



from  
**NATIONAL ASSOCIATION OF  
RAILROAD PASSENGERS**

October, 1970



Vol. 4, No. 10

## VICTORY! PASSENGER BILL BECOMES LAW!

### EDITORIAL

Passage of the Rail Passenger Service Act is a bright ray of hope for the abused railroad passenger after many years of management neglect and government indifference.

It must be remembered that with less than 400 intercity trains now operating, run-down equipment, and schedules and connections designed in many instances to discourage patronage, the new Corporation will be starting pretty much from scratch.

For this reason, no one should expect overnight miracles. Undoubtedly, the Corporation initially will find it necessary to discontinue some service not deemed essential.

However, the dreary business of endless applications for discontinuance and curtailment of service and deliberate downgrading has reached its end. The Corporation can begin its work with at least the semblance of a basic national network.

Even more hopefully, it begins work with a management devoted to the sole task of encouraging rail travel. It has funds to buy new equipment and rehabilitate existing equipment. It has the power to order a rational, coordinated system of schedules and connections.

NARP has long insisted that decent service, properly promoted, can win riders back to the rails. The success of the *Metro-liner* and the resurgence of rail travel abroad, we believe, underline our point.

The basic network provides a foundation upon which to build. We feel confident that the American traveler, weary of the frustrations and delays growing out of overcrowded highways and airways, will return to the rails in growing numbers. As this happens, the demand for further improvement and extension of our rail system will follow.

NARP members have performed a memorable feat in helping to bring the corporation into being. We have every confidence that they will as diligently work for its success.

### DOT SETS IN MOTION STEPS FOR MASTER TRANSPORT PLAN

What is described as "the first positive Federal action" looking to a master balanced transportation system for the U.S. has been announced by Secretary of Transportation Volpe.

DOT has sent letters and questionnaires to the governors of the 50 states, mayors of cities of 50,000 or over and transportation industry leaders "to define areas in which public and private funds are needed through 1990 to finance highways, public transit systems, airports and other terminals, railroads, waterways and pipelines."

The results will be analyzed and a national transportation plan drawn up. The plan is expected to be submitted to the President and Congress early in 1972.

### Rails Mark Banner Year as Urban Mass Transit, Safety and High Speed Program Bills Also Win Congress's Okay

The Rail Passenger Service Act of 1970 was passed by both the House and Senate by voice vote on Wednesday, Oct. 14. President Nixon signed the bill in California at 6:30 p.m., Pacific time, on Friday, October 30.

Called up in the House on Oct. 13, Commerce Committee Chairman Harley Staggers (D-W.Va) and Rep. William Springer (R-Ill) led the debate for approval. Providing strong backing were Reps. Brock Adams (D-Wash), Dan Kuykendall (R-Tenn) and J.J. Pickle (D-Tex).

The next day Rep. Staggers asked for a voice vote and the bill breezed through without objection. Rushed to the Senate that afternoon, Acting Majority Leader Robert C. Byrd (D-W.Va) read a message from Sen. Warren G. Magnuson (D-Wash) asking the Senate to agree to the House version. The Senate had passed its own bill in May. On Sen. Byrd's motion, the measure passed without objection after Sens. Gordon Allott (R-Colo) and Claiborne Pell (D-R.I.) had expressed their approval. Sen. Allott highly praised the work of Sen. Winston L. Prouty (R-Vt) in aiding its passage.

Congress's fast action on the last hectic day before recess amazed seasoned observers. "Regardless of what the railroads say," one commented, "somebody out there sure wants passenger service."

In a press statement, NARP Chairman Haswell called approval "a landmark event" in the annals of American transportation, pointing out that for the first time the nation would have rail passenger service "organized on a systematic and rational basis with one central authority — the Corporation designated by Congress — responsible for schedules, operations, connections, equipment, promotion and over-all service." He pledged NARP's support to make the system a success.

The basic system, to be announced by DOT in the near future, is expected to include a corridor network connecting urban areas plus some transcontinental service.

Banking heavily on good marketing practices and innovations such as a computerized ticketing system, DOT Undersecretary James M. Beggs foresees a profit at the end of five years.

The feeling seems to be that almost any positive action can't help but be an improvement over what the rail passenger is offered today. "If they'd just wash the windows and answer the phone," one transportation man commented, "business ought to pick up considerably."

Other encouraging developments on the rail scene included the signing into law of the Rail Safety Act and the Urban Mass Transit Act and the extension by DOT of *TurboTrain* service

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## SEN. ALLOTT BLASTS PC PRESIDENT'S NEGATIVE COMMENTS ON METROLINER

A news conference statement by Penn Central President William H. Moore expressing doubt about the future profitability of the *Metroliner* brought a sharp rejoinder from Sen. Gordon Allott (R-Colo) on the Senate floor.

In Albany, N.Y., on an inspection tour, Moore told reporters that "we're not making money on the *Metroliner*," reported declining patronage during the past three months, and said he didn't think "there's any profitable future for the *Metroliner*."

Sen. Allott said he was "not only shocked and disappointed but extremely dismayed" over Moore's statement. Pointing out that Moore spoke within hours of the formal start-up of the *Metroliner* demonstration project, Sen. Allott declared:

"The kind of statements attributed to Mr. Moore hardly inspires confidence that Penn Central will try to make the demonstration work." DOT officials have told him, the Senator said, that they believe the *Metroliners* to be profitable but can't be sure because PC maintains no separate figures for the highspeed trains. If Moore actually has the figures, Sen. Allott said, he would present them. If not, "then obviously his statement . . . is without basis in fact."

Sen. Allott also questioned Moore's statement that *Metroliners* are operating at only about 62% capacity. "The figures I have from DOT indicate a considerably higher rate," he said.

### CONGRESS PASSES (from P. 1)

between Boston and New York City. All had NARP's support, with Chairman Haswell testifying on the three programs before Congressional committees.

**Rail Safety Bill** — Gives DOT broad powers to set uniform rail safety standards; state agencies will continue to have power to enforce Federal standards. Passage is expected to bring into sharp focus the serious deferred maintenance conditions, a major cause of sharply increased derailments. Chairman Haswell has stated that it is "almost a miracle" that these conditions have not resulted in a major passenger train catastrophe.

**Urban Mass Transit Act** — Provides \$3.1 billion for mass transit systems throughout the country. With present Federal assistance of only about \$175 million annually, this act is a major advance for urban areas where 75% of Americans live. Approval was a major victory for Sen. Harrison A. Williams, Jr., (D-N.J.) who has made solution of the urban transportation crisis a key item in his legislative program.

**High Speed Extension** — Extends agreement among DOT, PC and United Aircraft for continued operation of the 229-mile Boston-N.Y. *TurboTrain* service. "The *TurboTrain* operation has demonstrated that advanced equipment can attract travelers to rail service who have been traveling by other means such as automobile," DOT states.

While these negotiations were going on, the program received the Congressional stamp of approval. Both Houses passed legislation extending the program through June, 1971. The bill authorizes \$21 million. DOT expects to spend \$18 million of this on advanced research and development. Many members of Congress and NARP have complained to DOT that too much money is being spent on research and not enough on existing programs like the *Metroliner* and *TurboTrain* projects.

Together, these developments add up to a banner year for the rails and for groups such as NARP that have been carrying on a long, uphill battle for a rational national transportation system. Full credit belongs to Secretary Volpe for his strong support of these forward-looking programs.

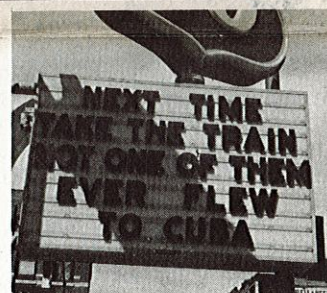
**GOOD OMEN** — In the November issue of *Trains*, Prof. Geo. W. Hilton says the national rail network just approved by Congress is destined for failure — before it even gets underway. Take heart. In Senate committee hearings in July, 1968, Prof. Hilton characterized the Northeast Corridor high speed program as "a wasted effort."

## Sunset Hearings Are Announced

Hearings on Southern Pacific's petition to reduce service on the *Sunset* between Los Angeles and New Orleans from daily to thrice-weekly have been announced by the ICC, Nov. 4 through 19.

NARP members on the *Sunset* route are urged to contact their state utility commissions and other pertinent bodies regarding participation in the hearings. The schedule: LOS ANGELES, Nov. 4 & 5 — Room 1501, Post Office & Courthouse, 312 N. Spring St. PHOENIX, Nov. 9 — Room 1010 Federal Bldg., 230 N. 1st Ave. TUCSON, Nov. 10 — Pima County Courthouse, Church & Pennington Sts. EL PASO, Nov. 12 — Blue Room, Downtowner Motor Inn, 325 Kansas. SAN ANTONIO, Nov. 13 — Tropicano Motor Hotel, 110 Lexington Ave. HOUSTON, Nov. 16 — Rusk Room, Texas State Hotel, 720 Fannin St. LAKE CHARLES, LA., Nov. 17 — Police Jury Room, Parish Government Bldg. LAFAYETTE, LA., Nov. 18 — City Court, Lee & E. Convent Sts. NEW ORLEANS, Nov. 19 — Room T-1210 Federal Bldg., 701 Loyola Ave. All starting times are 9:30 a.m., local time. (Note: When the Bill is signed, this schedule may be subject to change).

**ENVIRONMENTAL FIGHTER RETIRES** — Assistant DOT Secretary James D'Orma Braman, called by the New York Times "a watchdog on the giant highway lobby" in his capacity as head of the Office of Environment and Urban Systems, is retiring at the age of 68. Braman has strongly argued for diversification of the Highway Trust Fund to help rail and other modes. Braman is credited with a big part in a number of environmental victories including rerouting of highways to protect Franconia Notch (N.H.) and the New Orleans French Quarter and junking of the Everglades jetport.



According to reports, some government agencies are taking this Chicago gas station's advice. The photo was featured in the Chicago Tribune.

## RAILPAX PUTS BRAKES ON DISCONTINUANCES

After numerous protests from NARP and others, Illinois Central has agreed to continue sleeping car service on the Chicago-New Orleans *Panama Limited*. We commend the IC for this public-spirited action. . . Recently proposed discontinuances which will be prevented by the Railpax bill include the *Panama Limited*, the Chicago-Florida *South Wind*, and SCL's *Palmland* between Richmond and Columbia, S.C. Moreover, the L&N and SCL will be unable to effectuate their proposal to reduce service on the Jacksonville-New Orleans *South Wind* to thrice-weekly. . . After a investigation the ICC refused to order restoration of Rock Island's trains 7 & 10 between Chicago and Council Bluffs, Ia. . . The *Southern Crescent* is now operating on a three times a week schedule west of Birmingham. However, the Southern Railway has added a thru sleeper between New York and Los Angeles. The sleeper connects in New Orleans with the SP's *Sunset Limited*, which also operates thrice-weekly. . . By a 7-2 decision, the U.S. Supreme Court ruled on Oct. 19 to defer to an ICC decision regarding the extent to which public notice must be given of a train discontinuance in cases in which a connecting carrier provides through service. Four related cases regarding the *Georgian* and *Hummingbird* were involved. A lower court had ruled that the ICC had failed to consider the two trains as one for purposes of determining the extent of public notice required for discontinuance. The U.S. Government, L&N and C&EI railroads filed the appeal. NARP was a party to the Supreme Court action, arguing that the widest possible notice should be provided so that affected consumers would have a chance to be heard. Justices Black and Harlan dissented from the decision.

## JUDGE BLOCKS ICC-APPROVED ELIMINATION OF 18 PC TRAINS

Despite an ICC ruling permitting Penn Central to drop 14 of its 34 intercity trains, the entire fleet is continuing to operate, thanks to a federal court injunction obtained by NARP and other protestants less than three hours before the trains were to be halted.

The court also required PC to continue to operate trains 14, 17, 52 and 351 between Buffalo, Detroit and Chicago via Canada. PC had announced it would discontinue its trains between Buffalo and Detroit in accordance with a Canadian Transport Commission ruling.

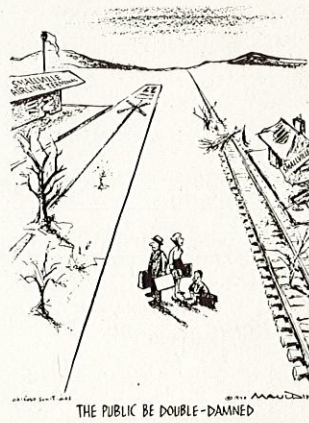
On Sept. 30, the ICC authorized the elimination of the 14 trains and PC announced they would stop operating at midnight. NARP Attorney Andrew P. Goldstein immediately boarded a plane for Pittsburgh, and with attorneys from the United Transportation Union and regulatory bodies in five states and nine cities, appeared before U.S. District Judge Wallace S. Gourley to request the stay.

In granting a temporary restraining order, Judge Gourley announced he would ask a three-judge panel to review the ICC decision and make a final determination. Judge Gourley denied a PC request that the protestants be held financially liable for any losses resulting from continued operation of the trains.

In response to the PC attorney's contention that the protestants had offered no evidence that removal of the trains would cause "irreparable damage," Judge Gourley replied that "if one potential passenger is denied service, that is irreparable damage enough." He also dismissed the PC claim that the carrier stood to lose \$40,000 a day with: "Oh, I think your outfit will pull through. Maybe if you got rid of a few more vice presidents, the savings would get you out of your financial difficulties."

The 14 trains involved are: 13 and 32, Pittsburgh-St. Louis; 22 and 23 (Manhattan Limited), Chicago-New York; 77 and 78, Columbus-Cincinnati; 548 and 549, Harrisburg-Washington; 63 and 64, and 351 and 52, Buffalo-Chicago; 315 and 316, Cleveland-Indianapolis.

In another action, the ICC ordered PC to continue for 35 days 17 trains between Boston and Providence and six trains between Wooster and New London.



SEQUEL TO "NOW YOU CAN'T GET THERE BY PLANE, EITHER" — In our last newsletter we quoted the N.Y. Times on the loss of air service by a number of small communities which previously had lost their passenger trains. Bill Mauldin, the Chicago Sun-Times's talented cartoonist, illustrates the old adage about one picture being worth a thousand words.

(Copyright, 1970, Chicago Sun-Times; reproduced by courtesy of Wil-Jo Associates, Inc., and Bill Mauldin)

"RAIL HIGHWAYS" — The Commuters' Action Committee of Fairfield County, Conn., claiming to represent 18,000 commuter families, recently distributed on commuter trains and elsewhere a comprehensive "Rail Action Plan" urging, among other things, government take-over of rights-of-way. "If these rails had been classed as roadways or runways, they would have benefited from billions in public funds, rather than be penalized by the public-funded highways and airports that have drained away revenues of transporting people and freight," CAC argues. The address is 244 E. State St., Westport, Conn., 06880.

## WORK STARTS ON HIGH SPEED TEST TRACK

DOT has awarded a \$872,630 contract for the construction of 9.8 miles of track at the Department's High Speed Ground Transportation Test Center near Pueblo, Colo. Work starts immediately.

Of the total, 3.6 miles will be access track connecting the Center with the Pueblo Army Depot. The other 6.2 miles will be used for testing the Linear Induction Motor (LIM) which is expected to be the power source for future transportation systems such as the Tracked Air Cushion Vehicle. The LIM is currently being tested in California. Future plans call for extending the present track and building additional ones.

ON THE RAILS — "... A new era of high-speed, comfortable rail travel should be an important component of the nation's long-range transportation plans. The publicly backed corporation will make that goal attainable." — Washington Star, 10/19/70



## MISCELLANY



THAT BN PROMOTION PIECE: "BIGGEST, MOST DRAMATIC, MOST HONEST, MOST PRODUCTIVE" (BN's ad agency says) — In our last newsletter we commented on the full-color, 12-page supplement that Burlington Northern distributed through some 70 newspapers, telling of the great benefits that the merger will bring to America but which saw no future for BN passenger trains (quaintly described as "steam cars" by the railroad's top management). We wondered how much BN had spent to produce and distribute this impressive opus and further wondered how the "steam cars" might make out if the supplement had been used to promote passenger service. We are grateful to the October issue of Burlington Northern News for supplying part of the answer. After explaining that Trains Magazine Editor David P. Morgan wrote most of the material, BN News states: "More than 893,000 pounds of paper and 120,000 pounds of ink were used to produce 14,000,000 copies. According to BN's advertising agency, the report is the 'biggest, most dramatic, most honest, and most productive railroad ad ever prepared.'" (Speaking of superlatives, we were guilty of one: BN says the ad appeared in 68 Sunday papers, not the "some 70" we estimated). We still don't know how much BN spent on this job, but a veteran advertising agency man in Washington offers a "conservative estimate" of \$1,500,000 for producing and distributing the brochure. We'll be glad to print the exact figure if BN wishes to supply it.

NARP LAPEL PINS — Proudly display your affiliation with NARP!

Lapel Pins/Tie Tacs in men's and women's models are still available at \$3.75 each.

Place your order now. Be sure to enclose remittance.

PROGRESS COMES TO VIENNA — Austrian traffic authorities report that the average auto speed during rush hours in Vienna is now less than one-third of a mile an hour. A.P. says.

USE THIS COUPON TO BRING IN A NEW MEMBER TODAY!

(NL 70)

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS  
417 New Jersey Ave., S.E.  
Washington, D.C. 20003

Yes, I want to aid the cause of better rail passenger service. Enclosed is my remittance for the category checked:

Regular \$5 ( ) Sponsoring \$50 ( )  
Contributing \$10 ( ) Sustaining \$100 ( )  
Participating \$25 ( ) or more ( )

Mr. Miss (Please Print)

Address .....  
City .....  
State ..... Zip .....

Recommended by:

Name: .....  
Address: .....

## WITH OUR REGIONAL CHAIRMEN

NARP regional membership chairmen are extending their efforts in a variety of fields to gain support for the Association and rail passenger service.

Some of the activities that have come to our attention include:

**Colorado Chairman Dr. Jerome G. Alpin** — Is launching a major drive to boost Colorado membership.

**Maine Chairman Robert C. Baker** — Establishment of a booth at a rail fan's meeting in Chatham, N.Y., for the display and distribution of promotional material.

**N. New Jersey Chairman Frank C. Barry** — Conducting extensive letter-writing campaign to newspapers in his area.

**Ohio Chairman Ray Bottles** — Set up a meeting in Toledo for people interested in rail passenger service. The program included a talk by Mr. Bottles, rail films, NARP literature and refreshments donated by Member Willard Edson. Other meetings will be held quarterly.

**Ky. Chairman Ralze Dorr** — Is contacting all members in Kentucky with a view to closer liaison.

**Ga. & Carolinas Chairman M. Earl Eargle** — With Members Henry DiVenuto and Thomas Jackson, met aboard the *Nancy Hanks* en route to Atlanta to plan a campaign which will include the distribution of 10,000 *Nancy Hanks* pocket timetables with a NARP membership coupon on the other side. Other activities by this group and other Georgia members include NARP advertising in the *Macon Herald* and the broadcast of NARP radio spots daily for a month over Station WEAS, Savannah.

**Iowa Chairman Lyell D. Henry** — Is undertaking for publication a comprehensive history of NARP.

**Central N.J. Chairman Edwin C. Hutter** — Continuing an intensive campaign in the media and elsewhere in support on the rail bill and NARP.

**Cal. Coordinator Pauline Koch** — Is seeking NARP representation at a major ecology conference. (In a recent day, produced nine new NARP members).

**N. Indiana Chairman Doug Kocher** — With Prof. Wm. M. Cross and Student Maurice E. Killey, circulated a petition among Valparaiso University faculty members urging Congressional support of the rail passenger bill. Thirty professors signed.

**Mass. Chairman Peter I. Roehm** — Participation in a Boston TV station symposium on transportation problems.

**San Francisco Chairman Scott K. Schiechl** — Continuing to purchase advertising space for NARP and is organizing NARP members in his area for more effective joint action.

**S. Ohio Chairman Arthur Weil** — Through his excellent *Cincinnati Local* newsletter, is carrying on a vigorous campaign for NARP support.

## FRIENDS OF THE RAILROAD PASSENGER

### 12-Rep. Dan H. Kuykendall

The Tennessee Republican grew up on his parents' cattle ranch in Cherokee, Texas, a community which his Scottish ancestors helped to settle. He and his two brothers were cowboys "before we ever saw a cowboy movie."



The three sons served as Air Force pilots in World War II with Dan, the youngest, ending his service as a B-29 pilot.

In 1947 he moved to Memphis where he has lived since. Becoming active in GOP politics in 1952 on behalf of Gen. Eisenhower, he himself entered the political arena in 1964. He was first elected to the House two years later and was re-elected in 1968. His intimate knowledge of aviation has made him a valued member of the Subcommittee on Transportation and Aeronautics and his devotion to a balanced national transportation system has earned him the gratitude of the railroad passenger. He played a key role in winning Congressional approval for the Rail Passenger Service Act. In debate on the bill, Rep. Kuykendall declared: "... By starting with equipment like the *Metroliner* and going rapidly ahead into the really sophisticated equipment of the future, it [the national passenger network] can be and will be a profitable operation." He added that because of highway and airway congestion and the pollution and safety hazards of the automobile "we must maintain and operate a really successful high speed ground transportation system."

**BOOST FOR RAIL TRAVEL** — Another prominent name has joined the ranks of those who are rediscovering the pleasures of rail travel. Former President Johnson's daughter Luci, Mrs. Patrick Nugent, took her 8-months-old daughter, Nicole, from Temple, Tex., to Waukegan, Ill., on Santa Fe's *Texas Chief*. Saying she has always been a train enthusiast, Mrs. Nugent declared: "It's such a relief to be able to see the countryside. . . So many of us are in such a hurry to go places; it's really nice to take the train and relax."

"MOTORING BY RAIL" — Railway Age reports British Rail is adding 10,000 spaces to the existing 97,000 for transport of private autos on passenger trains.



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