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417 New Jersey Avenue, S.E., Washington, D.C. 20003

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Anthony Haswell, Chairman  
Joseph Vranich, Executive Director  
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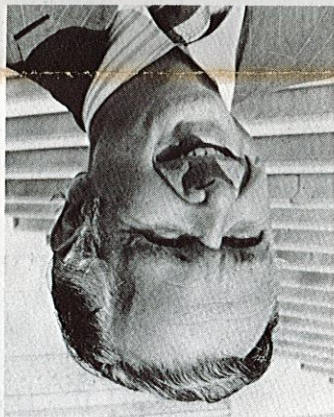
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## TRANSPORTATION AND THE ENVIRONMENT

### BUSES CREATE MORE NOISE POLLUTION THAN RAIL TRANSIT SYSTEMS

"The traditional impression, and the view held by many, is that a rapid transit system using steel wheels and rail must be and can be expected to be noisy. This view... is caused by older systems, using old technology, which do create very high and annoying noise levels."

That's an analysis of noise pollution by Dr. George Paul Wilson of Wilson, Ihrig & Assoc. of Berkeley, Cal. Dr. Wilson pointed out in a statement recently that new transit systems will not have the noise liabilities of the old. Excerpts follow:

An eight or 10 car BART or Metro train [in San Francisco and Washington, D.C., respectively] capable of carrying about 700 seated passengers will create comparable or less noise, when traveling at 70 to 80 mph, than the noise created by a single diesel bus traveling on the freeway at 60 to 65 mph and capable of carrying about 30 passengers.

A single BART or Metro car capable of carrying about 70 to 75 seated passengers will make no more noise when passing by at 70 to 80 mph than the noise from one or two well muffled passenger cars passing by at 65 mph on the freeway and carrying usually only two persons.

In terms of people transported, a modern rail rapid transit vehicle system can be expected to create considerably less total noise and other forms of pollution than other transportation systems.

A point that is frequently made by critics of steel wheel rail transit systems is that a system using pneumatic rubber tires would give much quieter operation than a steel wheel system.

The fact is that when electric motor driven pneumatic rubber tire vehicles running on concrete rails or roadway are compared with steel wheel vehicles under identical passenger carrying capability and speed conditions, the noise levels at the wayside are essentially the same.

### Amtrak Specials, continued

If Amtrak needs any evidence that group movements could fill up its trains, here it is:

■ The increased number of three-day weekends created by Congress has sparked increased travel. Pan American, TWA, United and Trailways are all provisioning extra sections during these weekends to handle increased individual and group travel needs.

■ Canadian National reports that more than half the persons taking Explorers' Tours to Canada's Far North are from the United States. In 1970, 28 states were represented.

■ Special Penn Central trains to football games in Boston were completely sold out in 1971. One 16-car train carried 883 riders. Specials to Washington Redskins games were also swamped with riders.

■ Four Winds Travel, Inc., which operates more than 50 transcontinental rail tours a year, reported a 29% upsurge in early 1971 bookings due largely to publicity on Amtrak.

■ During 1972, Greyhound operated special buses to almost every nook and cranny of the nation. Specials operated to football games, race tracks, ski resorts, scenic spots, historic points, the Mardi Gras and Maple Sugar Festivals.



— Rail Promotion Associates photo

Partial view of buses which brought several thousand members of the United Steelworkers of America to lobby for legislation on Capitol Hill. Greyhound aggressively goes after this type of "mass market."

■ Long train tours are arranged in Europe. Jalmar Johnson, Associate Editor of the *Portland Oregonian* reports that the Swedish State Railways "runs tourist trains to Lapland during the summer, with the midnight sun as a principal attraction. Passengers live on the trains for a couple of weeks."

To maximize revenues and build public enthusiasm, Amtrak should ruthlessly go after the mass market.

Amtrak should not only operate specials for tour groups or to sporting activities, but might also operate extra trains to events such as pro- and anti-war demonstrations in Washington, D.C. This lucrative market has been virtually untapped by the railroads.

Organizers of one demonstration in Washington estimated that 400 busloads of people came to participate. Metropolitan Police recorded 289 demonstrations in 1970. As best as can be determined, not one special train moved any of these travelers.

Amtrak's record so far is not encouraging. Previous editions of the *NARP News* have indicated the fate of two Ski Trains.

A New Jersey grade school principal cancelled a group movement by train of eighth-graders to Washington because "Amtrak could not guarantee suitable return transportation."

Amtrak discontinued the traditional Santa Claus Special that ran for 18 years between Richmond and Ashland, Va. Over the years the run has been a sellout and an estimated 100,000 children and their parents have made the trip.

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NARP Ladies' Lapel Pins are sold out. Pins for men are still available. The pins are of sterling silver with the lower half of the circle in blue. The "NARP" initials are raised on the blue field. The Men's pins are available at \$3.75 each.  
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### SENATOR PELL SUPPORTS FUNDS FOR FAST TRAINS IN 13 CORRIDORS

Senator Claiborne Pell (D-RI) and 13 co-sponsors are sponsoring an amendment to Amtrak's request for funds to provide direct loans of up to \$500 million and government guaranteed loans of up to \$1 billion to improve rail passenger service in 15 urban corridors.

NARP Chairman Anthony Haswell said the bill "would help relieve urban congestion and pollution while strengthening Amtrak."

Corridor beneficiaries would be New York-Boston, New York-Richmond, Miami-Jacksonville, Memphis-New Orleans, Oakland-Sacramento, Houston-Oklahoma City, Chicago-Minneapolis, Kansas City-St. Louis, Seattle-Portland, Chicago-Cincinnati, New York-Buffalo, Chicago-St. Louis, Chicago-Detroit, Los Angeles-San Diego and Pittsburgh-Philadelphia.

Pell told the Senate that Amtrak's \$170-million request would only maintain the status quo for the present level of passenger service.

"If Amtrak is to become a viable corporation it will have to be dependent upon the revenues it generates from passenger service in our country's urban corridors," Pell said.



# CITIZEN SMITH

By Dave Gerard



"Your train is the local. That express hauls only trash and garbage to a land-fill in West Virginia!"

CITIZEN SMITH by Dave Gerard reprinted courtesy of the Register and Tribune Syndicate.

## NARP CHARGES PITTSBURGH PROGRAM DELAYED BY TRANSIT AUTHORITY

A speed-up in plans for Baltimore & Ohio rail commuter service in Pittsburgh's Monongahela Valley has been called for by NARP Executive Director Joseph Vranich.

Port Authority Transit of Allegheny County (PAT) is currently considering a proposal to purchase two locomotives and five double-deck coaches, modernize stations and signaling, and expand parking facilities at a total cost of under \$2 million.

A consulting firm established a late 1972 target date which will not be met because of a lengthy "impasse in negotiations between PAT and the B&O."

Vranich appealed to Milton J. Shapp, Pennsylvania Governor and NARP Advisory Board Member, to help resolve the impasse.

He called the rail program a "transit planner's dream" since the consultants predicted improvements would bring an 85% increase in patronage. The line presently carries about 1000 riders per day.

Vranich charged that PAT "seems to have put the rail project on the back burner — every housewife knows that something put on the back burner takes a long time to get done."

It was learned that PAT and B&O resumed discussions in Baltimore two weeks after the NARP appeal to Gov. Shapp.

## Your Opinion?

Recent rail accidents have prompted the suggestion that rail passengers be required to use seat belts. Do you

- Agree   
Disagree

Comments \_\_\_\_\_  
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## LONG ISLAND RAIL ROAD TO GET EXPERIMENTAL COMMUTER CARS

New cars are being designed which may well revolutionize commuter and intercity rail transportation, according to the Urban Mass Transportation Administration (UMTA).

The world's first rail commuter cars powered by a gas turbine-electric (GTE) system are being developed for the Long Island Rail Road by the Garrett Corp. and General Electric.

The GTE cars are able to operate under their own turbine power on non-electrified lines or from electrified third rails.

Holding out the promise of a one-seat, no-change ride from suburb to city, the cars should put an end to the change-at-Jamaica ritual for thousands of Long Island commuters.

New York's Metropolitan Transportation Authority said it planned to order a fleet of such equipment to improve passenger service on non-electrified and partially-electrified lines, assuming these cars are successful.

Eventually, GTE cars may be used on the Erie-Lackawanna and the Hudson, Harlem and New Haven lines of the Penn Central.

The contracts call for the construction of eight cars which will be used as prototypes for evaluation in revenue service.

Total cost is \$14.8 million. UMTA will supply \$7.4 million of that amount, according to Joseph Silien, Chief, UMTA Rail Programs Branch.

The first car is expected off the production line for testing in mid-1973.

## DEMOCRAT WANTS TURBOTRAINS TO REPUBLICAN CONVENTION

Five fast riding TurboTrains sit idle in a Montreal yard. The only two other such trains in existence are in service in the United States, one running between Boston and New York, and the other from Washington, D.C., to Parkersburg, W. Va.

Rep. Lionel Van Deerlin (D-Cal.) suggests using two of the Canadian TurboTrains between San Diego and Los Angeles, with service beginning before the Aug. 21-23 Republican National Convention.

In a letter to Amtrak, Van Deerlin said the tests should last at least six months to be "valid" and feature trips "every few hours or so" between the two cities. "We're never going to restore the passenger train unless we make it genuinely convenient."

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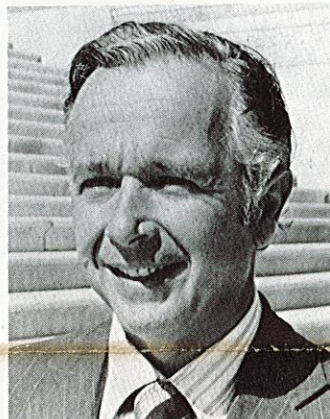
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