



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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RETURN REQUESTED

BIG TIMETABLE CHANGES

TRAVELERS' ADVISORY

April 29 service and schedule changes—see lead story.

All Aboard America Fare extended: sold through May 31, honored through June 30; no black-out periods or 5-day advance purchase requirement; good in sleepers.

All Superliner deluxe bedrooms are now shower-equipped.

"Crescent's" Washington-Atlanta slumbercoach will run New York-New Orleans beginning June 1; New York-New Orleans 11-bedroom sleeper debuts Apr. 29.

All "City of New Orleans" sets now have one dome-coach; will gain dining car and second dome-coach Apr. 29 (domes will run Chicago-NO, Kansas City-NO); Chicago-New Orleans slumbercoach begins May 10 southward, May 11 northward.

"Capitol Ltd." gains Washington-Chicago slumbercoach May 15.

Aforementioned slumbercoaches kindly provided by "Silver Star," which will "do without" during this summer's World's Fair in New Orleans.

Lake Charles, LA, Amtrak station was destroyed by fire in late Jan.; ticketing/baggage/express suspended; passengers using makeshift waiting room in old REA Building.

In Elko, NV, the "California Zephyr" has quit stations on Railroad St. (westward) and 3rd & Silver Sts. (eastward), due to relocation of Southern Pacific and Union Pacific mains. New station is at 12th & Sharp Sts. (both directions).

March staff reductions will affect station hours, but not train coverage, at Raleigh and Savannah. Four Colorado stations to become custodial Apr. 1, when Burlington Northern removes agents at Akron and Ft. Morgan, and Santa Fe does the same at Lamar and Trinidad.

Stockton-Sacramento bus which connects with "San Joaquin" 710/711 has been extended north to Marysville, Oroville, Chico.

BEWARE of "taxi hustlers" at New York City rail and bus stations, who hail taxis for travelers and then demand extraordinary fees. If someone asks if you want a cab, make sure it's the cab driver before saying yes!

Special round-trip discount fares extended—on sale through May 31: "San Joaquin" (OW + \$7, 7-day), "Silver Palm" (OW + \$5, 30-day), Seattle-Portland (OW + \$1, 21-day). Tickets purchased on May 31 valid for indicated number of days except "San Joaquin" fare, which won't be honored after May 31.

Transcon Sleeper Returns; Cardinal Traverses New River Gorge in Daylight; Metroliner Leaves New England for San Diego; Star, Meteor Trade Florida Routes

Amtrak's April 29 timetable reflects an unusually large number of major changes:

- **Restoration of NY-LA sleeper (roomettes and double bedrooms) on "Crescent," "Sunset."** Through passengers spend the night in New Orleans for no extra charge. For a \$40 roomette (\$80 bedroom) surcharge, those originating in New Orleans can board the through sleeper in New Orleans the day before departure (eastbound upon arrival, scheduled for 7:45 PM; westbound as early as 8:35 PM assuming "Crescent" is in by then—it's due at 6:20 PM; Amtrak expects that the June 1 tariff will allow west-bound passengers to board upon arrival as well).

This will be especially useful when New Orleans is crowded for the fair, but make reservations early! The westbound schedule gives you both the evening and most of the next day in New Orleans ("Sunset" will depart at 2:35 PM); the eastbound schedule gives you a night on the town, and occupants of the through sleeper can sleep on as the "Crescent" leaves town next morning at 7:30.

- **An unprecedented change in "Cardinal's" schedule:**

#51		#50	
Dp Su/We/Fr		Ar Su/We/Fr	
6:30a	dp New York	ar 11:58p	
10:25a	dp Washington	ar 8:10p*	
12:47p	dp Charlottesville	dp 5:30p	
3:57p	dp White Sulphur Springs	dp 2:21p	
7:20p	dp Charleston	dp 11:06a	
8:27p	dp Huntington	dp 10:03a	
8:45p	dp Ashland/Catlettsburg**	dp 9:41a	
11:59p	ar Cincinnati	dp 6:18a	
12:10a	dp Cincinnati	ar 6:10a	
7:30a	ar Chicago	dp 9:00p	
Ar Mo/Th/Sa		Dp Sa/Tu/Th	

*Change at Alexandria for guaranteed connection to Florida-bound "Silver Meteor"

**Known to Amtrak as "Tri-State Station"

Amtrak is gambling that new revenue from the scenery, from making all Chicago connections, and from improving Florida and "Crescent" connections will more than offset loss of revenue caused by less attractive hours at the heavily populated cities (Chicago, Cincinnati, and the entire Northeast Corridor [NEC]).

This is one big gamble, but you might as well enjoy Amtrak's most scenic ride in the east. The New River Gorge, "west" of Hinton, WV, can be viewed twice in a quick-turn-around round-

trip from any points Charleston-west, since the eastbound train will now leave Chicago a day earlier and thus cross West Virginia and Virginia on the same day as the westbound.

Meanwhile, NEC residents can make a same-day round-trip to Charlottesville, spending almost five hours in this pleasant university city. And Charlottesville finally gets a true alternative to the "Crescent's" schedule.

With the reduction in Washington layover times for "Cardinal"-Florida connections (east-to-south is so tight it must be made at Alexandria!), Chicago-Florida travelers now have two genuine schedule alternatives: "Cardinal-Silver Meteor" ("A" below); "Capitol-Silver Star" ("B" below). The times look like this (remember—Chicago-Florida transfers are at Washington or Alexandria; New York times are shown below only because they too are greatly changed, reflecting restructuring of NY-Florida services as discussed below):

B	A		A	B
5:50p	9:00p	Chicago	7:30a	10:03a
11:00a	4:15p	New York	11:03a	7:07p
10:17a	3:06p	Tampa	11:53a	7:25p
12:02p	6:07p	Miami	8:50a	5:20p

(Chicago-Florida travel requires two nights on the train, i.e. 3rd-day arrivals. NY-Florida is one night with 2nd-day arrivals. For Chicago travel, schedule "A" is good only for trips originating on Sa/Tu/Th.)

● As the above Florida times suggest, **big changes are also coming on the New York-Florida service**, with "Meteor" following the old "Star" practice of switching the East and West Coast sections in Auburndale, and "Star" following the old "Meteor" practice of switching in Jacksonville. Thus:

1. It will be possible (Ex. Sun.) to connect from Albany, NY and Springfield, MA, to the southbound "Silver Star." (There's a possibility that, in the Oct. 28 timetable, "Star" will run a few minutes later, picking up a connection from Boston, and serving Waldo, FL, after 6 AM instead of the 5:51 AM that takes effect Apr. 29.)

2. The only northbound train at Columbia, SC, "Silver Star," will stop at 5:53 AM, a considerable improvement over the present 4:29 AM.

3. The "spread" between New York times of the southbound "Star" and of the New York-Savannah "Palmetto" increases by 95 minutes (from 55 minutes currently to 2½ hours), improving time choices for travel between common points, and further enhancing already bright prospects for strong performance of "Palmetto's" prospective Richmond-Raleigh-Greensboro-Charlotte section, which would share "Star's" route on the 489-mile NY-Raleigh segment.

4. Amtrak's equipment utilization is increased by permitting same-day turn-around of "Star" equipment in Miami.

On the minus side, "Star's" new arrival time in New York, 7:07 PM, breaks the connection to Boston and to "Lake Shore," although the "Montrealer" will connect for Hartford/Springfield business and there will be a Sat./Sun. "Empire" service connection to Albany.

● **The fast (4 hours 9 minutes) Boston-New York trains will continue to operate (no change eastbound; westbound trains leave Boston 6:35 AM, 4:30 PM) but without the Metroliner designation, low-density coaches, and other Metroliner amenities.**

Thus the general traveler with a "normal-sized" wallet again will have access to the full schedule—coach passengers using the fast trains will pay 23% less one-way compared with current Metroliner fares; round-trip passengers who do not use the Friday or Sunday afternoon services will pay 51% less.

● **Other Northeast Corridor changes** find club cars added to the Boston-Philadelphia "Benjamin Franklin," #169 departing Boston at 7:25 AM, and #177—the last "daylight" Washington train—leaving Boston at 2:35 PM, 70 minutes earlier than presently. (The adventuresome, Sunday through Friday, will be able to leave Boston at 4:30 PM and hope they make the 21-minute connection at New York to the 9 PM Washington train.)

There will be daily New York-to-Washington trains at 7:30 and 9 PM. The eastbound "Cardinal" will leave Washington at 8:35 PM

except Saturdays. Eastbound Boston trains will leave Washington at 6:30/8:30/10:30 AM, 12:30/3:30/10:30 PM.

● **"Colonial" will leave Newport News at 8 AM**, recognizing it's currently too slow for business travel and too early (7 AM) for general travel. Amtrak believes the change will increase ridership from Newport News and Williamsburg. In response to a query about possible adverse impact on Richmond-to-Washington travel, Amtrak noted that this market accounts for less than 10% of the train's revenue, and the same-day-return business most jeopardized by this change represents a still smaller portion of revenue.

● **As the "Metroliner" label disappears from New England, it surfaces on the Los Angeles-San Diego line** where one round-trip will become all-reserved, require \$5 surcharge on all tickets, forbid use of discount tickets, stop only at Del Mar and Anaheim, make the run in 2½ hours (a 15-minute or 9% speedup), and offer "upgraded on-board amenities with at-seat service," while sporting only the high-density coaches already used on the line.

The Metroliner will leave San Diego Mon.-Sat. at 7:30 AM, and Los Angeles Sun.-Fri. at 4 PM. Biggest related changes are loss

THE FAMOUS IN OUR MIDST

It's been reported recently that singer **Aretha Franklin** was "grounded" and curtailed concert engagements due to an intense fear of flying. **NARP urges Ms. Franklin to keep on touring—by rail.**

A number of celebrities use Amtrak, including Elizabeth Taylor, Richard Burton, John Madden, Pearl Bailey, Jacqueline Onassis, Sammy Davis Jr., Arlo Guthrie, Frank Sinatra, Shirley Temple Black, Maureen Stapleton, Dick Cavett, Gene Shalit, Joanne Woodward & Paul Newman, Ray Bradbury, Dionne Warwick, Roger Mudd, Margaret ("Wicked Witch") Hamilton, Willie Nelson, Mohammed Ali, John & Patty Duke Astin, Henry Kissinger, Gladys Knight, Yul Brynner, Martin Agronsky and White House Press Sec. Jim Brady.

of the 5:15 PM from San Diego, with the incongruous result that, on Sundays when travel is heaviest in the afternoon, four of the seven northbound trains will depart San Diego *before 11 AM!* (On Fridays, which also have heavy afternoon travel, the first four will have departed by 9:30 AM!) Southbound, the 1 PM departure will run Saturday only instead of daily.

The advent of Metroliners means the first service reductions at most intermediate points, including Oceanside, where Amtrak on Feb. 1 began serving the new \$7.5 million transportation center which offers both good intermodal connections and good highway access to such markets as Escondido and Vista. A Feb. 23 City of Oceanside news release stated: "The Oceanside Transit Center was designed and built to encourage *more* not less service to Oceanside and the surrounding cities, military installations and unincorporated areas of San Diego County."

● **End of state subsidy means discontinuance of the Niagara Falls-Syracuse segment of #62 and #65.** The rescheduled New York-Syracuse round-trip will leave Syracuse at 6:50 AM and New York at 4:35 PM.

● **Return of daylight "Adirondack" schedule**—depart New York 10:50 AM, depart Montreal 10:25 AM.

● **The Chicago-Milwaukee service is recast.** The changes: a daily Milwaukee departure at 11:45 AM instead of 4:25 PM, and daily Chicago departures at 4:30 and 7:15 PM (nothing north in the morning). Amtrak believes overall ridership will increase, since the new pattern will better connect with long-distance trains and catch more of the predominant-flow local traffic (AM into Chicago; PM out).

(continued on page 3)

GETTING THERE . . .

. . . will no longer be published. The NARP board of directors decided to discontinue the publication on the basis of evidence that it was not cost-effective. The Travelers' Advisory column of NARP News will continue to offer travel information, and we are considering other methods as well.

Legislative Update

On Mar. 6, the House of Representatives passed HR 3648, the Amtrak Improvement Act of 1983, amended to include the full FY '85 authorization Amtrak requested: \$724 million. The bill also would require restoration of rail passenger service to St. Petersburg, FL within 30 days after enactment. [House consideration of HR 3648 is in the *Congressional Record* as follows: Oct. 6, 1983, pages H8121-3 and H8168-75; Mar. 6, 1984, pages H1297-1314.]

Another amendment would require the General Accounting Office, an arm of the Congress, "in consultation with the National Transportation Safety Board, the Office of Technology Assessment, Amtrak, and representatives of engineers and former employees who were employed as the second person in Amtrak locomotives," to study "the safety implications of stationing only one person in each locomotive powering regularly scheduled Amtrak passenger trains in the Northeast Corridor (NEC)." The study is due within 9 months of enactment.

Rep. Bruce A. Morrison (D-CT) said: "Last year, when I was prepared to offer amendments that would have required reinstatement of firemen on the corridor and directed Amtrak to bargain with representatives of the former employees, Amtrak objected, arguing that the trains were being safely operated. In response . . . , I modified my position and am offering this requirement for a study."

Rep. Norman F. Lent (R-NY) said: "I am not enthusiastic about [Morrison's] amendment, but I want to commend him for watering it down to a study." Lent also said that "Amtrak's safety record today [after 14 months without firemen] is better than when two persons were in the cab."

The bill also includes provisions reported earlier that NARP

Timetable Changes *(continued from page 2)*

But, with "Empire Builder" as the day's first train north and last train south, same-day round-trips from Chicago to Milwaukee become impossible. Jan.-Feb. *Badger Rails*, newsletter of the Wisconsin ARP, stated: "Amtrak will never be able to adequately serve all travel markets—connectors, commuters, local travellers and others—with only three trains in a corridor with the vast potential that Chicago-Milwaukee has." WisARP urged "Amtrak or the State of Wisconsin" to correct "this fundamental problem."

● **The "California Zephyr/Desert Wind/Pioneer" will run 30 minutes later from Chicago (2:40 PM) and 40 minutes later from Denver.** This means better departure times at Las Vegas (7 AM) and Portland (4:40 PM). Combined with the 25-minute-earlier running of the northbound "Coast Starlight," the gap between the day's last two Portland-to-Seattle departures will grow from 95 minutes to 2:40. For the Oct. timetable change, Amtrak will examine ways of lengthening westbound "Pioneer's" Salt Lake City layover to provide still better times at Boise and Portland.

Eastbound, "Desert Wind" will run 20 minutes later Los Angeles-Salt Lake City; all other "Zephyr/Desert Wind/Pioneer" times will be 15 minutes later west of Denver, 25 minutes later east. Thus "Pioneer" will leave Seattle at 7 AM. The added 10 minutes at Denver is to permit switching of the "Desert Wind" diner, which will run through Los Angeles-Denver, increasing food-service capacity in the Rockies.

● **Other long-distance time changes** include running westbound "Southwest Ltd." 55 minutes earlier from Chicago (4:50 PM); eastbound "Broadway/Capitol" 60 minutes later from Chicago (5:50 PM); westbound "Broadway" 65 min. later from New York (3:20 PM); westbound "Capitol" 75 minutes later from Washington (4:50 PM); and northbound "City of New Orleans" 75 minutes later from New Orleans (4:45 PM—with the Mon.-Sat. "Illini" leaving Champaign 45 minutes earlier, at 6:30 AM).

● **Don't forget the new Mobile-New Orleans and (Kansas City)-St. Louis-Centralia(-New Orleans) services** (see Jan. & Feb. News front pages, respectively). See Travelers' Advisory for "City of New Orleans" equipment. ■

opposes (Sep. & Dec. News). They would:

● prohibit Amtrak from operating 403(b) (joint state/Amtrak funding) trains Amtrak projects will have an avoidable loss per passenger-mile (ALPM) greater than 6.5¢ (in FY '84; adjusted for inflation in subsequent years) and less than 60 passenger-miles/trainmile. State payments would count as revenue in calculating ALPM.

(As promised, Rep. James J. Florio, D-NJ, successfully amended this to provide a 1-year grace period for trains starting operation in FY '84—thereby protecting Mobile-New Orleans that starts Apr. 29 and Chicago-Grand Rapids which may start June 1. In justifying the amendment, Florio said, correctly, that "it often takes time for a new service to build up ridership." Unfortunately, the legislation ignores this rationale for future 403(b) services. As Florio noted, "new service initiated after FY '84 would be fully subject to the new criteria.")

● **mandate Amtrak to achieve a minimum revenue:cost ratio of 55% in FY '84**, a provision which Amtrak feels might force service reductions in an economic downturn. (Amtrak is on target well into FY '84, but the mandate approach could still hurt, particularly if carried into future years.)

● **force Amtrak to modify (in effect, reduce) Harrisburg-Philadelphia service so its ALPM is under 11¢ for FY '84** ("an equivalent amount, adjusted for inflation, for any subsequent fiscal year") vs. the more lenient 14¢ criterion applicable to other short-distance trains. (Chicago-Valparaiso trains, which also had been threatened, now seem likely to meet the criteria, since their costs were lowered by elimination of firemen.)

Other provisions of HR 3648 would:

● authorize \$40,000 and \$35,000 respectively, for feasibility studies on "establishing a high-speed rail corridor between Santa Fe and Albuquerque" and "constructing a rail line for the carriage of coal and other commodities from northwestern New Mexico." (Before amending on Mar. 6, HR 3648 simply authorized the full \$75,000 for the passenger study. The change was requested by Rep. Bill Richardson, D-NM.)

● "cripple" American High Speed Rail Corporation (see

HIGH-SPEED RAIL CONVENTION

"The View from Philadelphia," billed as The First International High Speed Rail Convention, sponsored by The High Speed Rail Association and the Interstate High Speed Rail Compact will be held in Philadelphia, May 16-18. Details: Pa. High Speed Intercity Rail Passenger Commission, House Box 240, Main Capitol Building, Harrisburg, PA 17120.

Sep. News).

● force discontinuance of Auto Train if revenues are not projected at least to equal the short-term avoidable costs in any given year.

Meanwhile, members of the Senate Commerce, Science, and Transportation Committee recommended to Senate Budget that Amtrak be authorized \$720 million in FY '85, only \$4 million short of the House-passed figure Amtrak requested. [The President's budget had only \$680 million.] Sources indicated Senate Commerce was considering the possibility of an early-April markup of a combined Amtrak bill (basically last year's bill with technical connections due to passage of time) and rail safety bill. ■

INFLATED STATION—DEFLATED COSTS

Last month, Amtrak opened its first "air-supported" station, inside of Kansas City Union Station. The inflatable structure, much like those widely used for indoor tennis courts and other sports facilities, is expected to slash annual station expenses by 90%—from \$700,000 to \$70,000—while giving the city its first air-conditioned rail station.

The station-within-a-station was necessitated by owner Kansas City Terminal's decision to shut down the old building's aging heating plant this winter.

There is local interest in redeveloping Union Station—the nation's second-biggest (after NY's Grand Central) train station. Until then, Amtrak plans to stay in its "balloon." ■

John Riley, Friend of NARP, is Federal Railroad Administrator

John H. Riley, who succeeds Robert Blanchette as head of FRA, was the "inside" leader of the 1981 Capitol Hill movement that trashed the kill-Amtrak budget then promoted by the Reagan administration. Riley was serving as Chief Counsel to Sen. David Durenberger (R-MN), a post Riley held from April 1979 through June 1983.



JOHN H. RILEY

He therefore deserves a major share of the credit for the administration's "conversion" on Amtrak and adoption of a conciliatory attitude towards the nationwide system if not its capital budget.

In a Nov. 29 letter to NARP Director Samuel E. Stokes Jr., of Alstead, NH, Riley stated: "I've always been a strong advocate of passenger rail transportation, and I have no intention of changing that position in my tenure at FRA. I don't think there has ever been a time when Amtrak has run more efficiently than it is being run today by Graham Claytor. But we can do much more to improve both quality of Amtrak's equipment and the level of its service. I look forward to playing a role in that." Riley told NARP News last June that he was a "strong supporter of both high-speed corridor and traditional passenger trains."

He's been particularly outspoken in expressing enthusiasm for high-speed rail, for example, at the Railway Progress Institute's Sep. '83 conference (NARP News, Oct.-Nov., p. 2).

At his Nov. 3 confirmation hearing before the Senate Commerce, Science and Transportation Committee, he stated: "... it is my personal view that within our lifetimes, high-speed corridor trains will revolutionize the nation's transportation system." [Labor, Dec. 14]

"I do not believe there is a role for Federal financial assistance in the development of high-speed rail systems at the present time. . . . High-speed rail projects' search for private financial backing, completion bonds and support for feasibility studies is a

COMING ATTRACTIONS . . .

Equipment shows in the San Joaquin Valley, sponsored by Amtrak and Caltrans: Apr. 9 Bakersfield, Apr. 10 Hanford, Apr. 11 Fresno, Apr. 12 Stockton, Apr. 14 Sacramento.

Rededication of restored Chico, CA, station, Apr. 15.

"Great American Rail Roadshow," sponsored by Amtrak and AAR, May 5-6 in New Orleans (weekend between start of "Gulf Coast Ltd." and opening of World's Fair).

'natural selection' process that will weed out the weaker projects. The political process is far less adept at performing that 'weeding out' function, and I believe decisions of this nature should be made on the basis of the projects' economics, rather than on the basis of political influence." [Railway Age, Dec., p. 20; Traffic World, Nov. 7, p. 23]

Riley sees FRA as "a banker of ideas. . . . I intend to have FRA monitor the progress of the various U.S. [high-speed] projects, and serve as a repository for information on high-speed technological developments. When requested to do so, I will also play a facilitative role in putting interested parties in contact with one another." [Railway Age]

Earlier, he told the annual meeting of the National Conference of State Railway Officials that "the hope that the private sector will want to finance much of the developing systems means that the Federal government should wait for developments before offering financial help."

When Riley worked for Sen. Durenberger, he organized and served as Executive Director of the United States Senate Rail Caucus, a bi-partisan group of 35 senators interested in rail issues. One of the Caucus's first activities was a luncheon debate over the value of intercity rail passenger service in which NARP's Ross Capon took the "pro" position.

Riley also organized the United States International High Speed Rail Congress, an international legislative exchange with

Japan and France aimed at bringing high speed passenger technology to the U.S. He also worked with shippers and agricultural branch lines during the Milwaukee Road and Rock Island bankruptcies.

Prior to joining Sen. Durenberger, Riley was a trial lawyer, spending 1½ years in Denver and 6 years with a Minneapolis law firm, handling numerous cases before State and Federal courts.

He graduated from Boston College with a degree in Economics (cum laude), and, following military service, received his doctorate in jurisprudence from the Cornell Law School in 1972.

Riley is an outdoorsman, a mountain climber, a prize winning vegetable gardener, and an avid football fan. He is married to the former Karen Jane Younquist, an associate editor with U.S. News.

He was confirmed by the Senate on Nov. 17, 1983, as the seventh Federal Railroad Administrator. He had served since July '83 as Special Assistant to the Secretary for Rail Matters. ■

NARP Travel Agents

The next time you plan a trip and need a travel agent knowledgeable about and interested in rail travel, we suggest one of the following—all are Amtrak-appointed agents and NARP members too.

CALIFORNIA. Ted & Sylvia Blishak, *Accent on Travel*, 1030 Curtis St., Menlo Park 94025, 415/326-7331; Ed Von Nordeck, *Let's Travel Tours*, PO Box 2768, Riverside 92516, 714/787-8350; John W. Henderson, *Henderson Travel*, 23 Bayhill Shopping Center, San Bruno 94066, 415/873-2613; David N. Butts, *Travel Dimensions*, 3442 Sacramento St., San Francisco 94118, 415/563-8447.

FLORIDA. Richard Keeble, *Keeble Travel*, 241 University Dr., Coral Gables 33134, 305/448-9613; Jack Crain, *American Travel Agency*, 800 Orange Av., Ft. Pierce 33450, 305/464-0311; John M. Harrison Jr., *American Friendship Tours*, PO Box 3174, Ocala 32678, 904/732-5326.

ILLINOIS. Albert M. Broom, *Mid-America Travel Agency*, 515 E. Green St., Champaign 61820, 217/344-1600. **IOWA.** Gerald L. Matheny, *Cresco Travel Center*, 219 N. Elm, Cresco 52136, 319/547-3041.

MARYLAND. Roger Dalsheimer, *Walker Wilson Travel*, 6305 York Rd., Baltimore 21212, 301/435-4170. **MASSACHUSETTS.** Dana E. Vannasse, *Beacon Hill Travel*, 65 Beacon St., Boston 02108, 617/523-3760; Roy Palmeri, *Starting Point Travel, Inc.*, 5 Cambridge Center, Cambridge 02142, 617/354-7500.

NEVADA. Russ Schooley, *Durkee Travel Bureau, Inc.*, 2000 Kirman Av., Reno 89502, 702/825-9040. **NEW JERSEY.** Homer R. Hill, *Madison Travel Bureau*, 28 Waverly Pl., Madison 07940, 201/377-2462. Mrs. Winifred H. Kozicky, *Acorn Travel Agency*, 45 Rt. 35, Eatontown 07724, 201/542-7500; Carl Krofchak, *Enid's Travel Desk, Inc.*, 5 Paterson Av., PO Box G, Little Falls 07424, 201/256-9222. **NEW YORK.** Douglas R. English, *Wydler Travel Service*, 1778 Empire Blvd., Webster 14580, 716/671-2640. **NORTH CAROLINA.** Terry Parker Wallace, *Accu-Trol Business Services, Inc.*, 413 W. Main Av., Gastonia 28052, 704/864-8767.

OHIO. Albert E. Johnson, *Bay Travel Center*, 27221 Wolf Road, Bay Village 44140, 216/871-5850; Al Mladineo, *'Round the World Travel Agency, Inc.*, 3615 Euclid Av., Cleveland 44115, 216/432-2235; John K. Wilson, *West Chester Travel*, 7324 Kingsgate Way, West Chester 45069, 513/777-6770. **OKLAHOMA.** Howard B. Thornton, *Midwest Travel Service*, 2936 Bella Vista Dr., Midwest City 73110, 405/732-0566.

PENNSYLVANIA. *Total Travel*, 301 N. Mercer St., New Castle 16101, 412/656-1550.

TEXAS. *Abilene Travel Service, Inc.*, 1290 S. Willis, Suite 102, Abilene 79605, 915/698-3433; William D. Hornaday, *Brenham Travel Service*, 522 Masonic Dr., PO Bx 1357, Brenham 77833, 409/830-1666.

VIRGINIA. Walter Loftin, *Alexandria Travel Service, Inc.*, 102 S. Patrick St., Alexandria 22314, 703/836-6565; Karl W. Helft, *Helft World Travel Ltd.*, 164 Maple Av. E., PO Box 99, Vienna 22180, 703/938-4666.

WASHINGTON. Carl Fowler, *Travel Center, Inc.*, 1201 Pacific Av., Tacoma 98402, 206/572-5850. ■