



DEPARTMENT OF TRANSPORTATION

NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
September 5, 1973

UMTA 73-83
Phone: (202) 426-4043

Today, Secretary of Transportation Claude S. Brinegar announced that the Urban Mass Transportation Administration (UMTA) has awarded three contracts totaling \$1.5 million for the design phase of the Dual Mode Transit System Development Program. The awards of \$500,000 each were made to the Rohr Corporation, Chula Vista, California, General Motors Corporation, Warren, Michigan, and to Transportation Technology, Inc., Denver, Colorado.

The three companies will be engaged in the first phase of UMTA's Dual Mode Program designed to apply new technologies to the improvement of existing means of mass transportation. The program is directed towards reducing traffic congestion and improving personal mobility within medium-to-large urban areas.

In explaining the Dual Mode Transit concept, UMTA Administrator Frank C. Herringer pointed out that the system combines the best features of scheduled and demand-responsive Mini-bus systems with automated transit such as the Personal Rapid Transit (PRT) system currently being demonstrated in Morgantown, West Virginia. Herringer went on to say that the dual mode concept combines two primary methods of operation: a driver-operated mode on surface streets or highways and an automated mode on fixed guideways.

- more -

In the manual mode, a driver will operate the vehicle in suburban residential or business districts. These surface routes will serve as collector lines and will feed into access stations. There, the driver will leave the bus and the vehicle will be placed in the automatic mode. In this mode, the Mini-bus will be routed on completely automatic guideways through the heavier travelled urban corridors and the central business district.

This combination of manual and automatic operation will permit flexible routing and distribution capable of changing to suit daily or seasonal variations in passenger demand throughout an urban area. The systems also envision demand-responsive operations for nearly direct point-to-point routing.

The three systems being developed under these contracts are based on three different propulsion methods. The Rohr Corporation cars will operate with gas turbine engines on the streets and be propelled by electric motors on the guideways. General Motors system will use internal combustion engines for power in both modes and will be electronically controlled on the guideway. The model being developed by Transportation Technology, Inc., will use either gas turbine or internal combustion power for street use, and will travel on air-cushioned electric-powered pallets on the guideways.

Phase I of the Dual Mode Transit System Development Program will cover concept and system design with special attention being paid to improving the quality of transportation while minimizing initial capital investment, installation time and operating costs. This part of the program is expected to be completed within nine months.

Phase II will consist of construction, operational testing and evaluation of prototypes at DOT's High Speed Test Center at Pueblo, Colorado. Phase III is expected to bring Dual Mode Systems into revenue service in cities by 1980.

For further information, contact the UMTA Office of Public Affairs at (202) 426-4043, or the contractors (UMTA Project No. IT-06-9999-4)