

ICC Hearings On Southern Cutbacks Start March 11

The Interstate Commerce Commission has announced a series of hearings running from March 11 to 20 on Southern Railway's proposed discontinuances and re-scheduling.

NARP plans to testify in opposition to the proposed reduction in service by the Southern Crescent (Train Nos. 1 and 2) from daily to three times a week between Atlanta and Birmingham, and to discuss other proposed changes.

Hearings on Trains 1-4 will be in Atlanta March 11-12; Anniston, Ala. March 13; Birmingham, March 14; Greenville, March 17; and Charlotte, March 18. Hearings on Trains 7-8 will be in Washington, March 17-18; Charlottesville, March 19; and Lynchburg, March 20.

Southern wants to discontinue its daily train Nos. 7 and 8 operating both ways between Lynchburg and Washington through Charlottesville; to discontinue that portion of the "Piedmont" from Charlotte, N.C. to Atlanta (Trains 3 and 4) and reschedule its daily runs between Charlotte and Washington with connections to New York City. It would also discontinue the

AUTO-TRAIN CUTS BACK—Auto-Train has decided to cut its Louisville-Florida run to one train per week, apparently because patronage has not grown sufficiently. The new route started with three runs per week. On the new schedule, the train will leave Sanford, Florida, on Friday only, arriving in Louisville Saturday morning. It will leave Louisville to return Saturday afternoon.

thrice-weekly service between Salisbury and Asheville in North Carolina, but this is not before the ICC.

NARP believes that the most constructive rescheduling of the "Piedmont" would permit it to connect with conventional Amtrak trains which depart and arrive New York at 7 a.m. and 11 p.m. respectively, and would include a through coach between New York City and Charlotte.

Passengers from north of Washington could then enjoy a more comfortable and economical trip, which is of considerable importance to much of the potential rail market on this route.

Amtrak Orders 35 More Metro-Type Budd Cars; Total on Order is 292

Amtrak has ordered 35 additional metro-type cars from the Budd Co. of Red Lion, Pa. The 28 coaches and 7 snack coaches are the third equipment order Amtrak has placed with Budd this year, bringing the total passenger car order to 292.

Interior elements, such as seats and floor and wall carpeting, will be purchased separately, bringing the final cost of the 35 cars to \$14 million.

The first 16 cars in the total order of 292 are scheduled for delivery next summer with deliveries to be completed by March 31, 1976.

The 35 cars in this most recent order will be virtually identical to the second order of 200 cars from Budd. With the exception of minor mechanical differences, they also will be quite similar to the first group of 57 Budd cars ordered.

In 1973, all levels of government in the United States spent a total of \$28.2 billion in public funds on transportation. 86 per cent was spent for highways; 10 per cent was spent on air transportation; 3.7 per cent was spent on waterways. Less than one-quarter of one per cent was spent on rail transportation.

Amtrak has closed some of its "nonproductive" city ticket offices, including Miami, Los Angeles, Seattle, Helena, Montana and Santa Fe, N.M.



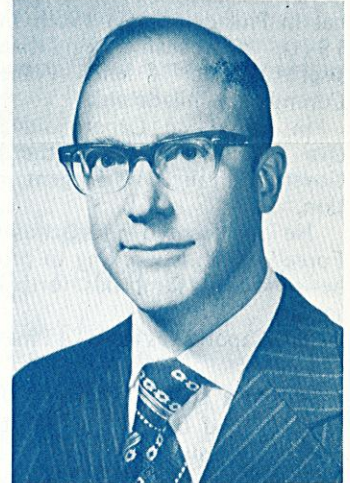
NATIONAL ASSOCIATION
OF RAILROAD PASSENGERS

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NOW ITS OFFICIAL!

Paul H. Reistrup, formerly senior vice president for traffic, Illinois Central Gulf Railroad, has been elected president and chief executive officer of Amtrak, effective March 1. "I believe in teamwork," Mr. Reistrup said, "and it will be my purpose at Amtrak to run a teamwork railroad from top to bottom with the indispensable goal of providing Americans the best train service attainable." The election of Mr. Reistrup is the culmination of a lengthy campaign by the National Association of Railroad Passengers and others to provide new leadership for Amtrak.



DOT Group Says: Convert RR Terminals Into Transit Centers

The Citizens' Advisory Committee on Transportation Quality has endorsed the concept of reusing historically and architecturally significant railroad terminals as intermodal transportation centers.

Citing authorization for such action under the Intermodal Terminal Demonstration Program in the Amtrak Improvement Act of 1974, the committee has made some recommendations for study by the Department of Transportation in implementing the legislation.

The committee, whose members are appointed by the Secretary of Transportation, said it endorses the idea of transforming the railroad terminals into intermodal transportation centers; or, when this isn't feasible, other commercial uses. But, the committee added, architectural integrity of the structures should not be violated.

The advisory group also recommended that demonstration programs incorporate, from the initial planning stages through the completion and operation of the project, substantive citizen participation.

And, to aid consumer convenience and comfort in the terminals, the committee recommended the following be included in demonstration programs:

— A comprehensive information system under which all reasonable questions of the traveler can be answered about transportation services and visitor facilities.

— Plans to show the traveler step by step how to proceed through the intermodal system.

— Improvement of passenger services in such areas as ticketing and baggage handling, with one ticket required for a variety of modes used on a single trip; child care facilities; an adequate number of free restroom facilities and comfortable rest areas.

— A system for adequate passenger safety.

Massachusetts Rail Expert Ross Capon Joins NARP Staff

Ross Capon, who until recently served as special assistant to the Massachusetts secretary of transportation, has joined the staff of the National Association of Railroad Passengers as assistant director.

Mr. Capon, who was a rail specialist in the secretary's office, is a native of Newton, Massachusetts, and received the degree of Bachelor of Arts in International Affairs at the University of Illinois in 1969.

He started his career as an editorial assistant at Friends Journal in Philadelphia in 1969. In 1970, he became legislative secretary for Friends Peace Committee, Philadelphia.

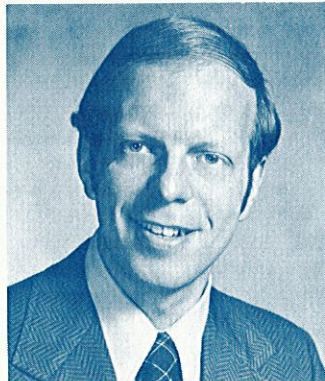
In 1971, Mr. Capon joined the administration of (then) Governor Francis W. Sargent, in the state office of transportation.

He represented Massachusetts on the "Lake Shore Task Force" which is working to protect the interests of the states to be served by Amtrak's forthcoming Boston-Cleveland-Chicago service.

Mr. Capon lives at 6714 Piney Branch Road, Washington.

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Within a couple of weeks after coming on board, Ross already had brought about some improved service on Amtrak. Unable to use a credit card on a Boston to Washington dining car, he asked Amtrak why? It seems the diners on some routes lacked imprinters, which print the customer's name and account number on the bill. Amtrak obligingly agreed to begin honoring credit cards immediately and to get imprinters installed.



I believe the nation's fuel problems will be long-term — very long term. All modes of transportation currently produce more than 900 billion passenger miles annually. This is expected to increase to two trillion passenger miles annually within 20 years. It will be quite a challenge to transport all these people. This is where Amtrak comes in. Railroad passenger service — because of its great fuel efficiency and unique ability to use many kinds of fuel — is destined to play a more important role in America's transportation system.

—Joseph Vranich, editor
Amtrak News

AAR Official Predicts Large Increase In Passenger Service

"I think that rail travel between large city pairs is going to be a very vital thing in 20 or so years and maybe sooner," says Richard Briggs, an official of the Association of American Railroads.

"The railroads are still the most efficient form of transportation," he added. Briggs said there will be large increases in the number of passengers hauled by the railroads under contract to Amtrak, especially in the Northeast Corridor.

Briggs took exception to a report in last month's NARP NEWS which said an official of the AAR stated it will be "quite some time" before America even contemplates 200 m.p.h. trains. He sent NARP a report from the Radio-TV Monitoring Service, Inc., which quoted the AAR Research Director, Dr. Bill Harris, as saying "It will be some time before we have 200 m.p.h. trains." (The objection is to the words "even contemplates").

He also objected to the statement (attribution to AAR) that "only three per cent of rail travel is due to passengers and that the future of the railroads is in hauling freight." According to the monitoring service, the interviewer said "...passenger travel only amounts to about three per cent of revenue. . . what about the other 97 per cent?" AAR's Dr. Harris replied: "Well, the primary function of the railroads in the United States is to move freight. . . Improvement in the system. . . will reduce the ultimate cost to the consumer."

Briggs said he endorses Tony Haswell's "joining of hands and the discontinuance of adverse politics" between the Railroads and NARP (expressed by Mr. Haswell in the January issue of NARP NEWS).

"The future promises of improved railroad systems — both freight and passenger — are too large not to seize the opportunity for joint attacks on the major problems that are now preventing railroads from reaching their full national potential," Briggs added.

NARP NEWS agrees, and regrets any misinterpretation of the interview of Dr. Harris.



This is one of Amtrak's 26 new high horsepower electric locomotives produced by General Electric. The first was delivered late in 1974. The E60CP units, capable of speeds up to 120 MPH, will be the first new electric passenger locomotives in the Northeast Corridor in more than 30 years. They will operate primarily between New York and Washington.

The Canadian Transport Commission (Systems Analysis and Research Data Base Branch) has issued a 193-page report entitled: "A Study of Amtrak's Effectiveness." For copies, write to the commission at 275 Slater Street, Ottawa, KIA ON9, Ontario.

YPSILANTI, MICH.—Amtrak and the Michigan Department of Transportation are planning a \$12,000 platform renovation in connection with the new Detroit-Ann Arbor-Jackson train service. In Detroit; plans are being made for buses to meet the trains near the track, to transfer arriving passengers to downtown Detroit.

From a letter to Tony Haswell: On behalf of the Headlights Editors and staff and the Electric Railroaders' Association, I would like to convey our admiration and respect for the overwhelming contribution you made toward the preservation and revitalization of Rail Passenger Transport in the United States. Without your efforts, time, and financial support, the National Association of Railroad Passengers would not today exist nor function as an influential, respected voice for rail passenger service. As we enter an era of increasing awareness of our finite resources, it is obvious that efficient passenger transportation must play a vital role. Your work has served to continue a viable transport alternative which might have disappeared otherwise.

—Glen D. Bottoms, Associate
Editor, Highlights

For The Record: Haswell Traces Origins Of Amtrak

Anthony Haswell, former chairman of NARP, in a letter to Bob Casey, editor of NARP NEWS, writes:

"Thank you very much for your kind comments in the December newsletter on my efforts at NARP. However, I'd like to amplify the record a little on the origins of Amtrak.

"The concept of a single nationwide entity for rail passenger service was first floated by the so-called "Doyle Report" issued by the Senate Commerce Committee in 1961. Serious research by DOT began about 1967, spearheaded by Assistant Secretary Richard J. Barber. Upon the change of national administration in 1969, DOT Secretary John Volpe and Federal Railroad Administrator Reginald Whitman encouraged Barber and his associates to keep at it. The concept, by then known as Railpax, was informally presented by DOT to the Senate Commerce Committee in September 1969. However, DOT made no specific legislative recommendation at that time.

"In November 1969 the Senate Commerce Committee presented its own passenger train program — a combination of a designated "basic system", operating subsidies, a federally funded equipment pool, and mandatory standards of service. Op-

NEW TURBOS ARRIVE—Four new French turbine trains, providing more than 1200 seats, have been delivered to Amtrak at Port Elizabeth, N.Y. New equipment is being added to them at Amtrak's Brighton Park maintenance facility near Chicago, where the original two turbos are maintained. No route assignments for the new trains have been designated as yet.

erating and marketing functions would remain with the railroads. I assisted in the drafting of this legislation. Upon the release of this proposal, Secretary Volpe began his long fight to obtain White House backing for Railpax. Volpe's primary argument was that if the administration did not push Railpax, Congress might enact a less satisfactory and more expensive proposal such as the Committee's bill, which the President might find hard to veto.

"In January 1970 DOT announced its intention to submit to Congress a legislative recommendation on Railpax. Twenty-four hours later the White House, at the behest of John Ehrlichman, countermanded DOT by asserting that Railpax was *not* an administration program and would *not* be sent up to Capitol Hill. Nevertheless the train was out of the station; within a week the Railpax legislative language had made its way informally to the Senate Committee, one member of which was Senator Winston Prouty of Vermont.

"Senator Prouty wholeheartedly concurred with Secretary Volpe's advocacy of Railpax. He quickly lined up the support of the Republican minority on the committee, put the minority staff to work revising and improving the DOT draft bill, and worked at selling Railpax to the Democratic majority in lieu of the committee-sponsored bill. At the same time, the Senator and Secretary Volpe kept working for White House backing. However, by early April the White House remained unmoved and the committee majority was not quite willing to accept Railpax. The committee's package was then reported for Senate floor action.

"Shortly thereafter, Secretary Volpe was at last able to crash the Haldeman-Ehrlichman defenses and persuade President Nixon to support Railpax. After two weeks of intensive DOT-Senate negotiations, and further revisions in the bill, Railpax was substi-

The Transportation Safety Act of 1974, authorizing funds to bring the Federal rail inspection force up to 350 inspectors, has been signed into law by President Ford. It provides \$10 million for inspectors and \$3.5 million for state participation in rail safety programs. It also strengthens the rules concerning transportation of hazardous materials.

tuted in whole for the committee bill on the floor of the Senate, and in early May passed 72-8. Railpax passed the House just prior to adjournment in late October, and narrowly escaped being vetoed upon the recommendation of Ehrlichman and others of influence within and without the administration.

"I assisted the Senate Committee staff with revision of the initial DOT Railpax bill, from the time it was released in January on through passage by the Senate in May. I testified for Railpax on behalf of NARP before the House Commerce Committee in June, and of course we all did what we could in the succeeding months to prod the House into acting on the bill and to persuade the President to sign it. However, if anyone is entitled to the distinction of "father of Amtrak", it would have to be shared equally by Senator Prouty and Secretary Volpe.

"Any discussion of NARP's role in the creation of Amtrak would not be complete without recognition of the tremendous input of legislative expertise by Woodruff Price, who at that time was NARP's executive director. Woody has since gone on to the staff of Rep. Brock Adams, where in 1973 he played a key role in the drafting and enactment of the northeast Regional Rail Reorganization Act."

Thinks Low Amtrak Fares Produce Long Term Benefits

Donald W. MacLean, NARP member from Concord, California, feels that Amtrak would achieve long-term benefits from a policy of low or moderate fares. He writes:

"Your article in the October, 1974, NARP News seems to indicate an endorsement of the age-old policy of setting fares according to "what the traffic will bear," a policy which brought railroad passenger service in the United States to the brink of extinction.

"My strong feeling is that the interests of Amtrak and of the riding public would be better served in the long run by *not* trying to extract the last penny possible from the passenger who shows up at the ticket window. More patronage and, I believe, more revenue would be produced by a low or moderate fare schedule which should be maintained over long periods of time rather than going up and down like a yo-yo as seems to have been Amtrak's recent policy.

"An Amtrak fare policy such as the following might be worth considering:

1. A basic system-wide mileage coach fare at least 30 per cent lower than airline coach fares.
2. Round-trip fares at one and one-half times the one-way fare.
3. Children five and under free; six through twelve, half-fare.
4. Family and group rates for two or more persons.
5. No seasonal or holiday fare increases, but special discounts to bolster off-season travel.
6. Extension of low-cost slumbercoach service to all overnight trains. Reduction of regular sleeping car charges.
7. Sandwich service or at least one low-cost meal on dining car menus for less affluent (or less hungry) travelers.
8. In addition to the above, special commuting fares should be established for passengers using a specific route several times a month (such as Chicago-Detroit, Boston-New York, Los Angeles-San Diego, Oakland-Sacramento, Portland-Seattle, etc.)."

With overcrowded airports and increased airline fares, congested and unsafe streets and highways, the high cost of gasoline and the ever-impending energy crisis, the modern descendant of the iron horse looks like an increasingly appealing way to go.

—Changing Times

Congress Forced To Pay Early Attention To Railroad Problems

The 94th Congress, not even completely organized, was forced to give early attention to railroad problems, although Amtrak legislation has yet to be scheduled for action.

Before subcommittees had met, the full Senate Commerce Committee held a one-day hearing, then reported out a bill increasing by \$125 million the money U.S. Railway Association can grant to bankrupt railroads in the Northeast to keep them operating.

Loan guarantee authority for the same railroads was increased by \$150 million in the bill passed by the Senate in late January.

The House departed for a 10-day recess on February 6 without acting on the emergency legislation, although Penn Central could start shutdown procedures about the time the House was due to return. Erie Lackawanna would be the other major recipient of emergency funding proposals.

The Interstate and Foreign Commerce Committee held two days of hearings, then — just ahead of recess — approved a much larger authorization — \$347 million instead of the \$250 million originally asked by DOT and the \$275 million total approved by the Senate. It broke down: \$197 million for direct grants, \$150 million in loan authority.

Meanwhile, the *Washington Star-News* made public a letter to DOT from outgoing Amtrak President Roger Lewis stating that Amtrak needs \$66 million in new authority to keep operating through June 30.

This increases the expected Amtrak deficit from the \$238.2 million projected last August to a new level of \$328 million. The increase, according to Amtrak, is due to inflation and the incentive plan provided in Amtrak's new contracts with the railroads which provides increased payments for better on-time performance.

According to the newspaper, Amtrak also said it will need \$450 million for fiscal year 1976, starting July 1 of this year and continuing 15 months to September 30, 1976, to bring it in line with the government's new fiscal year.

OHIO SEEKS TRAINS: Ohio residents in June will be voting on a \$55 million bond issue to provide state funds for 403-B Amtrak service in the Cleveland-Columbus-Dayton-Cincinnati corridor and the Cleveland-Youngstown-Pittsburgh corridor, according to the office of U.S. Senator Robert Taft. The trains would be "fast and frequent" rather than minimum service.

The Washington Metro cars delivered for testing are having brake problems. Seems that the brakes are going on when not wanted. Tracklaying is proceeding, and visitors who arrive at the nation's capitol by air now see the elevated course of the Metro curving past the main airport terminal. The project will employ about 556 metro cars, being manufactured by Rohr Corporation.

My heart is warm with the friends I make
And better friends I'll not be knowing;
Yet there isn't a train I wouldn't take,
No matter where it's going.

—Edna St. Vincent Millay

Indiana Transit Bills Need Help; Trains in Grave Danger

State legislators are considering bills which would enable any Indiana county or counties to form regional public transit authorities and obtain the local matching funds needed to receive Federal transit aid. The money could be used for operating and improving any form of local transit, including commuter rail, buses, and rapid transit.

One Federal grant made over two years ago remains unused because local matching funds are unavailable. Under the 1974 transit aid law, Lake and Porter counties alone would be eligible to receive \$13.9 million in Federal operating subsidies over the next six years.

If public support is not forthcoming, Penn Central commuter service to Valparaiso, and CSS & SB trains from Chicago to Gary, Michigan City, and South Bend, will cease to run. For openers PC just informed the Public Service Commission that, without subsidy, it needs a 25 per cent fare increase. At least part of the service costs result from the railroads' use of old, uneconomic equipment, a problem which a funded regional transit authority could correct.

Indiana residents should write to their state legislators urging passage of SB 83, authorizing creation of regional transit authorities, and companion bills which would provide funding. Further information is available from Dominick Gatto, Chief Transportation Planner, Northwestern Indiana Regional Planning Commission, 8149 Kennedy Ave., Highland 46322.

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Orren Beaty, President
Ross Capon, Assistant Director
Robert J. Casey, News Director
Linda Sturgill, Executive Secretary

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