



from
**NATIONAL ASSOCIATION OF
RAILROAD PASSENGERS**

Vol. 6, No. 6



September, 1972

CAN AMTRAK HANDLE NIXON'S VISITORS?

Editorial

In his Independence Day address, President Nixon said the United States will "invite the world" to its 200th anniversary party in 1976. He predicted 28 million would come.

Furthermore, the President asked the travel industry to redouble efforts to bring the costs of lodging, meals and transportation within the reach of visitors.

Amtrak, of course, is part of the travel industry and if present trends continue, most intercity passenger trains may not even exist in 1976.

It is well known that certain railroad presidents are hostile to Amtrak and would gladly see it perish. It is also known that these presidents maintain close ties with the White House.

Railroad passengers hope the Nixon Administration will ignore these naysayers and "redouble" its own efforts to see that Amtrak is a success.

A good place for administrative officials to start would be to discard the niggardly funding level of Amtrak which is keeping the corporation from making needed improvements in its service.

Amtrak is so impoverished that it even lacks enough equipment to handle the millions who want to ride it in 1972, much less the prospective crowds in 1976. For Amtrak to be capable of handling 1976 travel demands, it will need new coaches, sleepers and dining cars. Design work on these should begin today.

Trains offer unique advantages to tourists and vacationers. If America doesn't have a robust Amtrak operating on convenient schedules to all parts of the country, then traveling during the Bicentennial for many visitors will be a chore instead of a pleasure.

Before we "invite the world," let's be prepared for it.

**APPLAUSE! APPLAUSE!
ICC'S GRESHAM HATES PASSENGERS**

Robert C. Gresham, vice chairman of the Interstate Commerce Commission (ICC), was the concluding speaker at the recent Railroad Public Relations Association convention in Hot Springs, Va.

According to a railroad confidant, Gresham said Amtrak is profitable along only one route (New York-Washington) and that passenger service except in high density corridors is "dead as a dodo."

He drew applause long and loud when he said the federal government would be much wiser to put its money into a program to assist railroads in improving their freight service.

Looks as if Mr. Gresham has the next passenger train-off discontinuance case decided before Amtrak even files its petition before the ICC.

One railroad public relations man said to another after the meeting: "In general, Mr. Gresham told us everything we wanted to hear."

That's no surprise.

**AMTRAK ANNOUNCES RESERVATION SYSTEM
Serves West Coast in 1974**

AMTRAK gave the go-ahead to contractors on July 28 to begin installing a \$7 million nationwide information and reservation system for intercity rail passengers.

The new system will provide confirmed round-trip reservations anywhere in the U.S. by a single toll-free phone call.

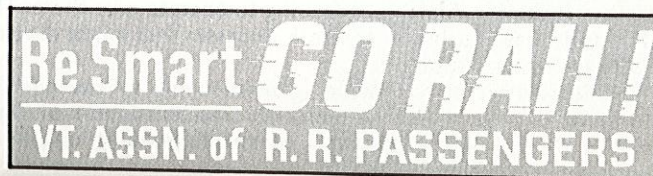
Key elements of the system are:

- Several regional reservation centers — Northeast, Southeast, Midwest (Chicago) and the West Coast.
- A central computer processing facility solely devoted to and controlled by Amtrak to service all reservation centers.
- Advanced communication facilities to provide the toll free public access to the centers and to connect the centers to the central processing facility and to each other.

The nerve center will be a computerized central processing system manufactured by Control Data Corporation. It will be capable of supplying an answer to any reservation agent's questions within three seconds.

The system will be programmed by Cytrol, Inc. of Minneapolis, Minn., with all communications provided by the Bell System.

(Continued on page 3)



NOW — ANOTHER BUMPER STICKER! — This sticker, printed in blue and white, has been produced by the Vermont Association of Railroad Passengers. Address: Herbert G. Ogden, RFD No. 1, Windsor, VT.

BIG JUMP IN TRAIN RIDERSHIP

Nearly 2.5 million more travelers used trains during the first three months of 1972 than during the same period a year ago, according to a quarterly activity report issued on July 5 by the U. S. Dept. of Transportation.

The increase in rail passenger usage is significant because a great amount of service was eliminated a year ago with the advent of Amtrak.

Both passenger and freight service in all forms of transportation showed increased activity in the first quarter of 1972 compared with the first three months of 1971, with one exception. Rail freight service was down, but that decrease was only minor.

In the first quarter last year, 65.1 million persons rode trains. The figure for this year's first quarter was 67.6 million.

BILL INTRODUCED TO CREATE "INTERSTATE RAILROAD SYSTEM"

An interstate system of railroads rivaling the country's highway network could become reality under a plan unveiled by Senators Vance Hartke (D-Ind.) and Robert Taft, Jr. (R-Ohio).

The Senators have cosponsored the "Interstate Railroad Act of 1972" which provides for the rehabilitation of main line railroad tracks and roadbeds to enable fast, dependable freight and passenger service.

The bill states that increased utilization of existing railroad rights of way is more compatible with the environment in terms of land use, air pollution and noise levels than is expansion of facilities for other modes of transportation.

Representative John D. Dingell (D-Mich.) introduced the measure in the House.



Sen. Hartke

Sen. Taft

Rep. Dingell

Under terms of the legislation, \$1 billion in federal loan guarantees would be set aside to help railroads individually finance rehabilitation work. About \$100 million per year would be available in direct federal grants to bankrupt and near-bankrupt roads.

First priority in rehabilitation would be given to an "interstate railroad system", of important main lines in all parts of the country, which would be designated by the secretary of transportation. All track in the system would have to be maintained to standards that would permit smooth, dependable train operation at 80 miles per hour.

The bill empowers DOT to police rehabilitation work, oversee compliance with safety standards and make certain federal rehabilitation money is "not diverted to payment of dividends or investment in non-transportation enterprises."

Tracks of the interstate railway system will be open to any carrier — including Amtrak — desiring to operate over them. The DOT would have authority to break impasses that might develop in trackage rights disputes.

The legislation also provides grants — not to exceed \$10 million in one year — for emergency reconstruction of lines damaged during natural disasters, if the railroad is unable to finance reconstruction.

Another \$10 million is available from the railroad rehabilitation fund each year for a research and development program into improving the stability, ride quality, longevity, and maintenance economics of railroad track and roadbed.

Senators Taft and Hartke pointed out that deterioration of track and roadbed conditions throughout the country is documented by figures issued by the Federal Railroad Administration.

Between 1963 and 1970, the annual number of train derailments caused by defects in or improper maintenance of track and roadbed, and in which property damage exceeded \$750 each, increased from 691 to 2,394 — almost 250%, in the face of a 12% decrease in total train and locomotive miles operated.

Other cosponsors are Sens. Lowell P. Weicker, Jr. (R-Conn.), Claiborne Pell (D-R.I.), and Harrison A. Williams, Jr. (D-N.J.).

RIGHT ON!

"An antagonistic public is always hard to deal with. I am afraid the public has little warmth and affection for the railroads." — Illinois Central President Alan S. Boyd.

SO TAKE THAT, SOUTHERN PACIFIC...

"Mr. Biaggini is certainly entitled to his own opinion about what the function of Amtrak should be. It is an opinion, however, with which I am in complete disagreement. In my opinion, intercity rail passenger service in the United States is here to stay, and its importance will increase as highways and airways become more and more congested, and as there is more and more public demand for clean air. Everyone employed by Amtrak is wholeheartedly committed to revitalizing rail passenger service in the United States, expanding that service as demands for it grow (as they surely will), and building a passenger railroad that in its equipment, speed, comfort and service will be second to none in the world." — Amtrak President Roger Lewis in response to an inquiry by Senator Gordon Allott (R-Colo.).

WON'T LET COMMUTERS ON TRACKS, RF&P SAYS

The Richmond, Fredericksburg & Potomac Railroad has informed the Metropolitan Washington Council of Governments that it may "actively resist" any attempts to operate commuter trains on RF&P tracks through Northern Virginia.

The letter, written by J.J. Neubauer, Jr., assistant to the president, contained unusually strong language:

"The current thinking on the part of the RF&P is such that rail commuter is viewed as a significant threat to our present and future freight handling capabilities; so serious in fact, that our company would be inclined to actively resist any plan which might contemplate the use of our facilities."

The Washington (D.C.) Star-News replied in a lead editorial:

"Who needs the railroads? A lot of people do, including commuters in the nation's metropolitan areas who are in many cases coming to a standstill on choked highways. [The RF&P statement] is a mighty good example of why the railroads find it necessary to spend so much money on public relations."

It is interesting to note that Moody's Transportation Manual indicates that the Commonwealth of Virginia owns 11,008 shares (over 20%) of the RF&P voting stock.

Along with the editorial, the newspaper ran the cartoon shown to the right.



"This is a freight line and we aim to keep it that way!"

Courtesy, Washington (D.C.) Star-News

AMTRAK HAULING MAGAZINES

Amtrak is earning revenues of over \$2 million a year by carrying magazines and newspapers, and it's out to get more such business according to Albert R. Karr of the *Wall Street Journal*.

"Amtrak's new effort to sell the hauling of magazines and newspapers is aimed both at publishers and the U.S. Postal Service," wrote Karr, "and is showing some success. Time Inc., for example, has just switched to Amtrak for its Chicago-Spokane Time magazine shipments because common-carrier truckers won't give the small-volume traffic the service Time wants."

Other publications are being carried on the *Broadway Limited*, *San Francisco Zephyr* and on New York to Florida trains.

Some publishers have indicated that they're reluctant to use Amtrak trains because they're not sure how long Amtrak will be around.

NARP COMMUTER PLAN PUSHED BY MARYLAND DOT

Maryland Secretary of Transportation Harry R. Hughes has announced a proposal for improving rail commuter service from Baltimore and the Maryland suburbs into Washington.

The plan is a scaled-down version of one that NARP has been pushing for over a year.

The proposal, subject to approval by the Maryland General Assembly, calls for renovating equipment and stepping up operating schedules on two lines into Washington now served by a few daily commuter trains.

Over a 6½ year period, the plan would cost an estimated \$7.4 million for new equipment and operating subsidies for the railroad lines. Of the total cost, \$2.7 million would be sought in federal grants.

Four passenger organizations, including NARP, approved of the plan but — in a unified appeal — urged implementation of the program on Jan. 1, 1973, instead of the July 1 start-up date proposed by the State DOT.

The Maryland Transportation Commission, an advisory body to the State DOT, has the proposal under study.

NARP AGREES

"Critics of Amtrak are correct when they suggest that the law allows the corporation to be more than an agency subsidizing railroads for operation of certain services. Rather than rely on established losers such as Penn Central for operation of the services, the corporation is specifically granted powers to run its own trains and to compel railroads to allow them rights of way. Nothing in the law forbids the corporation to . . . do any number of things which have not been attempted up to now." — William E. Thoms writing in the August issue of *Trains* magazine.

SAFETY REPORT AVAILABLE FROM STUDY GROUP

The National Transportation Safety Board recently issued a report on the April 5, 1971 Santa Fe train wreck in Collinsville Okla., where two people were killed.

The study determined that "the probable cause of the accident was the failure of the driver to stop his truck prior to impact with the passenger train, while crossing warning signals were indicating the approach of the train."

To reduce injuries, the NTSB recommends that Amtrak correct injury-causing features in its cars, such as dangling coathangers and hazardous window designs.

Interested NARP members should write for report number NTSB-RHR-72-1. Send requests to the National Transportation Safety Board, Washington, D.C. 20591.

Lewis Mumford Says

NARP Advisory Board member Lewis Mumford, in an article appearing in *Harper's Magazine*, wrote that further highway construction in the United States should be stopped. Instead, federal funds allotted to highways should be turned over to "rebuilding of the entire rail network — not just to maintain transportation already cut back to the barest minimum but to extend services deliberately abandoned by Amtrak. The needs of public transportation must not be confused with mere mass transportation."

Mumford also recommended that, "as a minimum immediate goal, restore as many passenger trains as were available in 1950, and enlist the aid of the labor unions in keeping them running, by providing at least minimal trains of two or three cars, newly designed, with full provision for baggage, manned by skeleton crews."

HATS OFF TO PLANO, ILL.



NARP member John Whitfield persuaded Amtrak to add a stop at Plano, Ill. on the route of the Illinois Zephyr. The photo above shows that 20 people boarded the train on May 22. Mr. Whitfield reports that on several occasions, a number of people left the station and sought other means of transportation when the train was over 30 minutes late. Now the NARP member is working on promotion to further stimulate travel. He writes, "Our local theatre manager will shortly provide free publicity for this train. He is going to present dialogue slides of the service between each of two showings daily. I estimate that an average of 2500 viewers per week will see these slides and listen to the dialogue under 'captive' conditions. . . The only cost is for film developing, and the transportation on the train for our young volunteer photographer."

Reservations (from p. 1)

An unusual feature of the system is its ability to continue operating should a major failure occur. This is provided by installing two data computers. If the main computer fails, the back-up unit will automatically take over within seconds.

The second computer unit will also provide statistical reports and analysis of train loadings and other corporate data processing services.

Operating 24 hours a day, the dual computer system is designed to quickly handle rail passenger reservations, and information services across the nation for all Amtrak trains.

It will have the capacity initially to handle over 400 trains per day to over 500 cities; at least 18,000 new reservations can be on file at any one time. When needed the system's capacity can be expanded.

Reservations will be stored by passenger name, providing instant identification for call-backs to the passenger.

The new system also will allow Amtrak increased flexibility to put into effect schedule and fare changes.

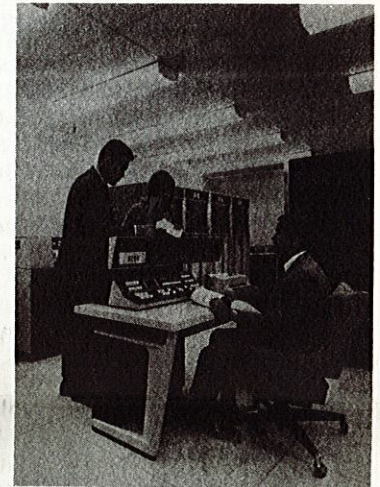
Another plus of the new system is early indication of trends. Passenger reaction to new service will be detected almost immediately.

The \$7 million cost of the program will cover construction, installation and equipment leases over a five-year period.

It will be fully operational within two years, with the Northeast area set to begin operating by next summer and the Southeast center in place the latter part of 1973. The Midwest and West Coast centers will go into operation by late 1974.

BUT DOES VIRGINIA WANT THE HIGHWAY?

The Virginia portion of the Capital Beltway will be widened to eight lanes. Work on the 21 miles of roadway is expected to cost between \$60 and \$100 million.



Amtrak's new computer

AMTRAK SERVICE TO BRITISH COLUMBIA

Amtrak's first international train — the *Pacific International* — made its initial run on July 17 between Seattle, Washington, and Vancouver, Canada.

The train leaves Seattle's King Street Station at 5:50 P.M. and arrives in Vancouver at 10:05. Southbound service departs Vancouver at 7:00 A.M. and arrives in Seattle at 11:15.

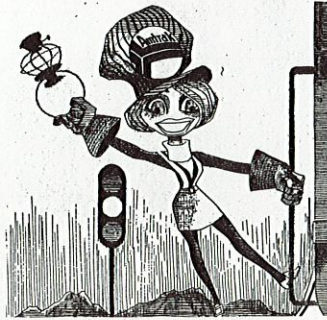
The *Pacific International's* schedule has been set to provide convenient connections with Amtrak's three-times-a-week *Coast Starlight*, which operates between Seattle and Los Angeles.

The new international train also connects with Amtrak's Empire Builder and North Coast Hiawatha to and from Chicago.

To encourage travel on the new line, Amtrak announced an \$8.75 round-trip, five-day excursion fare between Seattle and Vancouver. The one-way coach fare between the two cities is \$6.50. The one-way coach fare between Vancouver and Chicago is \$96.50.

The Seattle-Vancouver train is the first of three international services Amtrak will operate to Canada and Mexico at the direction of the U.S. Congress. Details will be announced later on plans to begin services between the U.S. and Montreal, Canada, and Nuevo Laredo, Mexico.

On The Right Track



Courtesy, Robert McCausland and the Seattle Post-Intelligencer

BOYD CALLS FOR UNIFIED CHICAGO TRANSIT NETWORK

Under a regional mass transit system, Chicago area residents could transfer freely from buses to commuter trains or from subways to suburban buses, and they could travel through the metro area as directly as motorists now do on the expressway system, Alan S. Boyd, Illinois Central Railroad president recently said.

Speaking for Chicago's major commuter railroads, the former U. S. Secretary of Transportation told the Illinois Commission for Economic Development that a regional system not only would make metro traveling more attractive, it would also save the area's transit resources from further deterioration and ultimate collapse.

The proposed Chicago Metropolitan Area Transportation System (CMATS) would provide for unification of all public and private transit carriers into a single system within two years of legislative action, Boyd said.

CMATS would unite 26 carriers in six counties of northeastern Illinois. Major carriers included would be the Chicago Transit Authority, nine commuter railroads, and numerous bus companies. While the carriers now constitute an area network, they do not constitute a system, Boyd said.

Amtrak Did It

NARP Chairman Anthony Haswell was late for a meeting in Washington, D.C. because Amtrak was announcing that the *Broadway Limited* was on time and Haswell believed it. Leaving Harrisburg, however, tracks were badly damaged by Hurricane Agnes. "What bothers me most," said Haswell, "is that all up and down the line Amtrak and Penn Central were assuring people that the train will arrive in Washington on time. Hundreds of people are being misled every day about these slow orders." Incidentally, the two people waiting for the NARP Chairman in order to start a meeting were none other than Federal Railroad Administrator John Ingram and FRA's Deputy Administrator, Henri Rush.

NARP's CALL FOR NEW CARS HIGHLIGHTED

A new publication, *Rational Transportation*, edited by famous freeway-fighter Helen Leavitt, headlined a story on Amtrak by saying "The Feeling Grows That It's Real Purpose Is To Kill Passenger Rail Service."

NARP Chairman Anthony Haswell was extensively quoted on the need for Amtrak to purchase new equipment — namely, 300 cars at \$300,000 per unit.

RAILMAN 'ASHAMED' OF REFURBISHED EQUIPMENT

A railroad official in the midwest — who for obvious purposes desires to remain anonymous — gave NARP the following details of the Amtrak car "refurbishing" program:

"Amtrak gave us a list of cars which we would get for repair; so far not one of the cars on that list has appeared. Last minute substitutions have been the rule. Blueprints of the cars are impossible to get on short notice and they're impossible to work on without prints. The railroads placed many of the cars in storage for years with burst water lines and missing parts.

"Since the cars are few of a kind, parts frequently have to be special ordered with two and three month lead times required, and Amtrak expects the cars to be outshopped in 20 days.

"One car went through the paint shop four times because the Amtrak personnel could not make up their minds on what the interior paint scheme should be. Two coaches arrived last week and were immediately pulled out because they were the 'wrong' cars.

"Comments by everyone about the 'refurbished' equipment has been negative, with many people blaming the shop personnel. We are not permitted to do any work not specified by Amtrak. In many cases they want only a 'face lift' done to a car, which means paint the exterior, replace broken glass and any other gross problems.

"Many of the minor items we are instructed to ignore. That is why some doors won't work, cooling fountains are loose and rugs are filthy. We are all ashamed of some of the trash that has gone out of the shop labeled 'refurbished'."

W. VIRGINIA "PEOPLE MOVER" COST TWICE ESTIMATE

Interested in constructing an "innovative" people-mover in place of an "obsolete" rail transit system in your city?

Add up the costs before making any decisions.

Costs of the 2.2-mile automated people mover rapid transit system being built in Morgantown, W. Va. have crept over \$40 million, twice the original estimates, a spokesman for the U. S. Urban Mass Transportation Administration told *Pittsburgh Post-Gazette* reporter Jonathan Williams.

The UMTA spokesman, Walter Gold, said the idea of the federal government footing the complete bill for the planned 1.6-mile extension of the PRT (Personal Rapid Transit) experiment have been all but ruled out in Washington.

"We will not fund any expansion of the Morgantown project with our research, development and demonstration funds," Gold told the *Pittsburgh* reporter.

Gold said the original estimates for the Morgantown project were in the area of \$20 million for the 2.2-mile double-tracked guideway, three stations, a control center, a maintenance facility and five PRT cars each carrying 15 persons at a time.

Dr. Samy E. G. Elias of the West Virginia University industrial engineering department, who is in charge of the Morgantown PRT project, estimated the cost of the system will be \$42.5 million when it is completed in October.

"That (the cost) does not really surprise me," he said.

The PRT is rubber-tired, computer controlled and electrically powered.

ARKANSAS GOV. DALE BUMPERS WANTS AMTRAK SERVICE

Arkansas Governor Dale Bumpers held a press conference on August 2 and announced he would try to generate "a massive push" to persuade the Transportation Dept. and Amtrak to include a route through Arkansas in the Amtrak system.

He also said Amtrak officials were wrong in justifying the exclusion of Arkansas from Amtrak on the ground that the old *Texas Eagle* route had lost \$1.3 million in the last year of its operation.

Passenger service in Arkansas had been prosperous, he said, until the Missouri Pacific Railroad began discouraging it in favor of freight service.

"It is my information," Governor Bumpers said, "that only towards the end was it unsuccessful financially, and this was due to a concerted de-emphasis on the passenger trade in favor of freight service."

"During the last year, the fact that passenger service was not favored was made patently clear to the citizens of my state, and traveling by rail became more and more inconvenient," he declared.

The Governor wants Amtrak to designate an additional route that will connect the system from St. Louis to Mexico via Arkansas.

He asked for a meeting with Transportation Secretary John A. Volpe, Amtrak officials and the Arkansas congressional delegation before a decision is made on a route to Mexico.

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"The most active spokesman for Amtrak service to Arkansas has been John A. Mills, member of the National Association of Railroad Passengers." — Editorial comment, *Arkansas Gazette*, July 25, 1972.

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In an editorial, the *Arkansas Gazette* criticized the Little Rock Chamber of Commerce for not moving faster to fight for Amtrak service.

"The most routine function of a Chamber of Commerce is to plump for better transportation," said the editorial, "but the Chamber has made not the slightest overture to Amtrak in connection with the new route to Mexico."

"There is no conclusion to be reached except that the Chamber is in this context not the servant of the public interest but rather of the specific interest of the Missouri Pacific Railroad. It was Mo-Pac that systematically strangled to death the last passenger service in Arkansas and, one gathers, does not want to have to be bothered with any kind of passenger trains running in the state," declared the editorial.

RAIL ATTITUDE SURVEY A BOMBSHELL

Despite millions of dollars spent by the industry to promote the position that railroads are for freight rather than people, most Americans still think in terms of passenger service when they are asked about railroads. That's the conclusion of a survey undertaken for the Association of American Railroads (which paid the million for television, radio and print media advertising) by Independent Research Associates Inc., a District of Columbia firm. Not only do Americans think primarily about passenger service, the study says, but most of their comments "are criticisms of the railroads because of outdated equipment and shabby stations." And, says the survey, most of the public blames poor management for the railroad industry's financial woes, although it "does not necessarily view the railroad owners as either inept or as robber barons." However, the public believes that labor unions — by a slim margin over management — are most responsible for other problems. The report is based on a public opinion survey of 720 individuals 18 years of age or older at 127 locations in 61 counties between April 7 and April 16 of this year. — summarized from story written by Stephen M. Aug in the *Washington, (D.C.) Star-News*.

AMTRAK SNAFUS

"Amtrak took us for a ride. . . I am 71 years old and my wife is 68, but we had to stand up all the way from Milwaukee to Wisconsin Dells, about 110 miles, on the *North Coast Hiawatha*. We asked for seats but the conductor told us, 'We furnish transportation only, not seats.' Surely there is room for improvement in Amtrak. It wouldn't take too much money — just management." — "L.S." writing in the *Milwaukee Journal*.

"The train stopped and discharged several passengers and then pulled forward a short distance so several people on the last sleeper could alight on the platform. The train then started forward ignoring the brakeman's frantic signal to stop so several passengers could board. The train proceeded about two blocks past the station before it stopped. There was then a delay of at least 20 minutes and then after some discussion the train backed up to the station so the passengers could board. As a result of this blunder, at least 30 minutes additional time was lost on top of the five hours the train was already behind schedule." NARP member Darall G. Hawk of Bartlesville, Okla., attempting to board Amtrak's *Broadway Limited* in Lima, Ohio.

"Greyhound gained a customer and Amtrak lost one." — NARP member Alber E. Wolf, Lansdale, Pa.

"Well over a hundred people had to stand up between New York and Albany. . . the air conditioning was not good. . . and we were forty minutes late into Buffalo." — NARP member John D. E. Barnett, Washington, D. C.

To Amtrak: "You've come a long way, baby. But you've still got a long way to go." — NARP member Donald W. Hall, Oakland, Ca.

"On July 1 five other passengers and I were forced to lay over at Ogden for a full day, because the D&RGW *Rio Grande Zephyr* was a bit late in arriving at Salt Lake City, and the conductor on that train either could not or would not notify the UP/SP at Ogden that the transfer limousine would be able to arrive at Ogden within a few minutes of the scheduled departure time of Amtrak's *San Francisco Zephyr*, and request SP to hold the train." — NARP member Keith W. Handerson, Mountain View, Ca.

"In Denver, when we called to make reservations, my friend hung on the phone for half an hour before they answered." — NARP Advisory Board Member Mario Pei, Glen Ridge, N.J.

MAYBE SOMEDAY ON AMTRAK?

Hertz Rent A Car has announced that, starting Aug. 1, it will pay commissions to all airlines for Hertz car rental reservations booked by the carriers.

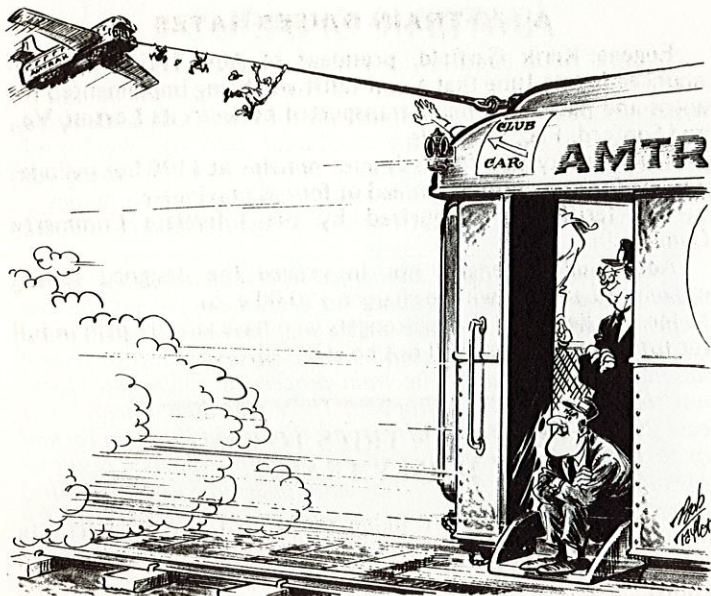
The airlines will use their own reservations networks and received a 15% commission from Hertz.

Airline industry sources said that car rental companies do roughly 60% to 70% of their volume at airports.

MAY USE TRAINS TO 'BUS' PUPILS

"Detroit — This city is eyeing use of trains, as well as buses, to take pupils between Detroit and its suburbs, in compliance with the district school desegregation order involving the city and 52 suburban districts. Rail lines of the Penn Central and the Grand Trunk are being considered so as to cut down on the cost of purchasing an estimated 265 buses needed to comply with the court order." — *Labor* newspaper, July 15, 1972.

Changing Your Address? Notify NARP!



"If the airlines can sell liquor over Kansas and Oklahoma — by golly — so can we!"

Reprinted courtesy of cartoonist Bob Taylor and the Dallas Times Herald.

AMTRAK SHOWS LITTLE INTEREST IN OFFER OF NEW DALLAS STATION

Dallas voters recently approved bonds for a \$6 million "multi-modal passenger transportation terminal" to handle helicopter, bus and Amtrak traffic.

Consequently, County Commissioner John Whittington — who has been pushing for Amtrak service to Dallas — has corresponded with Amtrak officials on the proposed terminal. So far, he says, his letters have generated little response.

"What we need is more drum-beating" said Whittington at a recent strategy session of the Dallas City-County Amtrak Committee.

Area Congressmen have been urged to "raise their noise level" in Washington to help along Dallas' plea for rail service.

A key member of the Amtrak committee has been Dr. M. D. Monaghan, a NARP Member from Garland, Texas.

The committee has joined forces with the Arkansas group seeking Amtrak service between St. Louis, Little Rock, Dallas and Mexico.

Rush-Hour Tolls Suggested

A. U.S. Dept. of Transportation report released on August 3 has concluded that a special tax or toll on drivers who use their cars during rush hour would be an "effective device" in decreasing traffic congestion.

Fred Barnes, reporting for the Washington (D.C.) Star-News, wrote that DOT indicated "a peak period pricing system in which each user is required to pay for the added congestion" would aid in "rationing urban highway capacity in a more efficient manner."

The report noted that a pricing system "may be technically difficult to implement and would probably meet resistance from private automobile users."

THREE CHEERS FOR IOWA CANDIDATE

Dick Clark, Democratic candidate for the U. S. Senate recently said he fears rail passenger service will decline still further unless better approaches to its problems are developed.

He said Amtrak "is still under-funded, hampered by outdated equipment, and poorly managed."

TRAIN RIDERS "RAIDED" IN KANSAS AND OKLAHOMA WHILE AIRLINE PASSENGERS ARE LEFT ALONE

State officials in Kansas and Oklahoma have stopped Amtrak from serving liquor aboard passenger trains by enforcing questionable state laws against sale of liquor-by-the-drink.

On July 19, state officials stopped trains in Oklahoma City, Okla., and Newton, Kan., and arrested conductors and stewards on charges of running "open salons."

Amtrak's Vice President for Public Affairs, Edwin E. Edel, said Amtrak "will resist the position taken by the states. We believe that the statute which created Amtrak gave it the right to establish a nationwide standard of on-board food and beverage service for rail passengers."

"We also think rail passengers should no longer be treated as second-class citizens relative to airline passengers," said Edel.

Reaction to the raids was generally unfavorable. In a statement to the Topeka Daily Capitol, NARP Executive Director Joseph Vranich said the liquor raids were "ridiculous" political ploys.

"Generally, activities such as this come from politicians trying to make a name for themselves in an election year," Vranich said.

WIBW Radio in Topeka pointed out that "Amtrak provides Kansas with rail passenger service which is far above the level enjoyed by some states. It is possible Amtrak could re-route the trains through Nebraska, Missouri and Arkansas avoiding Kansas. Amtrak would still be able to serve drinks to train patrons and Kansas would be without rail passenger service."

Many NARP members wrote letters to various public officials pointing out that liquor flows rather freely while airborne between Wichita and Kansas City. If TWA, Braniff and Frontier can do it, why not Amtrak?



BOUQUET TO VOLPE

"I should like to mention that there is an exception to be made while criticizing the Amtrak board. That exception is Transportation Secretary John A. Volpe. We are convinced that Secretary Volpe is a friend of the railroad passenger and we are all fortunate that he is committed to the success of Amtrak." — NARP Executive Director Joseph Vranich in an August speech to the California Association of Railroad Passengers.

FARE INCREASE: EVERYBODY SAYS O.K.

The New York Metropolitan Transportation Authority, the Interstate Commerce Commission, and the Federal Price Commission all have one thing in common — they've permitted the Penn Central to increase commuter fares on the Hudson and Harlem lines which will affect 69,000 passengers yearly.

The increases range from 15.63% to 31.25%, with the average for most commuters being 23%.

The railroad claims the new fares would increase passenger revenues by \$425,000 a month. NARP learned, however, that the MTA did not know what the "diversion factor" would be — revenue lost from a decline in patronage because of higher fares.

Fortunately, improvements are on the way. The MTA has announced an improvement program for the line which includes installation of welded rail in areas where commuters "have been enduring a bouncing, crawling ride for so long", new air-conditioned Metropolitan cars, construction of high-level platforms, painting of stations and modernization of power supply and signal systems.

TICKET, RESERVATION PERSONNEL SIGN AMTRAK CONTRACT

Amtrak signed its first labor contract on July 24 — an agreement with the Brotherhood of Railway and Airline Clerks (BRAC) that covers Amtrak's ticket sellers, reservations personnel, and other clerical forces throughout the nation.

The nationwide contract covers the terms and conditions of employment between Amtrak and the union, including wages, hours of work, seniority, union recognition, grievance procedures, and vacation and other fringe benefits.

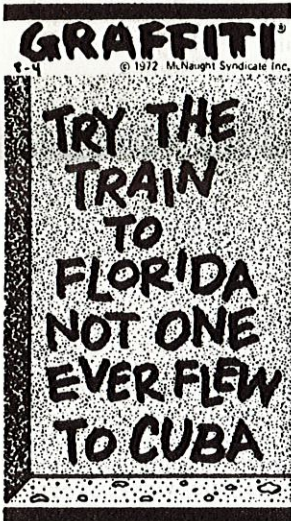
"It was hard bargaining all the way," said BRAC President C. L. Dennis, "but the satisfactory conclusion to a difficult negotiation shows that free collective bargaining can and will work."

Last November, Amtrak recognized the BRAC as the collective bargaining agent for employees involved in clerical work.

Amtrak President Roger Lewis said "An initial contract usually is a tough one to negotiate because every clause is new and must be bargained."

"The fact that the parties were able to reach agreement without having to resort to the lengthy mediation procedures provided for in the Railway Labor Act is a tribute to the respective organizations," he said.

The committees consisted of Bruce Pike, BRAC Vice President; Frank Lynch, Special Assistant to BRAC President C.L. Dennis; Roger Brown, Amtrak's Director of Labor Relations, and Gene Rosen of Amtrak's legal staff.



DOT TRAVELERS STUDY

The U.S. Dept. of Transportation paid \$40,000 for a study which outlines the difficulties experienced by travelers on rail, air and bus lines. This is a sample of some of the conclusions:

"Due to the austere hand-operated baggage handling system of the railroad network, the passenger experiences many inconveniences in carrying luggage on his trip. This is further compounded by the lack of sufficient porters at rail stations to assist travelers with their baggage."

NARP members can get copies by writing for report number DOT OS-10212. Send requests to Office of Consumer Affairs, Dept. of Transportation, Washington, D.C. 20590.

'SEE AMERICA FIRST'

Arthur Lloyd, Amtrak's Manager of Tours & Groups, reports that the May 1972 totals for group travel are quite impressive.

In the Boston area, Amtrak reported handling 65 groups; the Florida District 19; the Middle Atlantic States, 55; Philadelphia, 39; and New York 82.

The West Coast produced 28 groups and the Central Region came up with 48 more. In all, these areas reported total ridership for the month of over 160,000 passengers.

Amtrak now offers over 70 tours. Art Lloyd says "Our experience shows, that if people are presented with an accessible and attractive tour package, they will choose rail travel for their vacationing."

NARP learned in an inquiry to Amtrak that no records were kept by individual railroads before Amtrak's startup, and it is impossible to determine the number of tour groups carried by railroads in prior years.

AUTO-TRAIN RAISES RATES

Eugene Kerik Garfield, president of Auto-Train Corp. announced in late June that a new tariff was being implemented for autos and passengers being transported between its Lorton, Va., and Sanford, Fla., terminals.

The one-way fare for each auto remains at \$190 but includes passage for two persons, instead of four as previously.

The tariff was authorized by the Interstate Commerce Commission.

Additional passengers not to exceed the designed seating capacity of an auto will be charged \$20.00 each.

Mr. Garfield said that passengers who have already paid in full for future reservations will not be affected.

DELTRAN TRIES TO SAVE JERSEY TRAINS

Thousands of fliers are being distributed by the Delaware Valley Citizens Committee for Better Transportation (DELTRAN) in an effort to boost ridership on trains connecting Lindenwold, N.J. (Philadelphia) with Cape May and Atlantic City.

The fliers are tastefully done and give complete schedule information.

Harry Hyde, Jr., NARP member and acting executive secretary of DELTRAN, has also placed small ads in Philadelphia's avant-garde newspaper, *The Drummer*, promoting the trains.

Address all inquiries to DELTRAN, P. O. Box 429, Bryn Mawr, Pa. 19010.

AMTRAK POTPOURRI

Busen now connect the Breakers Hotel in downtown Long Beach directly with Los Angeles Union Station. . . NARP member W. L. Weis of Okemos, Mich., writes that "Amtrak may be a little slow in some things but Red Caps are in full force at the Chicago Union Station. . . George M. Beischer, a mechanical engineer with over 25 years experience in railroading, has joined Amtrak as Chief Mechanical Officer. He joins Amtrak from C&O/B&O. . . John W. Mills, NARP member from Indiana, Pa., reports that the Penn Central ticket agent in Altoona, Pa., "has really gone overboard in providing bang-up service for rail passengers — she was most kind". . . Volunteers recently met in Ann Arbor, Mich., to clean up the tracks and platform areas of the Penn Central/Amtrak station there.



Support NARP — Bring In A
New Member



Yes, I want to aid the cause of better rail passenger service. I understand I will receive a membership card and a monthly newsletter to keep me informed of developments.

Enclosed is my remittance for the category checked. I understand that \$3.00 of this amount is for a one-year subscription to the newsletter.

- | | |
|---|--|
| <input type="checkbox"/> Contributing \$10 | <input type="checkbox"/> Sponsoring \$50 |
| <input type="checkbox"/> Participating \$25 | <input type="checkbox"/> Sustaining \$100 |
| | <input type="checkbox"/> Life, \$500 or more |

(Please Print)

Name _____

Address _____

City _____

State _____ Zip _____

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.

LOCAL NARP EFFORTS SPREAD TO TEXAS

The Austin Committee for Public Transportation was recently formed to promote mass transportation services in the Austin area.

The ACPT is affiliated with NARP and emphasizes the need for rail passenger service and rapid transit systems.

Lyndon Henry is Chairman; Connie Clark, Co-chairman.

Further information is available by writing Mr. Henry at 2408 Ware Road, Austin, Texas 78741.

OPPORTUNITY MISSED

Many airline pilots staged a one-day strike on June 19 in response to the increasing number of hijackings. Even though many travelers were forced to seek other means of transportation — particularly in the crowded Northeast Corridor where Eastern Airlines stopped operations — Amtrak was unable, due to equipment shortages and insufficient planning, to add extra trains.

'TO HELL IN A DAY COACH'

Twelve Denison, Ohio college students enrolled in a course entitled, "To Hell in a Day Coach," a study of Amtrak. The course included a train trip to Miami planned by sociology professor Al Bradshaw and *Passenger Train Journal* Editor Kevin McKinney. Amtrak officials gave the group "red carpet" treatment in Chicago. While aboard the *Broadway Limited*, the "class" had a chance meeting with NARP Chairman Anthony Haswell. The professors and students had such a good time traveling on Amtrak that they're planning a reunion!

SHOULD AMTRAK BE NOT-FOR-PROFIT?

"Unless Amtrak affairs take a distinct turn for the better by the end of this year, I believe that more drastic changes must be made in the statute. NARP is considering a call for conversion of Amtrak into a not-for-profit corporation; removal of the railroads from the board of directors; and establishment of a genuinely bi-partisan mechanism for selection of board members, in which both the President and the Congress would participate." — NARP Executive Director Joseph Vranich in an August speech to the California Association of Railroad Passengers.

NEWS from NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

417 New Jersey Avenue, S.E., Washington, D.C. 20003

Published monthly except during November by the National Association of Railroad Passengers at the above address. Phone 202-546-1550.

Vol. 6, No. 6

September, 1972

Anthony Haswell, Chairman
Joseph Vranich, Executive Director
Ann Hagemann, Executive Secretary

Subscription is through payment of a membership fee to NARP, \$3.00 of which applies to a one-year subscription to this publication.

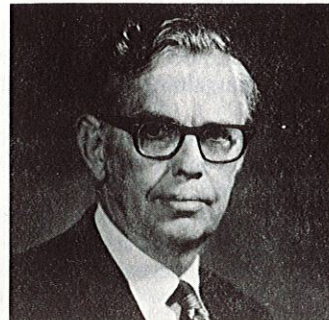
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FRIENDS OF THE RAILROAD PASSENGER

Rep. Gilbert Gude

Noting Maryland's reluctance to build additional auto routes into Washington, D.C., Rep. Gilbert Gude (R-Md) has called on the State to examine ways to improve the present railroad service into the city.

In a letter to Maryland Secretary of Transportation Henry R.



Hughes, the Congressman urged consideration of all or part of NARP's proposal for improved and coordinated service along the lines of the B&O, Penn Central and RF&P. The plan would use existing tracks and stations but would use new equipment and add a new stop in Southwest Washington.

The Maryland DOT has responded to the Congressman's request by releasing a staff

study which recommends a similar — but smaller — plan (see p. 3).

Rep. Gude wrote, "For years rapid rail transit planning had been predicated on the additional services of a complementary freeway system which has not proceeded according to plans. Recently your Department announced that it no longer supports a freeway access to the District of Columbia from the northwest via I-70S. Recent statements of the Prince Georges Council indicate the I-95 connections to the District of Columbia are uncertain."

In addition to pushing for improved commuter rail service, the Congressman is working to insure construction of Washington's transit system.

RAILWAY AGE EDITOR SALUTES NARP

"I sometimes wish we had a National Association of Airline Passengers as persistent with the needle as NARP. I have flown many miles in the last 25 years, and have seen airline service start to go the route of railroad service." — *Railway Age* Editor Luther Miller in a letter to NARP.

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