



from the
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RETURN REQUESTED

Kiley Tackles Autos Head-on

NY MTA Chief's Rousing APTA Convention Speech

"The automobile is the single greatest source of air pollution in America"

"\$5 billion of advertising a year is devoted to the automobile. Our expensive appetite for the automobile is subsidized. Some \$300 billion a year—over \$2,000 a car—is spent annually by our governments on the auto. . . .

"Federal transit funding should be at least doubled. It has declined 50% in constant dollars since 1980, so doubling would make us whole. By rights it should be tripled. . . . The fight ends in Washington. It begins in each of your communities."

—Robert R. Kiley, Chairman of American Public Transit Assn.'s Transit 2000 Task Force and of New York's Metropolitan Transportation Authority addressing APTA's 108th Annual Meeting



In a speech that would have warmed the hearts of NARP members, Robert R. Kiley graphically outlined how auto overdependence is hurting America and urged the American Public Transit Association (APTA) to respond aggressively. Kiley spoke at APTA's 108th annual meeting, on Sep. 25 in Atlanta.

APTA is the big trade association representing transit authorities and many of their suppliers. APTA's Transit 2000 Task Force has worked for 2 years on a report aimed at enhancing transit's contribution to U.S. mobility in future years.

Kiley said, "We have an addiction problem with the auto. We used to talk about a 'love affair' with the auto. Now, we must point out the self-destructive nature of our auto dependence—its reduction of our mobility and its contribution to air pollution and dependence on foreign oil. . . .

"We must move away from defeatist attitudes about our



—Tom Toles in the Buffalo News

SACRAMENTO TROLLEY SUCCESS!

"Some 77% of those traveling by trolley could drive if they wanted to, compared to the 45% who ride buses by choice, said Peter Stopher of the Los Angeles-based Evaluation and Training Institute.

"This tells me rail is succeeding in getting people to stop using their cars," said Stopher, who has surveyed transit districts around the world.

"So if one is looking at, 'Have we built a system here that will help reduce traffic and congestion?' the evidence appears to show that is true. A lot of these people were using a car before the rail line was built.' . . .

"Last week, light-rail ridership hit an all-time, week-day high of 18,795."

—The Sacramento Bee, Sep. 29

business. Since the 1940s, too many of us have accepted a market which emphasized the elderly, the poor, and the very, very young. This has led to our status as the perpetual stepchild. We have got to stop prostrating ourselves for the one penny [of the federal gasoline tax] and begging not to be run over by the highway and truck lobbies. We must leave this defensive wilderness.

"Increasingly throughout our country there have been successful campaigns for halting or reducing proposed highway projects. People are looking for alternatives to the automobile. If we [the transit industry] are found wanting, they will resign themselves to the automobile. . . . In Southern California, car manufacturers are actually pushing transit as an alternative to tighter emissions standards.

"We have a once-in-a-generation opportunity to make major changes in national transportation priorities, as Congress deals with the Clean Air Act, a new Surface Transportation Act, and the future of the federal gasoline tax.

"Land use decisions have been made all over America without regard to infrastructure, especially transportation. The result is congestion, air pollution, and relative immobility. We absolutely must reduce our use of the automobile."

Kiley cited one tangible result of the decline of capital outlays for public works (from 2.5% of the gross national product in 1965 to 1% this year): a water main broke in New York City Sep. 3, closing a subway line (for 4 weeks) and leaving 1/2 million riders without their regular transit service.

Kiley also plugged fast *intercity* passenger trains, noting the French TGV has gone 200 mph (see France/Texas box). He lamented that, "in this country, a fast train is 80 mph, sporadically."

Kiley began his talk by praising Transportation Secretary

SKINNER: UPBEAT AT APTA

Transportation Secretary Samuel Skinner, in his talk at the APTA annual meeting, announced he was going to Europe [in late Oct.] "to update myself on high speed rail. The time has come for us to thoroughly and professionally determine whether high speed rail can play a role in the U.S., especially in the Northeast Corridor. This can work only if mass transit cooperates. The rights-of-way are the same. The connections are the same."

Skinner commented on the "striking" growth of suburb-to-suburb commuting and said it was "very disturbing that workers don't have the mass transit they used to have. They either leave these jobs or drive. . . . Somehow, some way we must meet that suburban market, not give it away. . . . Existing infrastructure can be organized for reverse commutes." (He may have been thinking of the feeder buses which link some SEPTA commuter rail stations in the suburbs to key office parks nearby, enabling downtown residents to get to suburban jobs by transit.)

"Mass transit," he said, "can be the alternative to highway congestion and can be the solution to some of the Clean Air problems and to access of the unemployed to suburban jobs."

He brought some bad news. He said his forthcoming transportation policy will be explicit in showing "there is no panacea for transit problems in Washington," that is, the federal government will fund a declining share of the cost of transit projects.

Superb Quotes from APTA Report

Here are a few of the excellent quotes included in the executive summary of APTA's Transit 2000 Task Force Final Report:

Sara R. Nichols, Clean Air Council of the Delaware Valley (Philadelphia): "Rather than highway funding sanctions, (Clean Air Act) non-attainment areas should be eligible for and granted funding to be utilized for systems that would reduce vehicle miles traveled, namely mass transit."

Robert A. Innocenzi, Acting Commissioner, New Jersey DOT: "It is unacceptable that the federal government should, on one hand, insist upon stringent clean air standards for urban and suburban areas while, on the other hand, reduce its commitment to mass transit."

David R. Boldt, Editorial Page Editor, *The Philadelphia Inquirer*: ". . . if the largest single source of air pollution in this country is vehicle emissions, does it make any sense to design a federal clean air policy with no effort to entice people out of their cars?"

Samuel K. Skinner and by expressing appreciation for the fact that Urban Mass Transportation Administrator-Designate Brian Clymer and his senior staff would be at the *entire* 3-day annual meeting. "This is the first time I remember this happening."

(To get the Executive Summary of the APTA Transit 2000 Task Force's Final Report and/or APTA's brochure, "Mass Transit—The Clean Air Alternative," write to APTA, 1201 New York Av., NW, Washington, DC 20005. Tell them you are responding to the NARP News article.) ■

S. 1630, A Strong Clean Air Bill!

S. 1630, the Clean Air Restoration and Standards Attainment Act of 1989, introduced Sep. 14 by Sen. Max Baucus (D-MT) and 12 co-sponsors, has strong measures to reduce emissions from motor vehicles. To confront the growth in travel, S. 1630 also strengthens linkages between regional transportation planning and a state's adopted air quality plan. (Strengthening of the Clean Air Act's conformity requirements between DOT and EPA was recommended in the environmental community's *Blueprint for the Environment*. See Jan. News.)

S. 1630 sets new tailpipe emission standards for nitrogen oxides and hydrocarbons—both precursors of ozone, the prime ingredient in smog. To help control greenhouse gases, S. 1630 requires cars, for the first time, to meet a carbon dioxide standard. The Senate Environment & Public Works Subcomm. on Environmental Protection held hearings on S. 1630 on Sep. 27-28; the subcommittee expects to mark-up the bill soon.

Please urge your Senators to support S. 1630, emphasizing the importance of strong transportation planning and auto control measures.

In the House, long-time clean air antagonists John Dingell (D-MI) and Henry Waxman (D-CA) compromised on auto pollution control standards. The compromise is much weaker than Waxman's earlier bill (H.R. 2323) but improves upon current law (and Bush's proposal) by extending California's clean car program nationwide. ■

Officials Praise "Montrealer"

At the July 17 station ceremonies for the "Montrealer" inaugural (Sep. News), speeches were upbeat and reflected the bipartisan nature of support for Amtrak. At Brattleboro, Sen. Patrick J. Leahy (D-VT) graciously gave much credit for the train's restoration to Rep. Silvio O. Conte (R-MA). Here are some of the day's other noteworthy comments:

Rep. Silvio O. Conte (R-MA) at Amherst: "This is better than being at Fenway Park on opening day! Amtrak without the 'Montrealer' is like Abbott without Costello, the Celtics without Bird, Massachusetts without the Berkshires. . . . It was probably easier to build the first railroad coast-to-coast than to hammer out the agreement with Boston and Maine."

New Hampshire Gov. Judd Gregg (R) at Claremont Jct., where the largest crowd of the day turned out: "I took Amtrak many times when I was in Congress but I had to drive to Boston. I'm sort of sorry I'm not in Congress anymore so I



—Photo by Scott Leonard

Amtrak's inaugural "Montrealer" breaks a banner at Amherst, MA, July 17. Amherst is a new stop for the "Montrealer", as it detours around deteriorated Boston & Maine trackage north of Springfield, MA.

could come to Claremont and ride Amtrak to Washington."

Sen. James Jeffords (R-VT): "I used to ride the 'Montrealer' a lot when I was in Congress. My daughter's clearest memory of me from my years in Congress is watching me wave from the rear of the train."

Vermont Gov. Madeleine M. Kunin (D): "This is not just



—Photo by Robert F. George

Brattleboro, VT is representative of the crowds that turned out for the inaugural 'Montrealer' July 17. Visible are (from left): CV President Gerald Maas (at podium), Sen. Patrick Leahy (D-VT) and Amtrak Executive Vice President and Chief Operating Officer Dennis Sullivan (both at left of "All Aboard Amtrak" balloon) and NARP member Lawrie Brown (with hat), talking with Gov. Madeleine Kunin (D-VT, in jacket and flowered skirt on right).

Faster French Trains, High Texas Hopes

French National Railways (SNCF), after investing \$3 billion in new tracks and trains, introduced its 186 mph "TGV Atlantique" Sep. 20, cutting the 125-mile Paris-LeMans trip from 1:40 to 55 minutes. France has run the world's fastest scheduled passenger trains since taking the distinction away from Japan, which held the record from 1964 to 1981.

TGV Atlantique's motors are 40% more powerful than those on the Paris-Lyon line, where the top speed is now 168 mph. The new train could go 223 mph but, says the manufacturer, "it would be unwise to make such a large jump in speed right now because it might scare away a lot of the public" (*The New York Times*, Sep. 21).

A week later, on Sep. 27 in Houston, William M. Agee, chairman and CEO of Morrison Knudsen Corp. (MK) announced organization of a consortium to compete for the franchise to build a "very high-speed rail system" he hopes could link Houston and Dallas-Ft. Worth by 1998 (running time: 1:48; all-private investment: \$2.2 billion). The Texas High Speed Rail Authority hopes to award the franchise by next summer. One other application, from a German consortium, is expected shortly.

MK is a big U.S. construction and engineering company with rail experience. Its consortium also includes GEC Alsthom—French manufacturer of the TGV "Atlantique" trains—and some Texas businessmen. MK envisions expanding the system to San Antonio and Austin—first from Houston, later from Dallas-Ft. Worth—by 2008. ■

the rejuvenation of Amtrak but of a way of life. We're going to save energy, use public transportation. . . . Passenger train service is a journey into the future, pointing in the right direction regarding energy and the environment. . . . Ride the train to protect the ozone layer and put a halt to global warming." (This was taken from her Brattleboro, Bellows Falls, and Claremont Jct. talks; she spoke at all U.S. stations except Amherst.) ■

Illinois and California Issue Rail Passenger Reports

Illinois DOT and Caltrans recently issued studies of rail passenger service which could lead to major service improvements.

In the wake of last year's threats that bad tracks might force Amtrak to vacate Chicago, Missouri & Western's Chicago-Springfield-St. Louis line, the Illinois General Assembly ordered the state DOT to evaluate rail passenger service statewide. To guide the study, Public Law 85-472 also created an "Illinois Rail Advisory Task Force." NARP Dir. and Illinois ARP Pres. Ken Bird served on the task force along with 4 state legislators and representatives of Amtrak, CM&W, Norfolk Southern, Illinois Railroad Assn., 3 rail labor unions, the Illinois Dept. of Commerce and Community Affairs, and the Chicago Dept. of Planning.

The report recommends \$65.7 mill. for the St. Louis corridor to replace the signal system and install continuous welded rail (CWR). Towards this end, and to encourage Citicorp, CM&W's major creditor, to allow Southern Pacific to purchase the Chicago-St. Louis line, the state agreed to loan SP \$36 mill. towards installation of CWR, to soften terms of some prior state loans to CM&W and convert others to grants. The earlier loans were to remove speed restrictions and—unlike the CWR—did not "count" against the \$65.7 mill. Illinois also gave SP a \$1 mill. grant for CM&W operations before the purchase. (With CM&W nearly out of cash, the ICC, in a decision released Oct. 16, permitted SP to begin running CM&W's Chicago-St. Louis line and the bankruptcy court was expected to agree.)

The report says the Quincy and Carbondale lines are "in excellent shape, with improvements in daily frequencies, quality of service, and train speeds all appearing attractive, subject to" state and Amtrak resource limitations. (More recently, however, Illinois Central said it would single-track the Carbondale line and wants to cut top passenger-train speeds from 90 mph—the current Champaign-Centralia limit—to 79 mph, a change Amtrak would have to approve.)

Dubuque service was found to be economical if Iowa

ILLINOIS RAIL TURNS UP THE PRESSURE!

The Illinois Assn. of Railroad Passengers ("Illinois Rail") deserves much of the credit for alerting political leaders to the dangers of a CM&W shutdown and creating pressure that hopefully will have saved the line by the time you read this.

Illinois Rail warned of CM&W's impending collapse in a Mar. 1988 news release, and instigated a June 18, 1988 "ceremony" at the Lincoln railroad station, where Sen. Paul Simon (D-IL) and Rep. Edward Madigan (R-IL) met with local mayors, examined CM&W's bad track, and promised to work hard to preserve Amtrak service on the line.

Illinois Rail's June 13, 1988, release, quoted Pres. Ken Bird: "Other states have developed modern, high-speed rail passenger corridors. Why does Illinois have to settle for less?" Since then, state financial aid has helped keep CM&W alive. (See "Illinois and California.")

More recently, it is believed that Citicorp, CM&W's major creditor, took a more restrained approach in response to Sen. Simon's legislative efforts (see photo caption) and Illinois Rail's Sep. 1989 news release.



—NARP Photo by Ankers Photographers, Inc.

NARP Exec. Dir. Ross Capon testifies before the Senate Judiciary Committee Oct. 6, supporting S. 1631, the Railroad Reorganization Public Interest Protection Act. Other witnesses (left to right): Chicago Missouri & Western Railway Trustee Daniel R. Murray, Bloomington (IL) Mayor Jesse Smart (R), and Railway Labor Executives' Assn. Executive Secretary-Treasurer James J. Kennedy Jr. S. 1631 is Sen. Paul Simon's (D-IL) effort to clarify the bankruptcy code to require consideration of the public interest in all phases of railroad bankruptcies. S. 1631 was inspired by a renewed threat that creditors might get the CM&W shut down and by concern that other railroads could be prematurely closed in the future. (CM&W's is the first major railroad bankruptcy since the 1978 rewriting of the bankruptcy code.)

paid to extend the run to "a major university town in Iowa." Chicago-Chillicothe-Peoria and Chicago-Clinton-Davenport service require \$2.7 mill. and \$20.5 mill. capital investments, respectively, not including rolling stock. "Indianapolis-St. Louis is found to be a promising route for Amtrak, not state-supported, expansion."

Illinois NARP members: urge your state legislators to support funding for the promising improvements noted above.

California's latest annual *Rail Passenger Development Plan*, this one for "1989-94 Fiscal Years," recommends additional investment in the San Diego corridor, improvements in the San Joaquin corridor, and purchase of the San Francisco-San Jose tracks used for commuter rail from Southern Pacific. The 200-page report is rich in detail on current service.

Both reports had limited printings but should be available to your own state DOT. Wouldn't it be nice if *all* states had such plans? Does yours? ■

HOW TO RUN FOR THE NARP BOARD

To become one of NARP's 70 regional directors, send your name, address, home and office telephone numbers, and candidate's statement/resume (for distribution to members) *not to exceed 75 words* to "NARP Candidate" at our office, postmarked on or before Jan. 2, 1990, or—if using delivery method other than Postal Service—delivered to the NARP office on or before Jan. 5. Please include nothing else in the envelope! The 1990 board meetings will be in Washington, DC, Apr. 19-21 and on an Oct. Fri-Sat. in Atlanta. Regional directors serve 2-year terms.

TRAVELERS' ADVISORY

Amtrak's Oct. 29 national timetable does not show the new Mobile-New York "Gulf Breeze" (Sep. Advisory). To get a "Gulf Breeze" timetable, send NARP an s.a.s.e. Contrary to some reports, "Capitol Ltd." will not lose its dome Nov. 15.