

1. An advertising and promotion campaign designed to inform the traveling public fully of significant service features both before they are introduced and during their availability;

2. A comprehensive training program for public-contact railroad employees. Nearing completion are negotiations with the State of New Jersey, Prince George's County, Maryland, and the Maryland State Roads Commission to build two suburban rail stations. Each would be near a major highway net. The stations will permit a test of the attractiveness of ample, inexpensive parking in connection with intercity transportation service.

Additional experiments sponsored or encouraged by the Office of High Speed Ground Transportation include a new type of baggage handling facility at the Baltimore station and the installation of newly-designed on-train telephone service over which passengers can receive as well as initiate calls on the standard commercial telephone network. The American Telephone and Telegraph Company has paid the entire cost of developing and installing the mobile telephone system.

Public service operation of the Washington-New York project for a period of two years will start as soon as the Penn Central has accepted 28 of its total order for 50 new high-speed electric cars to provide a partial demonstration service.

Developmental testing and modification required to meet the high standards established for the equipment—including a speed capability of 160 mph, rapid conversion to commercial power frequencies, and compatibility between equipment produced by individual builders—have delayed the start of operations.

BOSTON-NEW YORK DEMONSTRATION

A demonstration between Boston and New York on the New Haven Railroad will test public response to a light-weight, turbine-powered train of advanced design. The Government entered into a two-year lease with the United Aircraft Corporation in fiscal year 1966 for two 3-car TurboTrains. Demonstration service will be in addition to regular schedules on the route and will be designated in public timetables as experimental.

The trains are designed to accomplish several important objectives:

1. The use of gas-turbine engines is expected to cut operating, repair and fuel costs as well as to provide faster acceleration.

2. Use of a suspension system which has a novel self-banking mechanism which should permit the trains to take curves at speeds at least 30% higher than can be achieved with conventional equipment.

3. A three-hour and fifteen-minute schedule between Boston and New York, with four intermediate stops. More stops will be made if they can be accommodated in the three-hour and fifteen-minute schedule.

The TurboTrain is well suited for fast rail shuttle service for distances of 200 to 300 miles. If the equipment meets expectations, its use could lead to improvements without electrification in passenger service in many parts of the country. It could provide an economic intercity train service faster and more comfortable than can be produced presently.

The present status of the Boston-New York project is as follows:

Under a contract with the Government for maintenance and servicing of the two TurboTrains, the builder and lessor, United Aircraft Corporation, has completed a shop facility in Providence, Rhode Island, designed specifically to support new methods of preventive maintenance, including rapid change-out of components. The builder has established procedures for detailed statistics of maintenance, and operating costs which the Government will evaluate and distribute to the railroads and others who are interested.

The Government and the New Haven Railroad have reached tentative agreement on schedules, meal service, fares, public information and reservations systems. Although the demonstration is planned primarily as a test of equipment, the Department will utilize it also as an opportunity to test the effect on passenger demand of experimental fares, control of passenger seating, modern quick-preparation food service and ticketing.

Since the railroad is in bankruptcy and has agreed to operate the demonstration only if no loss is suffered from it, the Government has agreed to pay up to \$1.7 million for upgrading roadway maintenance levels required directly to prepare the property for higher speeds and increased passenger comfort. To date a total of \$1.4 million has been authorized on work orders approved by the Office of High Speed Ground Transportation for additional maintenance expenditures.