



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

Vol. 16, No. 1 January, 1982

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(Vol. 15, No. 11, was mailed Jan. 11)

RETURN REQUESTED

Faster America's Getting Into ^ Training

Amtrak has achieved the speed goal Congress set in 1979: "a systemwide average speed of at least 55 mph." Excluding station stops, Amtrak says the average is now 55 mph, up from 49 in 1979; with station stops, 50 mph vs. 44. During the last half of 1981, 47 hours were sliced from train schedules.

At 55 mph, Amtrak is becoming a more attractive alternative to the Interstate highway network, where average speed is not increasing, but in many areas decreasing due to pavement deterioration.

It's worth noting too that Amtrak, unlike the Interstate highway system, passes through—not around—most communities, and must contend with frequent speed restrictions. Such restrictions are a handicap in attempting to raise average speed.

Since 1979, the U.S. freight railroads, over which Amtrak operates, have invested an estimated \$15 billion in track and right-of-way improvements. Not only has this massive capital investment resulted in faster rides, but in safer and smoother rides as well. Most of this investment has been accomplished

through private sector financing.

In addition to the freight roads' privately-funded improvements, Amtrak is also benefitting from several publicly-funded improvements, the biggest being the \$2.2 billion Northeast Corridor Improvement Project, which is preparing the Boston-Washington mainline for maximum speeds up to 120 mph (average speeds to exceed 80 mph New York City-Washington). New York and several other states are investing millions of dollars each to increase speeds on rail lines used by Amtrak (see separate stories).

Maximum speeds on most Amtrak routes today reach to 80 mph; on the Northeast Corridor and New York State's Empire Corridor, up to 110 mph.

Having reached 55, Amtrak is set to work on a new congressional target set last year: 60 miles per hour. ■

NY's Been Working on the RR

The following is taken from "High Speed Trains and the Motorist in New York," which appeared in the October 1981 AASHTO Quarterly (American Association of State Highway & Transportation Officials).

Motorists in New York are now the first in the nation to encounter unique traffic signs warning them of "High Speed Trains." Placed at grade crossings, these signs have been designed to remind motorists that passenger trains in the state are now approaching crossings faster than ever before; faster because of New York's ambitious, multi-million dollar program to upgrade track and signals on the New York City-Buffalo mainline to make rail travel all-the-more competitive with travel by airplane or automobile.

As a result of the New York State Department of Transportation's rail improvement program, Amtrak trains are already authorized to operate at greatly increased maximum speeds of up to 110 mph over the 94 miles of the route where improvement projects have been substantially completed. To fully appreciate the magnitude of the increase in speeds, consider that these trains will now be operated as much as 40 mph faster than previously allowable.

The Arab Oil Embargo of 1973-74 was a catalytic force which propelled New York into its high speed upgrading program. Recognizing the importance of their rail services, the state's voters passed a \$250 million rail bond issue in the fall of 1974 to provide the necessary capital for intercity passenger, freight, and commuter improvements. This pace was continued in 1979, when voters authorized an additional \$400 million in rail improvements.

TRAVELERS' ADVISORY

CARDINAL-RIDING TIPS: Even on a tri-weekly schedule, you can still make those same-day round-trips to Cincinnati, using Greyhound in whichever direction the train doesn't operate on the day you choose. Greyhound has a Charleston, WV-Cincinnati bus on a similar schedule, serving Huntington, Ashland, Portsmouth, Aberdeen (flagstop one mile from Maysville), and several other communities.

Current bus schedules also permit a same-day connection from the "Cardinal" at Cincinnati to the "Eagle" at St. Louis. Greyhound departs Cincinnati just over two hours after Amtrak's scheduled arrival, and gets you to St. Louis more than four hours before "Eagle's" departure. This doesn't work eastbound.

GRAND CANYON CONNECTION: "Southwest Ltd." passengers no longer have to walk a block to Trailways; all Flagstaff-Grand Canyon buses operated by Nava-Hopi Tours, Inc. (part of The Gray Line) stop at the Amtrak station unless Amtrak notifies them no one is waiting. The Amtrak agent sells bus tickets, or you can buy them from your local Amtrak agent when you buy your rail tickets.

WELCOME, SCENIC TRAILWAYS!: Amtrak has become St. Paul agent for ST, which recently extended its Eau Claire-Dubuque service west to Twin Cities and south to Quad Cities. Buses stop at Midway Station (730 Transfer Rd., St. Paul) and at Regency Plaza in Minneapolis. There are two daily round-trips Twin Cities-Eau Claire-La Crosse, one of

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In the intercity passenger area, these funds [\$96 million to date] have been used to install new continuous welded rail, crossties, and ballast, followed by surfacing to high speed specifications. Operating safety at the new speed levels has been ensured through the installation of a new cab signal system, to supplement the existing wayside system according to FRA requirements. Additional interlockings [and double track] have been constructed to enhance operating flexibility and capacity over the bidirectional, predominantly two-track route. Also under this program, stations throughout the state are being replaced or restored and parking facilities improved.

The primary focus of New York's effort to date has been the 94-mile segment between Schenectady and Poughkeepsie. Here, running times have been progressively shortened by a total of 30 minutes as operating speeds have been increased; other reductions here are in the offing.

Ultimately, a two-hour schedule between New York City and Albany will be possible, representing a one-third reduction in scheduled times from those in effect prior to New York's involvement. ■

Other Helpful States

No state has outspent New York on rail passenger capital improvements, but several have made significant contributions.

Since 1977, Michigan has provided over \$4 million for track and signal improvements to Amtrak routes in the state, with most of that amount spent upgrading the 83-mile Kalamazoo-Michigan City segment from 60 to 79 mph speeds. At the same time, Michigan has spent nearly \$4 million to assist in the construction of new, and the improvement of existing, train stations—including the creation of three intermodal facilities (Kalamazoo, Dowagiac, and Battle Creek).

California currently has \$4.4 million in track improvements planned for the busy Los Angeles-San Diego route; that amount is divided equally among siding expansions, curve straightenings, and grade crossing improvements. These projects will increase track capacity and train speeds. To speed-up its Oakland-Bakersfield trains, the state plans to spend \$1 million to replace time-consuming manual track switches at Port Chicago with automatic power switches.

Since 1979, Florida has spent \$750,000 for grade crossing improvements along the 239-mile Jacksonville-Tampa route. The state has \$670,000 budgetted this year for the project, under which crossings are either closed outright or equipped with protection devices. Fla. DOT's Dave Blodgett reports, "preliminary analysis indicates a significant reduction in train-auto accidents as a result of the project." Prior to the project, Amtrak was experiencing six times the national average of crossing mishaps on this segment. The project should lead to higher train speeds.

When states fund rail passenger improvements, they generally do so through Amtrak, which in turn deals directly with the freight railroads whose tracks Amtrak uses. Amtrak owns the Kalamazoo-Mich. City line; all other lines mentioned above are owned by freight railroads.

In numerous instances, Amtrak has matched the states' contributions with its own capital. ■

NEW AMTRAK BOARD MEMBERS

President Reagan has made the four appointments not requiring Senate confirmation. The commuter authority slots go to Samuel H. Hellenbrand, VP—Real Estate Operations, IT&T (chosen by NY's MTA) and Attorney Frank W. Jenkins, a SEPTA Board member. "Preferred stockholder" reps are Crete Harvey of Sterling, IL, an independently wealthy horse rancher active with the Republican National Committee with a reputation in the business community as a problem-solver, and Ralph Kerchum, retired Oakland, CA, high-school principal, NARP and Railway & Locomotive Historical Society member, student of mass transit, and frequent Amtrak customer.

Biting the Bullet Train

The following letter written by NARP Founder Anthony Haswell of Chicago appeared in the Dec. 30, 1981, *Chicago Tribune*.

"Regarding your recent editorial, 'Can't we, too, have fast trains?', I submit that the answer is 'yes,' provided that a realistic assessment is made of the costs and benefits associated with given speed levels.

"Currently we are being offered a choice between extremes—Amtrak trains, which are slower than the trains of 1936, and the prospect of 160 mph trains on new rights-of-way. A middle ground must be explored.

"Building new railroads on new rights-of-way will be very expensive. And when right-of-way acquisition starts, the same ecological-environmental opposition that has been leveled at the highway program will be turned against railroads.

"Almost 50 years of operating experience, combined with technological improvements in track structure, signaling and grade crossing protection indicates that passenger trains may be safely operated at speeds up to 100 mph without the necessity of completely excluding joint operation of freight trains or of physically separating all road crossings.

"A top speed of 100 would enable average speeds of 70 to 80, especially here in the Midwest where the key routes are relatively free of curves. That pace would be directly competitive with airplanes to places such as Indianapolis, Springfield, the Quad Cities, and Madison, Wis., and considerably faster than highway travel to St. Louis and Detroit.

"Air-competitive train service to St. Louis and Detroit would indeed require 125 mph trains, quite possibly on new rights-of-way. But unless there is a compelling public policy reason to limit air travel in densely populated 'corridors' to trips of over 300 miles, I suggest that both the traveling and the taxpaying public will be best served by targetting future fast train service towards 70 to 80 mph average speeds."

—Anthony Haswell

TRAVELERS' ADVISORY (cont. from p. 1)

which extends to/from Prairie du Chien-Dubuque-Davenport-Rock Island. This is Dubuque's first direct ground link with the Twin Cities since Burlington RR's "Zephyrs" which served E. Dubuque, IL, died at Amtrak's inception in 1971.

Amtrak passengers traveling between Dubuque/Quad Cities and stations west of St. Paul may find ST useful, even though there's a 6¼-hour layover in St. Paul and St. Paul-Rock Island takes about 10 hours. (By spending 7¼ hours in La Crosse and changing terminals there, you can minimize the length of your bus ride.)

There are some alternatives to ST: westbound "Builder" passengers originating in Dubuque can depart there a few minutes later on Greyhound and join the "Builder" at Milwaukee; those originating in Quad Cities can depart 90 minutes later from Davenport (105 minutes Rock Island) on a Greyhound express to Chicago; and eastbound "Builder" passengers heading for Quad Cities who think they can catch a 4:15 Greyhound from Chicago may reach their destination over 90 minutes sooner.

But these solutions cost more, even before you allow for taxi or transit fares between separate bus and rail stations in Chicago or Milwaukee; they involve the hassle of making those terminal transfers; and the Dubuque-to-Milwaukee bus trip also involves changing buses in Madison.

Buckeye and Hoosier Tracks

Conrail's recent downgrading to local-freight status of the 191-mile ex-PRR Pittsburgh-Dennison-Columbus mainline should not prevent eventual restoration of Amtrak's highly successful "National Ltd."

There would even be some marketing advantages to a longer Pittsburgh-Columbus run via Crestline:

- A "National" that combined with the "Broadway/Capitol" east of Pittsburgh would hit all major cities at relatively convenient hours, whereas the 1979 "National" served Pittsburgh at 2:30 AM west and 4:30 AM east;

- Such a "National" could serve Canton, Mansfield, Galion, and Delaware, providing all with the possibility of making same-day round-trips to Columbus, while retaining (via the "Southwest Ltd." at Kansas City) direct connections to the Far West;

- If CR implements controversial plans to downgrade the Ft. Wayne Division, a revived "National" might be the only Amtrak service in Canton.

More serious is the disposition of tracks between Dayton and Indianapolis. Last year, rails from the 24-mile Cambridge City-Charlottesville, IN, segment were removed and sold by the owner, Penn Central Properties (this segment had never been conveyed to Conrail). On Nov. 30, CR applied to abandon a 34-mile segment between W. Dayton, OH, and a point just east of Richmond, IN, along with a 10-mile segment between Centerville and Cambridge City, IN. Thus it would appear a restored "National" would have to bypass Dayton.

Under the Northeast Rail Service Act of 1981, the ICC must approve all CR abandonment applications within 90 days of filing unless an interested party who demonstrates "financial responsibility" offers to purchase or subsidize the line.

The Nov. 30 CR application also includes:

- the 22-mile Mantua-Leavittsburg, OH, segment of the ex-Erie Cleveland-Youngstown line used by a weekday commuter train until 1977;

- the 49-mile Winamac-Crown Point, IN, segment of the ex-PRR Chicago-Logansport line used for a time by Amtrak's Chicago-Indianapolis-Florida service; and

- the 49-mile Carlisle Jct.-Meeker, OH route. This is not a passenger line, but Penn Central's 1972 upgrading of this line, including installation of continuous welded rail, ultimately forced Amtrak to reroute the "James Whitcomb Riley" (referred to here-

MORE AMTRAK CIRCLE FARE DETAILS (see this space last month):

- Circle fares are good in sleepers upon payment of room charge.

- Trips can begin as late as Apr. 24, in which case the 14-day tickets are honored through May 7, the 30-day tickets through May 23. ("\$10 Return" round-trips on Eastern long-hauls is a separate plan for which travel must be completed by April 1.)

- You must plan your itinerary in advance; dates but not routes may be changed after initial ticketing. You may not traverse the same route more than twice.

- Spouse and Children aged 12 through 21 can travel at one-half; children 2 through 11 at one-quarter; children under 2 free. (The only discount on "\$10 Returns" is half fare for children 2-11.)

- East Coast-West Coast fares are good on all routes except NY-Florida and Metroliners.

- Chicago-West Coast fares good on all Western trains and everything operating out of Chicago in an arc bounded by (and including) "City of New Orleans" and "Empire Builder."

- If you live between Chicago and the East Coast, check to see which is to your advantage: the East Coast-West Coast circle ticket, or a round-trip ticket to Chicago plus the Chicago-West Coast circle.

The "National Limited": Success Cut Short

Newcomers to the business can be forgiven for wondering why a train that served 11 of the nation's top 47 metropolitan areas was killed Oct. 1, 1979. Counting all five state capitals served, the impressive "National Limited" timetable featured New York-Newark-Trenton-Philadelphia-(Washington-Baltimore)-Harrisburg-Pittsburgh-Columbus-Dayton-Indianapolis-St. Louis-Jefferson City-Kansas City (direct connections west to Albuquerque-Los Angeles). Today, Columbus is the largest, and Dayton the fifth largest, metro areas with no rail passenger service.

In March 1979, when continued use of old, unreliable equipment was assumed, and before the gasoline crisis swelled ridership, Amtrak nonetheless projected a 1980 avoidable loss per passenger-mile (ALPM) of 6.3¢ for the "National," beating both the 7¢ criterion then applicable and the estimated ALPM of six other trains still running today, including the highly successful "Lake Shore Ltd." and "Empire Builder."

Official reason for the train's demise was its projected failure to meet the passenger-miles per train-mile criterion, a measure which NARP considers insignificant because it reflects revenues only indirectly and costs not at all. Costs and revenues, both directly reflected in the ALPM, are what business is all about—or so we thought.

The train really died because Columbus was represented by one of Amtrak's strongest opponents, then-Rep. Samuel L. Devine, ranking Republican on House Commerce. And because then-Sen. Birch Bayh (D-IN), chairman of the Senate Appropriations Subcommittee on Transportation, did not move to save the "National." Ultimately, Bayh did secure the restoration of Chicago-Indianapolis service. (For 12 months after the "National's" demise, Indianapolis was the nation's largest metro area without rail passenger service.)

Devine and Bayh both lost their 1980 reelection bids; Devine was one of only a few conservatives who lost that year.

after by its current name, "Cardinal") away from Indianapolis. After the Carlisle line was upgraded, PC removed its through freights from the Cincinnati-Shelbyville-Indy line (see below) shared with the "Cardinal," sent them via Carlisle, and cut maintenance on the Shelbyville line, forcing the "Cardinal" to move to Chessie. New, Cincinnati-west CR freight will run via Columbus, 122 miles northeast of Cincinnati.

[Peru, Marion, Muncie, and Richmond, IN, and Hamilton, OH, all unstaffed stations, have done an impressive job of putting passengers on the "Cardinal," probably because transportation alternatives in those towns are so limited. Recent inauguration of a stop at Gary and the prospect of serving a major station in Hammond suggest the route will do even better. There is no near-term possibility of serving Indianapolis and Gary or Hammond with the same train.]

On Nov. 23, CR filed to abandon 57 miles (Shelbyville-Lawrenceburg Jct.) of the 108-mile ex-NYC Indianapolis-Cincinnati line once used by Amtrak. Because this is the most direct line between Cincinnati and Indianapolis and because of interest in developing a multiple-frequency passenger corridor there, Amtrak and the State of Indiana (along with the line's freight shippers) are reportedly interested in saving the route.

Having mentioned above CR's dream of eliminating Ft. Wayne from its east-west mainline network, we must also note how foolish the plan looks to us. The east-west line through Toledo was at capacity before the recession and would be unable to handle that level of traffic plus, for example, the unit coal trains which the railroad industry keeps claiming it has the capacity to move. Also, what would CR do if a major accident knocked out the Toledo route?

NARP Regional Meetings

Below we list candidates for election to the NARP Board of Directors in 1982, along with meeting information. For more details, contact the first person listed in each region. All NARP members can vote; if you cannot attend your regional meeting, mail a letter with your name, address, and candidate selection(s) to the first person listed in your region. Select up to as many candidates as there are director positions in your region. Any member not listed below who wishes to run is welcome to declare his/her candidacy at any time until just prior to voting.

Note that Region 3 will meet in Pittsburgh, not Bethlehem; and Region 10 will meet Mar. 27 in Denver.

REGION 1: New England (6 Directors).

Sat., 6 Feb., New Haven, 11:15 AM, Richard Lee High School Aud., one block from Amtrak station.

James M. S. Ullman, 95 E. Main St., Meriden, CT 06450; Robert A. Brown, 153 Middle Rd., Newbury, RFD Rowley, MA 01969; Henry Ferne II, Daybreak, Bx 346, Wiscasset, ME 04578; Kevin J. Gregoire, 131 Elizabeth St., Pittsfield, MA 01201; Roy G. Poulsen, 1286 Kingston Rd., Kingston, RI 02881; F. Thomas Richardson, West Rd., Bx 663, Manchester, VT 05254; Samuel E. Stokes Jr., Alstead, NH 03602.

REGION 2: New York (7 Directors).

Sat., 6 Mar., Albany, 12 Noon, Legislative Office Bldg., Room 711 (identification required to enter).

Jeffrey D. English, 286 3rd Ave., Troy 12182; George H. Forman, 974 Ellicot Sq. Bldg., Buffalo 14203; Stephen Linde, 500 E. 77th St., #2516, NYC 10162; Harald E. Mainusch, RD #2, Bx 47-A, Conklin 13748; Theodore Scull, 445 E. 86th St., #15-A, NYC 10028; George Tait, 114 Rock Island St., Gouverneur 13642; William S. Thomson, RFS #2, Granville 12832.

REGION 3: Delaware, New Jersey, Pennsylvania (8 Directors).

Sat., 6 Mar., Pittsburgh, 10 AM, Sheraton Station Square, near R&LE Station, south side of Monongahela River.

Rick Hannegan, 116 Orchard Spring Rd., Pittsburgh, PA 15220; Robert Baker, 653 Helena Ave., Mantua, NJ 08051; Paul R. Hart, 1308 Watson St., Scranton, PA 18504; William H. Hubbard II, RD #5, Bethlehem, PA 18015; Lawrence T. Joyce, Mounted Route, Enola, PA 17025; Michael Kaplan, 1009 Lincoln Dr., Voorhees, NJ 08043; Arthur J. Malestein, 1933 Chestnut St., Philadelphia, PA 19103; John R. Pawson, 3505 Moreland Rd., #K-424, Willow Grove, PA 19090; Anthony Perl, 9 Whitman St., West Orange, NJ 07052; David Ross, 300 Winston Dr., #2020, Cliffside Park, NJ 07010.

REGION 4: District of Columbia, Maryland, Virginia, West Virginia (6 Directors).

Sat., 3 Apr., Baltimore, 9 AM.

George Tyson, 1825 N. Forest Park Ave., Baltimore, MD 21207; Roy M. Brown, 3232-D Normandy Woods Rd., Ellicott City, MD 21043; John Czyzewski, 226 Maple Ave. W., Suite 300, Vienna, VA 22180; John D. Heffner, 604 W. Windsor Ave., Alexandria, VA 22302; Glen Mendels, 5710 Rockspring Rd., Baltimore, MD 21209; Bob Palmer, Bx 2433, Huntington, WV 25725.

REGION 5: Alabama, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee (6 Directors).

Sat.-Sun., 3-4 Apr., Orlando, 9 AM, Harley Hotel, 151 E. Washington (transportation to be provided from Amtrak station).

John R. Martin, 4183 Paran Pines Dr., NW, Atlanta, GA 30327; Charles A. Dunn, 1131 Catalonia Ave., Coral Gables, FL 33134; James R. Herron, 2016 N. Village Ave., Tampa, FL 33612; Zane G. Katsikis, 251 Pine St., New Orleans, LA 70118; Don Maxwell, 2701 Forest Ave., Ashland, KY 41101; Ned S. Williams, Bx 213, Sevierville, TN 37862.

REGION 6: Indiana, Michigan, Ohio (6 Directors).

Sat., 20 Mar., Toledo, 10 AM, Hillcrest Hotel, 16th & Madison (transportation to be provided from Amtrak station).

Howard Harding, 489 Overwood Rd., Akron, OH 44313; Mark Adamcik, 14201 St. James Ave., Cleveland, OH 44135; John DeLora, 14273 Jane, Detroit, MI 48205; William C. Glasser, 2815 Ashwood Dr., SE, Canton, OH 44708; Berner J. Gorden, 2461 S. Harbor Dr., #B-3, Bay City, MI 48706; G. Douglas Hudson, 3981

FIGHTING TO SAVE TRANSIT DOLLARS

In a 34-page booklet packed with useful information, NARP Secretary George Tyson champions converting Baltimore's heavy rail transit line now under construction to light rail serving more people at less cost. In "Making the Baltimore Metro More Effective and Economical," he charges that Baltimore's Metro will waste "at least \$150 million" in ten years, "a very expensive mistake" designed so as not to "interfere with automobile traffic" and to "encourage real estate development. It meets these requirements perfectly, but it is a transportation disaster." Tyson's work is relevant for most cities. For a copy, send \$3 to him at 1825 N. Forest Park Ave., Baltimore, MD 21207.

Greenmont Dr., SE, Warren, OH 44484; Nancy Ross, 125 Dixie Ave., Kalamazoo, MI 49001; George Schlaepfer, 14232 Brentwood Ave., Livonia, MI 48154; Norma Ward, 420 Fitzgerald, Durand, MI 48429; W. Mike Weber, 14 Joywood Dr., Cincinnati, OH 45218; James C. Weyrick, 111 W. Center St., Akron, OH 44308.

REGION 7: Illinois, Minnesota, North Dakota, Wisconsin (8 Directors).

Sat., 13 Mar., Milwaukee, 1:30 PM, Marc Plaza, 3 blocks north of Amtrak station.

James B. Woods, 3380 Anders Ln., Brookfield, WI 53005; Ken L. Bird, 201 E. Brown St., Harvard, IL 60033; Ronald P. Boardman Jr., 338 Board of Trade, Chicago, IL 60604; Brian Cutter, 7114 Newton Ave. S., Richfield, MN 55423; George McCallum, Dept. of Economics, St. Norbert College, DePere, WI 54115; W. David Randall, 4810 Snow White Terr., Alton, IL 62002; James K. Sponholz, 5043 N. Santa Monica, Whitefish Bay, WI 53217; William Sunderman, Courthouse, Charleston, IL 61920.

REGION 8: Alaska, Idaho, Montana, Oregon, Washington (3 Directors).

Sat., 20 Mar., Portland, 1:30 PM, Union Station, Room 208. Lunch before meeting, Bonfire Restaurant, Broadway & Washington, upon arrival of train #26.

Kenneth McFarling, 7417 SE 20th Ave., Portland, OR 97202; Richard Divine, 7121 SW 28th Ave., Portland, OR 97219; Paul H. Phillips, W. 1609 6th Ave., #15, Spokane, WA 99204.

REGION 9: Arkansas, Kansas, Missouri, Oklahoma, Texas (except El Paso) (5 Directors).

Fri.-Sun., 2-4 Apr., St. Louis, Stouffers Riverfront Towers, 200 S. 4th St. Fri. evening: committee meetings. Sat. 9 AM: regular meeting. Sun.: visit to National Museum of Transport.

Thomas H. Schramel, 2 Greenfield Ct., St. Charles, MO 63301; Ronald Coffman, 2752 W. Eubanks, Oklahoma City, OK 73112; Hal B. H. Cooper, 9405 Mountain Quail Rd., Austin, TX 78758; John A. Mills, 2825 Burnett Rd., Topeka, KS 66614; Bill Pollard, 55 Meadowbrook, Conway, AR 72032; Peter Van Zanten, 6204 Red Bridge Rd., Kansas City, MO 64134; R. E. "Doc" Waters, Bx 845, Wichita Falls, TX 76307.

REGION 10: Colorado, Iowa, Nebraska, South Dakota, Utah, Wyoming (3 Directors).

Sat., 27 Mar., Denver, 12 Noon.

Jay Aldinger, 5969 S. Clayton, Littleton, CO 80121; Launcelot Erickson, Bx 3182, Omaha, NE 68103; Catherine Johnson, 242 Ferson Ave., Iowa City, IA 52240; Murl Rawlins Jr., 189 W. 1700 S., Bountiful, UT 84010.

REGION 12: California, Hawaii, Nevada (11 Directors).

Sat., 27 Feb., Sacramento, 10 AM, Mansion Inn, 16th & "H" Sts. Ed J. Von Nordeck, Bx 2768, Riverside, CA 92516; George Falcon, 8432 Steller Dr., Culver City, CA 90230; Robert W. Glover, 832 Elizabeth St., San Francisco, CA 94114; Jack Kemp, 908 S. Bay Front, Balboa Island, CA 92662; John H. Kirkwood, 1635 Green St., San Francisco, CA 94123; Arthur L. Lloyd, 20 Arapaho Ct., Portola Valley, CA 94025; Dan Lovegren, 201½ N. Rosemont Ave., Los Angeles, CA 90026; Helen R. Nelson, 125 Stonecrest Dr., San Francisco, CA 94132; Robert A. Ramsay, Bx 385, Arcadia, CA 91006; Randy Schlotthauer, 1611 W. Flower Ave., Fullerton, CA 92633; Richard L. Tower Jr., 2222 Leavenworth, San Francisco, CA 94133.