



# NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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## A POLITICAL ROUTE STRUCTURE

**"I say a train is a political train if it is retained, when the figures are worse than a train cancelled whose figures are better. That is a political train."**

—Sen. Richard Stone (D-FI)

On Aug. 29, the Amtrak Board approved precisely those train discontinuances which had been expected and which had been recommended by management. Amtrak has posted the required 30-day warning discontinuance notices and, barring further action by Congress, these trains will make their last trips leaving point of origin Sept. 30:

- "Champion", New York-Washington-Richmond-Raleigh-Columbia-Savannah-Jacksonville-Orlando-Tampa-St. Petersburg (south from Jacksonville, a new leg of the "Silver Meteor" would cover the route of the "Champion", but the "Meteor" uses a different route between Richmond and Savannah so Columbia would lose its only conveniently scheduled train);
- "North Coast Hiawatha", Chicago-Minneapolis-Fargo-Bismarck-Billings-Spokane-Wenatchee-Seattle (thus the end of daily daylight service between Chicago and the Twin Cities);

### THOSE "EMPTY" TRAINS

Computer records made available by Amtrak show that, for trains originating during the week of Aug. 13-19, space denials due to sold-out trains totaled 11,816 for the "National Ltd.", 10,171 for the "Lone Star", 9,095 for the tri-weekly "North Coast Hiawatha" (an average of 1,516 per run!); and 6,866 for the "Floridian".

Amtrak emphasizes that one individual is often responsible for several space denials. On the other hand, these figures don't reflect those who gave up after repeated busy signals or never bothered to try because the media—including Amtrak's own ads—indicated it was difficult to reach the reservations bureau.

service would be maintained between Twin Cities and Fargo via St. Cloud instead of Willmar as the surviving "Empire Builder" which now runs via Willmar would be rerouted to St. Cloud);

- "National Ltd.", New York/Washington-Philadelphia-Harrisburg-Pittsburgh-Columbus-Dayton-Indianapolis-St. Louis-Kansas City (the St. Louis-Kansas City segment may be saved by funding from Missouri);
- "Lone Star", Chicago-Kansas City-Topeka-Wichita-Oklahoma City-Ft. Worth-Dallas/Houston (Houston's link to the north may be saved by adding a leg to the Chicago-Little Rock-Texas "Inter-American");
- "Floridian", Chicago-Louisville-Nashville-Birmingham-Montgomery-Jacksonville-Miami/St. Petersburg;
- "Hilltopper", Washington-Richmond-Petersburg-Lynchburg-Roanoke-Bluefield-Williamson-Ashland.

The intra-state Oakland-Bakersfield "San Joaquin" was also on the hit list, but Caltrans promptly agreed to pick it up under the "403(b)" joint funding arrangement. The Chicago-Seattle "Empire Builder" would be reduced from 4 to 3 days per week, but increased to daily during the Christmas and summer seasons.

The only surprise was the announcement that the Houston leg of the "Inter-American" would be dependent on a 403(b) joint funding agreement with Texas. The House-Senate conference committee expected to convene during the week of Sept. 10 may approve wording that would eliminate this requirement.

Since the Board approved startup of Chicago-Indianapolis service, the largest cities to be left with no rail passenger service would be Columbus, OH; Louisville, KY; Dayton, OH; Oklahoma City; and Nashville, TN. Oklahoma would be the only state to lose all service; it would join Maine, New Hampshire, and South Dakota as the Amtrak "have-nots" among the 48.

The Congressional effort to "improve" Amtrak's route structure would clearly be a failure if this plan is implemented and only time will tell us about the validity of claims that the quality of service provided would go up in a smaller system. NARP has long argued that only minor adjustments were needed to make existing routes "rational". The Amtrak plan, however, would

### Train

Train	Available Loss Per Passenger Mile (Projected for FY 80)	% ridership increased from June (FY '80 est.) to '79 + +
**National Ltd. (NY/Wash.-Kansas City)	7.5c	
**North Coast Hiawatha (Chicago-Billings-Seattle)	7.9c	
Pioneer (Salt Lake City-Seattle)	8.3c	
**Lone Star (Chicago-Wichita-Dallas/Houston)	11.1c	
Inter-American (Chicago-Little Rock-Laredo)	13.1c	
**Floridian (Chicago-Miami/St. Petersburg)	13.4c	
Cardinal (Wash.-Charleston, WV-Chicago)	13.5c	
**Hilltopper (Wash.-Roanoke-Ashland, KY)	25.0c	
Shenandoah (Wash.-Parkersburg-Cincinnati)	25.7c	

Train	PM/TM (FY '80 est.)	% ridership increased from June (FY '80 est.) to '79 + +
Montrealer (Wash.-Montreal)	257	36
Coast Starlight (Los Angeles-Seattle)	252	36
*Silver Meteor (NY-Charleston-Miami)	232	34
Southwest Ltd. (Chicago-Albuquerque-LA)	201	27
Broadway Ltd. (NY/Wash.-Chicago)	189	36
*Champion (NY-Columbia-St. Petersburg)	179	34
Crecent (NY-Atlanta-New Orleans)	174	?
Sunset Ltd. (New Orleans-Los Angeles)	172	32
Palmetto (NY-Charleston-Savannah)	166	25
Lake Shore Ltd. (NY/Boston-Chicago)	165	23
Empire Builder (Chicago-Havre-Seattle)	157	1
San Francisco Zephyr (Chicago-SF)	148	46
Panama Ltd. (Chicago-New Orleans)	144	30
**North Coast Hiawatha (Chi-Butte-Seattle)	140	+
**National Ltd. (NY/Wash.-Kansas City)	103	34
**Lone Star (Chi-OK-Dallas-Houston)	102	34
Inter-American (Chicago-AR-Laredo)	78	40
Pioneer (Seattle-Salt Lake City)	77	40
**Floridian (Chicago-Miami/St. Petersburg)	75	69
Cardinal (Wash.-Charleston, WV-Chicago)	71	49
**Hilltopper (Wash.-Richmond-Ashland)	29	20
Shenandoah (Wash.-Parkersburg-Cincinnati)	26	11

\*\*Trains to make their final trips Sept. 30 under Amtrak plan. (Cardinal and Shenandoah await conference committee action.)

\*Champion would die; Meteor would get St. Petersburg leg. Resulting Meteor projected for 262 PM/TM but would be 282 if enough equipment was available to meet demand.

+Only available figure is 9% for "Hiawatha" and Chicago-Twin Cities portion of "North Star" combined. "Hiawatha" alone would be higher.

+PM/TM increases were generally even higher.

result in a net loss of route-miles contained in NARP's long-range plan: 3,406 lost minus 678 on new routes = 2,728 net loss.

Protests have been well covered by the media, indicating the new importance of rail passenger service. ABC-TV interviewed NARP's Ross Capon immediately after the Board meeting, and carried him on its evening nationwide news. The next day, NARP held a joint news conference with Rep. Pat Williams (D-MT), and coverage was excellent.

Technically, Amtrak is adding trains to the DOT plan and failure of Congress to approve the Amtrak authorization bills by Oct. 1 would raise the possibility that everything outside the DOT plan would be discontinued, though the 30-day notice would have to be given. Assuming, however, that Congressional actions to date have been in good faith, we trust that an understanding among key members of Congress, the Administration, and Amtrak management would save the "Meteor", "Montrealer", "Crescent", "Mt. Rainier/Pacific International", "Pioneer", and "Inter-American", if the authorization is not completed by Oct. 1.

The "Meteor", "Montrealer", and "Crescent" met the Congressional long-distance criteria (150 passenger miles per train mile; 7c avoidable loss per PM), and the "Mt. Rainier" met the short-distance criteria (80 PM/TM; 9c avoidable loss/PM). By scheduling the southbound "Pacific International" as a through run from Vancouver to Portland in conjunction with the "Mt. Rainier", the Vancouver segment also met the criteria.

The "Champion" met the criteria, but it did not survive because of a shortage of funds. Also, Amtrak says adding a St. Petersburg (cont'd. on p. 2)

## ON NOT HANDLING A FREEZE

"Amtrak cannot handle a freeze of its current system, and I am opposed to efforts, however well-meaning, which would do this. We must have a smaller route system if we are ever to be able to offer the public the level and quality of service it expects and deserves."

—Amtrak President Alan S. Boyd

"SEPTA regrets to announce it will shut down its Broad Street subway for three years. The newest equipment on the line is 40 years old, and we simply are not providing the public the level and quality of service it expects and deserves. We cannot handle a freeze of the current system."

—SEPTA General Manager Allan McBoyd

"MBTA cannot handle a freeze of its current system and will close down the Green Line, our most heavily used subway line, for ten years. The new cars purchased for the line don't work reliably, and the older cars average 30 years old. The public is entitled to better service than this, so, for the moment, we will provide none."

—MBTA General Manager Patrick S. O'Boyd

"There is no future in railroads anyhow, since the government is reducing rail service as much as possible so Americans will not drive automobiles so much."

—Russell Baker, *The New York Times*, Aug. 26

*(Messrs. McBoyd and O'Boyd are strictly figments in our imagination conjured up to give us a better idea of how the folks in Oklahoma, southern Montana, et al, must feel about the Washington philosophy that trains can be withdrawn at will.)*

### Political Route Structure (cont'd. from p. 1)

leg to the "Meteor" enables the "combined" "Meteor/Champion" to comply with the phrase "where reductions in operating expenses can be obtained", which modifies the criteria. The cost reductions claimed for the "Montrealer" and "Crescent", respectively, are "reduced charges by Canadian National-Run-through crew agreements" and "Change to HEP equipment (reduced maintenance)".

The regional balance "subsection" saved the "Pioneer" (projected for 77 PM/TM) instead of the "Hiawatha" (140 PM/TM) in the northwest and the "Inter-American" (78 PM/TM) instead of the "Lone Star" (102 PM/TM). This phrase was the reason: "The Corporation shall not continue to operate any route under this subsection if service is provided on a significant part of that route by any other route." This was originally crafted by Rep. Robert Duncan (D-OR) to make sure the "Pioneer" rather than the "North Coast Hiawatha" would be saved. Amtrak found that, as presently structured, the "Hiawatha" and "Pioneer" are virtually indistinguishable as to common routes: 21.6% of the "Hiawatha" route is common with the "Empire Builder" and 20.5% of the "Pioneer" route is common with the "Coast Starlight" and "Desert Wind" (the new Las Vegas train). "In March, 1979, however, management decided to reroute the "Empire Builder"

### AN INVITATION TO RUN

**Any NARP member who wishes to be listed in NARP**

**News as a candidate for election to the NARP Board of Directors should notify our office by Nov. 15. Directors will be elected at meetings held in each of our 13 regions. Most meetings will be in February or March.**

to the present "Hiawatha" route between Minneapolis and Fargo, ND, effective October 1, 1979. If these additional common route miles are figured in, 33% of the "Hiawatha" route would continue to be served. Further, the "Hiawatha" has more actual common route miles than The Pioneer; The Empire Builder and Hiawatha are parallel for the portion of their route not in common; and the principal population centers of Chicago, Minneapolis, Spokane, and Seattle would have continued direct service with The Empire Builder." (The quotation is from President Boyd's report to the Board.)

Similarly, "with respect to the Southwest quadrant, management has found that 651 miles (or 48%) of the route of the Lone Star will be served by the Southwest Ltd. (Chicago to Newton, KS) and none of the route of the Inter-American (St. Louis to Laredo, TX) would be served by any other train."

Of course, the regional balance language only became operative as the result of Amtrak's determination that no "non-DOT" trains in the northwest and southwest met the criteria, and the Amtrak projections seem overly conservative.

In developing the projections for FY 1980, Amtrak developed a growth factor by comparing April through June of 1978 and 1979. 25% of this growth factor was then applied to a "base" year—the twelve months ending with March 1979 (except March 1978 was substituted for April 1978 in order to include one Easter).

In effect, Amtrak assumes it will lose 75% of the energy-crisis-induced ridership, which was roughly the experience after the 1973-74 oil embargo. Most observers believe this time things are different—there is a greater public awareness of the long-term nature of the crisis. Amtrak claims, however, that only if it assumed retention of 97% of crisis-induced ridership would the outcome be changed, and then only to save the "Hiawatha".

The "Hiawatha" suffered high costs in Amtrak's study because

it was assumed to have old equipment (the "Pioneer" has new) even though Amtrak has long planned to introduce the superliners first on the Chicago-Seattle routes and hopes to convert the "Empire Builder" by the end of October.

Amtrak's projections suggest that, when the regional balance trains are restudied to see if they meet the criteria—a precondition for their continuation after Oct. 1, 1981—the "Pioneer" and "Inter-American" would be less likely to survive than would the "Hiawatha" and "Lone Star". Amtrak believes that the "Inter-American" would fail this next test if it does not have a Houston section and, before the Laredo-San Antonio segment was locked in by a specific amendment, was saying that the train could not meet the criteria if the Laredo leg was operated.

Amtrak President Alan Boyd, in his cover memo to the Board, stated: "... our guidance is so specific that Amtrak has little or no latitude in determining those trains to be continued, discontinued, or modified. Our task is not one of making decisions between various alternatives, but rather one of strict observance of Congressionally approved provisions."

In a letter to Amtrak Board members, NARP urged them not to endorse the staff recommendations because the staff plan was so political and in obvious conflict with much of the Congressional rhetoric. Following the Board's action, NARP wrote to Board Chairman Harry Edwards urging that he at least write a letter to the committee chairmen expressing the Board's uneasiness with the political aspects of Amtrak's plan as a way of helping any well-placed legislator who might want to try to change the plan. Ian

## From the Congressional Debates

(Senate on Aug. 1, House on July 24)

**Sen. Howard Cannon (D-NV), Chairman, Senate Commerce:** "S. 712 as amended today would establish specific and objective criteria of ridership and costs to determine which trains should be part of the Amtrak system. The committee is well aware of the impact which the energy situation has had on demand for rail passenger service. If use of certain trains has increased dramatically in recent months, such trains could be maintained under the proposed criteria."

**Sen. Bob Packwood (R-OR), Ranking Minority Member, Senate Commerce:** "Long-haul trains have all experienced substantial increases that must not be overlooked. The Secretary's redirection study did not have the benefit of these most recent statistics; accordingly, it is most appropriate that we revise the redirection recommendation by the Secretary with (the Leahy-Church compromise) amendment."

**Sen. Russell Long (D-LA), Chairman, Senate Finance and Chairman, Senate Commerce Subcommittee on Surface Transportation:** "The purpose of this legislation is to improve Amtrak operations—and I want to emphasize the word 'improve'. In reporting this legislation, it was not the intent of the Commerce Committee, nor do I believe that it was the intent of the administration in recommending a smaller Amtrak route system, to impede the development of a first-class rail passenger system in this country. In calling for a reduction in the Amtrak system the intent was to eliminate those trains representing an unreasonable waste of limited resources. . . ."

"When we started out, we were losing about \$40 million a year in operating subsidies for Amtrak, \$40 million a year when they sold us this turkey. Now it is losing \$600 million a year and scheduled to go up to \$1 billion a year. . . . Once this energy crisis subsides, there will be just a lot less people using those Amtrak trains than there are now. Right now when people cannot get gas, they will buy a ticket on the train when they would not otherwise buy one."

"There is a limit as to how much imposition these people should make on the taxpayers."

**Sen. John Danforth (R-MO), member, Commerce Subcommittee on Surface Transportation; he handled the Amtrak bill on the floor in behalf of the minority:** "When the Department of Transportation made its proposal to cut back the rail system by 43%, I thought, despite the fact that I had a lot of criticism within my State, that that was a reasonable proposal for the reason that it would have saved \$170 million at a time when we have a substantial deficit in the Federal budget. The aggregate deficit in the Federal budget from 1970 through 1978 was \$413 billion. Therefore, it was my view, and the view of many other people, that this was an opportunity to save at least some money and still serve 91% of the passengers on Amtrak. . . ."

"The projections that have been made as to increased ridership are projections which are made, really, on the basis of speculation on the basis of advanced bookings and decisions as to who will be using those tickets several months down the road."

**Sen. Warren Magnuson (D-WA), Chairman, Senate Appropriations (and member of Senate Commerce):** "Mr. President, I have struggled with this Amtrak matter for some time, and I temporarily agreed in the Commerce Committee that possibly we should not ask for a freeze of the whole system but that we should make some compromises as proposed by (Sen. Church). However, that was some time ago. . . ."

"The Hiawatha, of course, is a train that comes into Seattle. Although we fare well in the compromise, I am constrained to vote for (the freeze) because I did not realize that the bookings on the Hiawatha were as high as they are, until (Sen. Melcher) called it to my attention."

**Sen. Birch Bayh (D-IN), Chairman, Appropriations Subcommittee**

**tee on Transportation (from a statement submitted for the record):** "We are told by Amtrak that they could not offer good service if we did not cut some of the trains which are presently being operated, but which hold out no hope for meeting the ridership criteria of those trains which will be continued. By adding additional operating funds above what is necessary to run the basic DOT restructured system. . . . We are recognizing that some of the trains scheduled for abandonment under DOT's recommendations may now be meeting the same criteria as those in their system. . . . As far as freezing the current system, such action would cost an additional \$100 million this year and Amtrak would not have the necessary equipment to run good, efficient service. . . .

As a cosponsor of the Leahy amendment, I would like to point out that a portion of the amendment will enable Amtrak to operate the ConRail commuter service from Valparaiso to Chicago. I

#### WORK FOR NEW 403(B) SERVICES

**As soon as the Great Route Structure Fight is over—if not before—NARP members should begin or intensify efforts to get their state governors, DOT's, and legislators to approve filing applications with Amtrak for jointly funded services. Amtrak should have between \$10 million (Senate bill) and \$17.5 million (House) for its share of the cost of new Section 403(b) services, and states need pay only 20% of avoidable costs in the first year, 35% the 2nd year, and 50% thereafter.**

**If Amtrak gets a healthy backlog of applications which exceed its funding, it will be in a strong position to seek still more 403(b) funding for FY '81. But if there aren't enough applications to use up the available FY '80 funds, Amtrak will lose this year's unused funds, and get less money next year.**

worked with Congressman (Adam) Benjamin (D-IN) to have a similar provision included in the House bill. . . .

"Another portion of the Leahy amendment which I welcome and gladly join in cosponsoring is a provision that enables Amtrak to initiate additional short-haul service between city pairs of no more than 200 miles, within available funds. This type of service appears to me to be the kind that Amtrak can do the best job at. They can effectively compete in such short-haul service with the energy efficiency of intercity buses and with the airlines on trip time. . . . I believe that a train between Indianapolis and Chicago, the Nation's 3d and 11th largest metropolitan areas in the country, would be a very worthwhile service."

**Sen. Patrick Leahy (D-VT), author of the substitute amendment accepted by the Senate:** "My amendment would eliminate only those routes which have never been, and never would be, successful in terms of ridership and cost efficiency. It would, by eliminating costly, underutilized routes, insure that those routes which have been successful, or which have shown a potential for success, receive sufficient levels of funding to provide first-rate, energy-efficient passenger service."

**Sen. Frank Church (D-ID), who offered the regional balance provisions accepted by the Senate as an amendment to the Leahy substitute:** "Citizens in the West are quick to point out that over 70% of Amtrak's operating deficit is incurred east of the Mississippi. A subsidized national rail passenger system must be truly national.

"The amendment I offer is responsive to these concerns for equity and regional balance. . . . And it is reflective of the fact that certain routes which currently serve the West have experienced strong gains in ridership during the past 7 months."

**Sen. Lowell Weicker, Jr. (R-CT) who offered the amendment, accepted by the Senate, adding \$54 million in capital funding but originally had proposed adding \$200 million over two years:** "I cannot let the moment go by, however, without giving vent to my feelings on the subject of rail passenger service in the United States, which feelings have been compromised in the sense of the legislation which I have put before the Senate.

"It is probably my unwillingness to compromise that does not make me as good a legislator as (Sens. Long, Cannon, or Leahy). But at least I can say what is on my mind. . . .

"I feel every section of the country, not just the Northeast corridor, but every section of the country, regardless of population, should have decent, first-class rail passenger service. . . .

"None of the free enterprise nations of the world, with their strong economic systems, demand a profit from their rail passenger systems. I do not think the United States should, either. . . .

"So much for the undiluted feelings of the Senator from Connecticut. I now arrive at my brief comments on the compromise. . . .

"Unfortunately, as Amtrak President Alan Boyd has noted, the Amtrak fleet is composed of 'traveling antique museums' and Amtrak simply does not have enough equipment to provide efficient service on all existing routes."

**Rep. Harley O. Staggers (D-WV), Chairman, House Interstate and Foreign Commerce:** "(The subcommittee bill) is quite an improvement over what the administration sent up here and what the Amtrak people wanted. It is more equitable for the entire nation. I think it needs some changes yet, but I do want to congratulate all of the Members on the work they have done. But I would like to remind the gentleman that these facts and figures are based on the past, and we are here to look into the future and plan for the future of America. . . .

## THE RESPITE IS TEMPORARY!

"The outlook for oil supplies over the next few years is poor. Total oil supplies available to the Western countries are unlikely to increase significantly and may well fall. . . . Weak demand may temporarily create the illusion of ample oil supplies, masking once again the longer-term energy problem. But softness in the oil market is unlikely to last long; a recovery of economic growth would quickly tighten the market and again push up oil prices unless major improvements in conservation have been achieved."

—CIA report released Aug. 20

"The worldwide system for the production and distribution of petroleum is already stretched taut. There is little, if any, relief in prospect. Any major interruption—stemming from political decision, political instability, terrorist acts, or major technical problems—would entail severe disruptions."

—Secretary of Energy James R. Schlesinger, before the National Press Club, Aug. 16

"The world now faces a serious oil shortage which is unlikely to go away and will create continuing problems. It is not a passing phase but a permanent challenge. Nor does North Sea oil offer an escape route for Britain."

—David Howell, Energy Secretary in Britain's new Conservative government

"The reason that gasoline is becoming increasingly available is that Americans haven't been driving as much this summer. . . . Even if gasoline remains available for the rest of the summer, drivers will still face several hurdles on their vacation trips. Prices are high everywhere, and several areas of the country still have odd-even rationing and are limiting purchases. In most areas of the country, service stations are open only for a limited number of hours a day, and most are closed at night or on weekends. And in parts of the Midwest and the state of Washington, gasoline supplies are still tight."

—The Wall Street Journal, Aug. 3, news article

"One subject I notice that has never been brought up is the number of men who are going to be thrown out of work—thousands of men, at a time when we cannot afford it. We will have to pay \$30 million or \$40 million to those men to keep them from working."

**Rep. Samuel L. Devine (R-OH), Ranking Minority Member, House Interstate and Foreign Commerce:** "Mr. Chairman, when H.R. 3996 was considered by committee, I joined with (Rep. James M. Collins, R-TX) in writing minority views which suggested that the time had come for us to stop funding Amtrak altogether. It has been a noble experiment but clearly, when no more than 1 or 2 percent of the traveling public uses Amtrak, it is obvious that we are perpetuating a railroad which very few people use at a time when there is a far better use for the money."

**Rep. James J. Florio (D-NJ), Chairman, Commerce Subcommittee on Transportation and Commerce:** "There is a need to expand our passenger system and there is a need to get Americans out of their cars into the intercity rail system. Unfortunately, I just do not agree with what (Rep. Gore) is doing. . . .

"Mr. Chairman, the fact of the matter is that many of these trains, even with increased usage, cannot be justified. The fact is also that by freezing these trains into the system we will insure that the system cannot survive. . . .

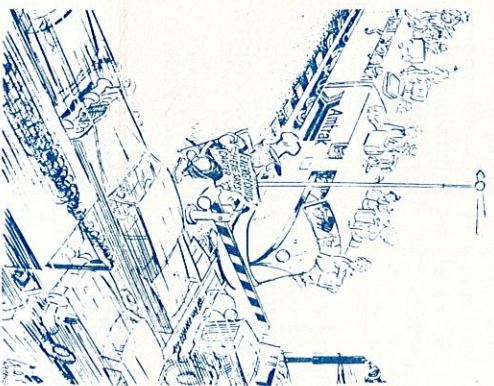
"We are not adding the cash that would be needed, particularly the capital funding under the gentleman's amendment, and accordingly we would be left with a situation that the system could not be funded and trains could not be operated in the way they should be. To freeze the current system without providing those revenues for capital would in fact insure that the system go down. It is our estimate that there would be an additional \$200 million needed to provide the capital for those trains that we could put into the system under a 1-year moratorium, and those dollars are not available, as I read the mood of the Congress."

**Rep. Edward R. Madigan (R-IL), Ranking Minority Member, Commerce Subcommittee on Transportation and Commerce:** "The Gore-Fowler proposal would keep 100% of the rail passenger system and would keep some of the low energy efficient and unused rail passenger trains in operation in the country. We need that equipment on other routes where people are standing up, where there are not enough places for people to sit down, where people are turned away because there are inadequate provisions for reservations. We need to move equipment from the unused lines to the lines where people are."

**Rep. Robert Duncan (D-OR), Chairman, Appropriations Subcommittee on Transportation:** "Mr. Chairman, I want to save Amtrak, and I ask Amtrak friends to support this substitute amendment (regional balance and short-distance criteria) because, in my judgment, it is the only way that you are going to have an Amtrak of which you can conceive to have some value to your constituency, which has a reasonable chance of conserving energy, which we have a reasonable chance of meeting the costs, the operating deficits of, under this terribly stringent taxpayers' revolt against the ravages of inflation and Government spending that we are facing."

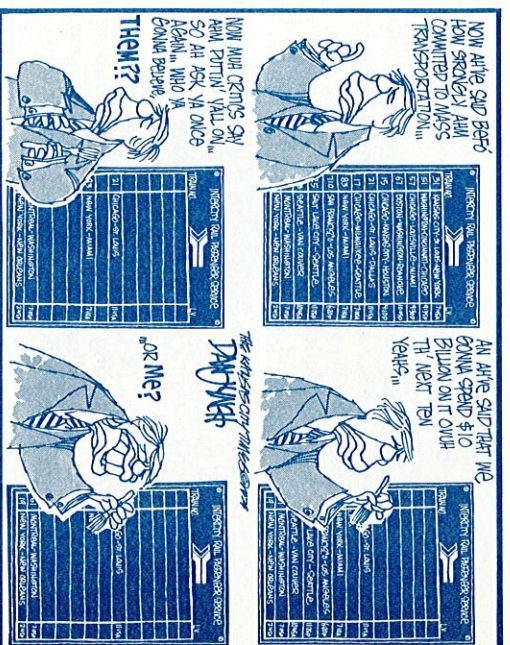
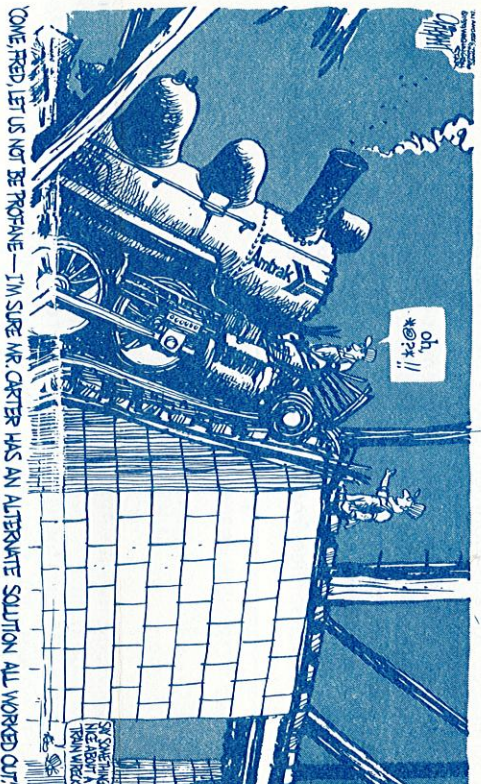
**Rep. Silvio O. Conte (R-MA), Ranking Minority Member, Appropriations Committee and Appropriations Subcommittee**

**on Transportation:** "Mr. Chairman, on the one hand, I agree that a modern, efficient, and reliable rail passenger system is vital to this country's transportation needs, particularly during this current energy shortage. While on the other hand, I believe that freezing the current Amtrak system in place for a year would merely perpetuate those problems that have caused Amtrak's service to deteriorate in the first place. . . ."



"The point of the matter is, we simply cannot afford to continue running trains that year after year have consistently low ridership, coupled with huge subsidies. . . ."

"Under the Florio bill about six long distance trains with equally dismal statistics as the Floridian will be eliminated. Amtrak will determine which trains are to be eliminated based on recent increases."



"IT'S ANOTHER EXAMPLE OF PEOPLE TRYING TO MAKE US LOOK RIDICULOUS."

