



from NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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Railpax Management Has Lively Planning Schedule

NEW JERSEY DOT AND ERIE-LACKAWANNA BEGIN NEW COMMUTER SERVICE

Spanking new passenger trains are operating in Northern New Jersey.

On Jan. 21, a modernized rail commuter service began on non-electrified lines of the Erie-Lackawanna (E-L) Ry. in Hudson, Bergen, Passaic and Morris Counties in New Jersey using new passenger cars and diesels purchased by the State Dept. of Transportation.

At dedication ceremonies, N.J. Transportation Commissioner John C. Kohl said the occasion marked "the first full stride forward in rehabilitation of the State's rail passenger services."

It is the first instance in which New Jersey, in just one program, is replacing all the equipment on a rail line with all new equipment.

Commissioner Kohl said that "people have shown that they want to come back to the railroads" and given improved service "will flock back."

He added that in the three years from 1966 to 1968, "the number of passengers on the Erie-Lackawanna — all lines — increased 16%. On the Penn Central, ridership went up 23% [New Jersey lines], and on the Jersey Central 20%. This was, by and large, without major improvements in equipment or facilities."

The total cost of the new cars is \$18.6 million. The 23 locomotives cost \$7.6 million. Financing was arranged through the State's \$200 million transportation bond issue. No federal funds were involved.

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With slightly more than two months remaining before the National Rail Passenger Corp (NRPC) begins operating a system of intercity trains, plans are moving ahead at a fast pace to establish the corporation and design the passenger system in detail.

David W. Kendall was elected chairman of the eight incorporators. Mr. Kendall was Vice President and General Counsel for the Chrysler Corp. from 1962 to 1968 and has since been in private practice in Detroit.

He has also served as Special Counsel to the President of the United States from 1958 to 1961. The *New York Times*' Feb. 14 issue reported Kendall's skepticism of railroad deficit figures for passenger service:

"'Nobody knows exactly what those loss figures meant,' he said. It is only guesswork, he added, how much of the old deficits can be attributed to the discouragement of patronage and how much can be cured by first-class service and marketing."

Since their Dec. 30 confirmation by the Senate, the incorporators have accomplished the following:

- hired McKinsey & Co., a management consulting firm, to develop an organizational structure and to provide interim staff support for NRPC
- retained two executive search firms — Heydrick & Struggles of Chicago, and Ward Howell & Assoc. of New York — to assist in finding management
- selected the Cleveland law firm of Jones, Day, Cockley & Reavis, supported by several other firms, as interim counsel to

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LATE BULLETIN:

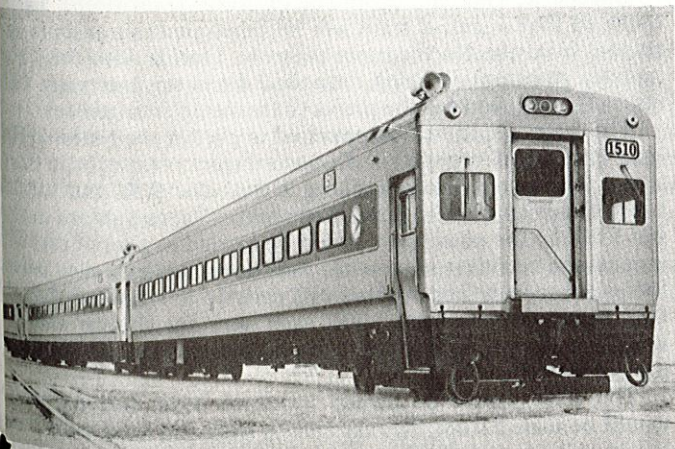
NARP WINS RESTRAINING ORDER STOPPING DISCONTINUANCE OF *PIEDMONT*

In a legal action brought under the Railpax Act, the U.S. District Court in Washington, D.C. has issued a 10-day temporary restraining order against an effort by the Southern Railway and Penn Central to discontinue the *Piedmont*, a New York to Atlanta train.

The action, initiated by NARP and joined in by the Commonwealth of Pennsylvania and the Congress of Railway Unions, specifically prevents the Southern Ry. from discontinuing *Piedmont's* sleeper service between New York and Greenville, S.C. And it's through car coach service between New York and Atlanta.

NARP argued to U.S. District Judge June L. Green that the Southern Ry. proposal was contrary to the intent of Congress in passing the Railpax bill. NARP claimed that Congress intended all intercity service to be maintained until railroads enter into a contract with the National Rail Passenger Corp.

The court issued the restraining order at approximately 12:30 p.m. on Feb. 22, 12 hours before the discontinuance would have taken effect.



NEW COMMUTER CARS — Erie-Lackawanna is receiving 105 "push-pull" cars for New Jersey service. Interiors are finished in a combination of stainless steel and plastic panels, some with wood grain effect. Commuter comforts include glare-free fluorescent lighting, tinted dual pane picture windows, air-conditioning and baseboard electric heating and a public address system. Control cars are equipped with two-way radios. These are the largest all-welded aluminum cars ever built.

"ABOARD THE FLORIDA SPECIAL — At a time when most of the nation's intercity passenger trains are in disrepair, carrying neither dining or sleeping cars, and often offering a level of service comparable to that on a troop transport, the Seaboard Coast Line New York-to-Miami train is something of an anomaly. It usually runs on time; it is clean and nicely kept; passengers regard meals served in its two dining cars as not only quite good but also relatively inexpensive, and, for the most part, its crew members seem eager to please the passengers. . . The train reaches Miami after 23 stops, 24 hours and five minutes after leaving New York. The average speed: 57 miles an hour. A jetliner makes the same trip in 2 hours 45 minutes. Despite this drastic difference in travel time, railroad officials say the special operates at an average 90 per cent of its capacity and carries more than enough passengers to return a profit.

—from "This Train Does OK For Itself" by Robert Lindsey, New York Times, Jan. 17, 1971

RAILPAX (continued)

prepare and negotiate operational contracts with railroads

- retained Arthur Anderson Co. of Chicago as the principal public accounting firm to serve the corporation
- hired Louis T. Klauer & Assoc. of Philadelphia, engineering consultants, to conduct an inspection and survey of passenger cars, locomotives and terminals

Actual operation of the system is expected to begin on May 1, 1971. The "service package" — containing routes, schedules and fares — is to be made public on April 1.

The only railroad resistance known so far was reported in the Jan. 25 edition of the New York Times. A story written by Christopher Lydon contended that Southern Pacific had made an effort to keep its lines out of Railpax.

At issue was the Portland — Los Angeles route and the New Orleans — Los Angeles line. The article said, "the difference between retention and elimination of the routes is a matter of at least \$5 million in immediate obligations" to the SP.

Quoting further: "The railroad wants to free its tracks and its freight schedules of the new corporation's passenger operations, and the price of dropping its passenger burdens will virtually disappear if its routes are not deemed vital."



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MORE TIME GIVEN TO TEST TURBO IN U. S.

The U.S. Dept. of Transportation announced on Jan. 18 that it has extended the New York — Boston *TurboTrain* demonstration project for another two years. A new contract authorizing payment of \$3.8 million to United Aircraft will bring modifications to the equipment to increase comfort and reliability and add two cars each to the present three-car trains.

Service has been temporarily reduced while the revamping takes place. Beginning Feb. 1, the *Turbo* was switched to Penn Station in New York to provide across-the-platform connections with *Metroliner* service to Washington, D.C.

Further north, Canadian National (CN) *TurboTrains* between Toronto and Montreal have been temporarily taken out of service because of mechanical difficulties.

Alexander Olynyk, CN passenger service manager said on Feb. 2, "an accumulation of operating problems" has reduced the reliability of *Turbo* service to the point "where we had to cut our schedules from two trains to one train a day in each direction for the past five days."

He added that a resumption in service will be announced as soon as these problems have been remedied. Additional equipment will be added to CN *Rapidos* between Montreal and Toronto to accommodate those who would otherwise be traveling on the *TurboTrain*.

We're Not Surprised

The Railroad Transfer Service of Chicago — a company which for decades moved train passengers and their baggage between Chicago stations — no longer exists. Decreased passengers and higher operating costs contributed to their decline. Until Railpax either revives the service or consolidates stations, transferring through Chicago will be more difficult than ever.

EASY AUTO TRAVEL

Eugene K. Garfield, president of Auto Train Corp., has announced that a special train will be developed to transport vacationers from the Northeastern states to Florida with their automobile. Approval is being requested from the Interstate Commerce Commission for the project's financing arrangement.

The train would not be operated as part of the National Railroad Passenger Corporation. Cooperating with Auto Train Corp. is the Richmond, Fredericksburg & Potomac R.R. and the Seaboard Coast Line R.R. From Alexandria, Va. to Sanford in Central Florida, the passengers would be carried in a set of cars with movies and reclining seats while their automobiles trailed behind them in specially constructed rail cars. It is expected that the fare would be less than \$200 each way for the car and passengers, regardless of whether the number of riders is one of four per automobile.

The train would be owned by Auto Train but the tracks would be leased from the railroads. A train will leave every evening from each end of the route, arriving the following morning. Meanwhile, two new trains in France serving automobile sleeping car passengers have been put into service as passenger traffic continues to boom. French National Railroads reports a 21 percent increase in volume for the latest year. Since their creation in 1957, the car-sleeper express trains have doubled their traffic every five years.

BARRIGER ON THE B&M — John W. Barriger who has a nationwide reputation for rebuilding ailing railroads has been named to head the bankrupt Boston & Maine. One of his first acts was to ride a B&M commuter train into Boston. He said his immediate job is to improve general maintenance on the railroad and provide capital improvements.

REBIRTH — APPRO (Americans for the Preservation of Passenger Rail Operations), a forerunner to NARP, has been reborn with a slightly different purpose. The new organization is APRO (Association of Private Rail car Owners) and is designed to provide liaison between the National Rail Passenger Corp. and owners of private railroad cars. Information about APRO may be obtained from Rail Promotion Associates, 300 Independence Ave., S.E., Washington, D.C., 20003. Phone (202) 543-3820.

HORSESHOE CURVE OBSOLETE? — NARP Advisory Board Member Milton Shapp is now Governor of the Commonwealth of Pennsylvania. In a recent speech, Gov. Shapp said that Penn Central trackage between Pittsburgh and Harrisburg should be re-engineered. He said, "We have 200 miles of slow-speed track now with 136 grades on which 35 miles an hour is the absolute maximum." That is not adequate, he declared, for modern high-speed services.

BANNER DAY — Penn Central reports that on Jan. 14 its 13 Philadelphia area commuter runs were on time. That meant that all trains, both inbound and outbound, arrived at their destination within four minutes of the scheduled time.

IT'S SO INVITING — "When you travel by train, you realize a lot of spectacular scenery lies between airports. You'll be amazed at the boundless beauty and infinite variety of the vast continent on which we live. And railroads run through some of its most magnificent countryside — impressive mountains, lushly carpeted valleys and vast plains as they thread their way along great rivers and canyons and on to large cities. You'll see places you've never known existed, but charming spots well worth seeing.

"You'll relax, too, and find yourself unwinding from your day-to-day cares and hurried pace. A train vacation is leisurely, comfortable, and, most of all, it's fun! You'll share many 'good times' with your travel mates because you'll have time to get to know them, to have interesting conversations, to play cards, to swap stories and even just to watch the scenery together. Before you know it, your Four Winds traveling companions will become friends."

— From "Private Train Tours" booklet for 1971-72 issued by Four Winds Travel, Inc.

NARP IN THE NEWS

University, a magazine of Princeton University, ran a story on "The Need to Revive Passenger Rail Service" by Thomas C. Southerland Jr. The article in the magazine's Winter 1970-71 edition says NARP has won some victories even though it is a "David fighting a Goliath," and gives credit to NARP for representing the public interest in Washington, D.C.

Personnel Change at NARP

Woodruff M. Price, NARP's legislative representative and past executive director, has left the Association for new employment. Mr. Price is now Special Assistant to the Secretary of the Smithsonian Institute in Washington, D.C. As a NARP member he will continue to take an active interest in the affairs of the Association. At a recent NARP board of directors meeting, the following was passed unanimously: "RESOLVED: that Woodruff M. Price hereby received the unqualified commendation and praise of the board of directors for his services . . . that Mr. Price be particularly commended for his outstanding efforts in relation to passage of the National Railroad Passenger Corporation Act and that in the future the board wishes Mr. Price nothing but the best."

NEW JERSEY (continued)

When the full order is delivered in June there will be 105 "push-pull" cars — which can be converted to self-propelled electric operations — and 23 locomotives in service. Some observers contend this will represent the most modern suburban commuter railroad operation in the United States.

The new equipment will enable E-L to scrap obsolete cars and locomotives which are costly to maintain. It is expected that reduced expenses and the expected revenue increase should assist E-L in improving its financial position.

Future plans for upgrading the E-L include a track connection in Montclair between electrified and non-electrified lines, improved stations, expanded parking areas, direct service into New York's Pennsylvania Station, and possible electrification of the non-electrified lines.

In the past, E-L has drawn national attention for its unfailing and spectacular ability to meet posted schedules even with its old passenger equipment. The E-L has a record of 98% on-time performance filed with governmental agencies while commuters elsewhere are subjected daily to onerous delays and malfunctions.

On Feb. 17, Tom Taber, chairman of the Board of Public Transportation of Morris County, said the new equipment has experienced only "minor teething troubles, nothing of any consequence," adding that extensive testing is performed before the rolling stock is placed in commercial service.

Mr. Taber, a member of NARP, led a three year fight to have the new cars equipped with 2-2 seating. The New Jersey DOT wanted 3-2 seating which is less comfortable.

USE THIS COUPON TO BRING IN A NEW MEMBER TODAY!

National Association of Railroad Passengers
417 New Jersey Ave., S.E.
Washington, D.C. 20003

Yes, I want to aid the cause of better rail passenger service. Enclosed is my remittance for the category checked:

- Regular \$5
- Contributing \$10
- Participating \$25
- Sponsoring \$50
- Sustaining \$100 or more

(Please Print)

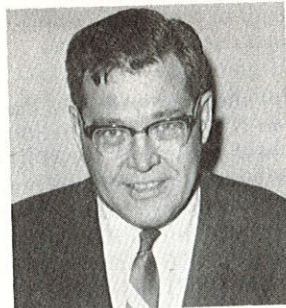
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Note: NARP members should not use this form to renew. It would be helpful if members wait until they receive the renewal reminder, and use the special coded envelope enclosed with it.

FRIENDS OF THE RAILROAD PASSENGER

14 - Sen. Lee Metcalf

Senator Lee Metcalf, Democrat from Montana, has been recognized as an outstanding spokesman for conservation and consumers since his election to the House of Representatives in 1952. Moving to the Senate in 1960, he continued to support



legislation in behalf of the development and preservation of our human and natural resources.

One of his first actions in the recently convened 92nd Congress was the introduction of S. 608 — "Intergovernmental Transportation Consumers' Counsel and Information Act of 1971." This bill provides for the establishment of an office to represent the public interest in any regulatory proceeding which

"involves a matter of controversy affecting substantially the interests of transportation consumers." Among other things, S. 608 would empower the Transportation Consumers' Counsel to obtain from every transportation company and make available to the public "detailed corporate and financial information, determined in accordance with uniform accounting rules".

In introducing this legislation Senator Metcalf stated that it was designed to give meaning to the consumers' right to be informed and to be heard. He further stated: "The public needs entry into the regulatory system, through easy access to full information and its own independent counsel. That is the way to achieve the kind of adversary proceedings from which fair decisions ensue. That, I submit, is a revolutionary concept, in the finest American sense."

NO LATE SLEEPERS WANTED IN ILLINOIS — *The Illinois Central Railroad has been ordered by the Illinois Commerce Commission to restore dining, lounge and sleeping cars on the Panama Limited. The state commission claimed jurisdiction on the Illinois portion of the Chicago to New Orleans trains and wants the IC to be careful of its on-time performance record. Each time the train is more than 15 minutes late, the commission wants to know why.*

NARP MEMBERS ACTIVE FROM EAST TO WEST COAST — **San Francisco:** Regional Chairman Scott Schiechl has announced that a meeting will be held for Bay Area NARP members in the "Muir Room" of the Cliff Hotel, Geary & Taylor Sts., San Francisco, at 7:30 p.m. on March 19. Guest speaker will be State Senator Milton Marks (R-S.F.), a member of the State Senate Transportation Committee. Further information is available from Mr. Schiechl by writing P. O. Box 86, San Rafael, Cal. 94902. **Kansas:** Newton Moorhead and Lawrence Wagner are conducting a recruitment campaign for NARP in Hoisington and the nearby area. Within a three week period, 35 persons were registered as new members. **Arizona/New Mexico:** Regional Chairman Donald C. Dickinson spoke before the Young Democrats of Greater Tucson concerning NARP and Railpax. His speech received good coverage in Tucson's two daily papers, the *Citizen* and the *Star*. **Northern New Jersey:** Regional Chairman Frank C. Barry has recruited members for NARP by attending two functions sponsored by the N.J. Dept. of Transportation and Erie-Lackawanna R.R. **Colorado:** Regional Chairman Jerry Alpiner has distributed a condensed timetable promoting the *Denver Zephyr*. **Utica, N.Y.:** James Marketos received excellent feature coverage in the *Utica Daily Press* because of his activity on behalf of rail service in the Empire State. Mr. Marketos plugs NARP and recommends 125 mph trains between New York City and Buffalo.

BUS SAFETY — The Federal Highway Administration's Bureau of Motor Carrier Safety released details of a nation-wide bus safety check which showed 609, or 11%, out of 5,520 commercial buses checked were ordered out of service until safety-threatening defects were corrected. The report said 49.5% of the "imminently hazardous" defects found were in service brake application systems. Nearly one-fifth had more than one safety defect. Other defects found in significant numbers: exhaust systems, wheels (with cracks), stop lights and steering systems. The safety check, held between August 10 and Oct. 15, 1970, involved both chartered and scheduled carriers in interstate commerce and was centered around heavily-attended tourist spots.

THAT NARP INSIGNE — Since its first public unveiling three years ago, NARP's logotype has become fairly well recognized nationally. The stylized train design and the distinctive lettering have appeared on all stationery and literature. If you are curious, the designer was Michael J. Cross, an English artist now living in the U.S. Mr. Cross is now advertising and design consultant for the Hagerstown (Md) Bookbinding & Printing Co.



from
**NATIONAL ASSOCIATION OF
RAILROAD PASSENGERS**

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