the purpose of taking a visitor on a somewhat circular tour around the city?

Mr. AUERBACH. No, sir. This is bus parking for out-of-town excursion buses.

Mr. WRIGHT. Excursion buses? I see.

Mr. AUERBACH. Yes.

Mr. WRIGHT. I understand. These are charter buses, people having charters to come to Washington?

Mr. AUERBACH. That is right.

Mr. WRIGHT. All right, thank you.

Now, where will the buses be boarded that are planned for the purpose of taking people on a route that will permit their dropping off at certain key points of interest, scenic tourist interest?

Mr. AUERBACH. Those buses are out in front of the building. After the visitor comes from his parking point through the building and the facilities——

Mr. WRIGHT. But what you contemplate here for 116 buses is simply space for out-of-town buses that have come to Washington?

Mr. AUERBACH. That is right.

[Slide.] Here is a closer view of the model showing the esplanade and the escalators in which the visitor, having parked, will come off the parking area. That is a 44-foot-high elevator in this design and it is rather a key part of the orientation program in that for that period of travel on the escalator, the visitor is in a sense trapped. He cannot get off and he can be introduced, through radio, recording devices and graphic devices, as to what will be found in this building that will help him make his visit more pleasant, rather than causing him to go to a directory that might or might not be read. So this is a key link in the movement of the visitor into the city of Washington.

[Slide.] This is just simply another view of the esplanade, but with the garage having been removed to show the relationship of the escalator to the railroad platform, the railroad facilities.

[Slide.] Once down the escalator, the visitor lands in the esplanade under a vast cover, which is open to the weather but protected from precipitation, and he is proceeding at this time into the building through the concourse.

The concourse is a long, rather grand space that we felt should not have too much architectural junk put in it.

[Slide.] What we put in there is in keeping with the space as it is. Yet we should advertise what is in the concourse for the visitors' facilities. So we decided to put first a cyclorama under which the