

be carried on simultaneously. These tests may turn up the need for additional modifications.

Unlike the Penn Central operation, however, there are also other tasks to be accomplished before any level whatever of a demonstration service on the New Haven Railroad can start. These include completion of roadway upgrading, curve adjustment at a critical point on the route and provisions for electrical operation within New York City. At this writing, it appears probable that these improvements can be completed in short order.

Planning and preparation of all administrative elements of the service—such as schedules, fares, ticketing, reservation system and meal service—are in general completed. Since the TurboTrains have not been subjected to intensive daily scheduled use under actual service conditions, and no spare, or relief, equipment will be available in substitution, OHSGT plans to start the demonstration at a reduced level of service for an initial period until reliability and speed of repairs have been proven—perhaps two to three months. The demonstration on the New Haven is not designed to coordinate with or serve in substitution for the existing service on the route; it will be superimposed on a reduced level of conventional train service. The public, therefore, will not be inconvenienced by postponement of full level of service (equivalent of four round trips between Boston and New York daily).

In contrast to the Washington-New York demonstration, where the Penn Central is responsible for carrying out all of the requirements of the experimental design imposed by the Department of Transportation, the demonstration on the New Haven Railroad is entirely a Government responsibility. The railroad will perform transportation and traffic functions only, under direction of the Office of High Speed Ground Transportation. The two TurboTrains, as noted earlier, will be leased by the Government from United Aircraft and furnished to the railroad for operation. In view of their advanced and novel design and propulsion, the trainsets will be maintained and serviced by United at its own shop in Providence. The railroad will turn over the equipment to United Aircraft each night.

The OHSGT must, therefore, coordinate the responsibilities of the New Haven Railroad and United Aircraft, respectively, which are covered under separate contracts, but require joint action at numerous points. This task requires that the Government's staff give continuous, detailed surveillance and evaluation to activities of both contracting parties throughout the period of the demonstration.

Complete estimates of operating costs will not be available until the railroad has had experience with the equipment. Hence, the net cost to the Government will not be known until it can be determined to what extent the demonstration trains will attract new revenues which would offset the Government's burden.

DATA COLLECTION

Collection and evaluation of the data on public reaction to service elements and changes will be a continuous responsibility of the Office of High Speed Ground Transportation throughout the two-year span of the two railroad passenger service demonstrations in the Northeast Corridor. Government staff will revise information sources to correspond with service changes. It will also make modifications in both source and handling which appraisal of the data received indicates is necessary to meet the objectives of the Projects. It is likely that successive changes will be necessary also to satisfy the requirements of the Northeast Corridor Transportation Project, as experiments and testing of transportation demand models dictate.

Continuous coordination of demonstrations data handling with the evolving Corridor analysis will be required particularly because the usefulness of statistics of public response to actual rail demonstration service is not confined to determining the role of that mode in meeting future needs. Demonstrations-produced data will also be used as a control in testing the validity of mathematical models of future demands based on socio-economic factors and price-time-convenience characteristics of all modes of transport. Finally, since the basic individual service elements—such as speed, frequency, fare, etc.—are common to all modes, determination of their relative weight in public acceptance of the demonstration service will assist the Corridor Project staff in evaluating the influence of these factors on the effectiveness of any other mode. In addition to the traveler-reaction data obtained from the three sources described in an earlier section of this report, the demonstrations staff will be responsible for