A.A.A.D V. V. V. V. V. V. V. V. The Voice of the Railroad Passenger S. V V V V V V V. A. A. A. A. A. A.



A.A.A.D V. V. V. V. V. V. V. Merry Christmas to our Friends! 1 I. I. I. I. I. I. I. A. I. I. A. A.

from NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

Vol. 5, No. 11

24

December, 1971

BURLINGTON NORTHERN'S "STAGECOACH"

Editorial

Louis Menk, Chairman of Burlington Northern (BN) Railroad and an Amtrak board member, has repeated his statement (this time to Forbes Magazine) that "The long-distance passenger train is in the same position now as the stage-coach once was to railroading; it is time to let it die an honorable death."

Perhaps Mr. Menk is helping to kill it. Data released by Amtrak shows the BN Chicago-Seattle trains to have a 61.1% on-time (within six minutes of schedule) performance record. The other 38.9% of the time, BN's trains are late an average of 76 minutes per train.

In testimony before Congress, NARP Chairman Anthony Haswell said that such on-time performance is "incredibly poor" and "nothing less than 95% should be considered acceptable."

Maybe Menk and BN want the trains late. Maybe if trains are run like stagecoaches, they will indeed die.

While Menk makes sounds like an ever-eager pallbearer, he is readily accepting cold cash from the supposed corpse. By Menk's own admission to the Chicago Sun-Times, Amtrak will save BN \$42 million annually. For this reason alone, Menk should be more gracious to Amtrak.

Presidents of freight-only railroads should call Mr. Menk and politely ask him to shut up. The problems that confront passenger trains - such as high terminal costs, antiquated work rules, worn-out equipment, and a grotesque imbalance in government transportation policies - are also hurting freight operations. Any improvements that can be made in the context of passenger service are bound to benefit freight service.

To say that passenger trains have no future is to suggest that railroading has no future. If that is Mr. Menk's belief, then he should get out of railroading and become president of a coal-hauling barge line. Chances are the barges won't run on time, either.

Have friends who are concerned environmentalists? Give them a gift membership in NARP for Christmas. They'll be kept posted throughout the year on critical transportation issues.

Amtrak Seeks More Money

Amtrak has requested Congress for \$170 million in federal funds to sustain its operations until July 1, 1973 when it will have exhausted almost all its funds.

For the two years between July 1971 and July 1973, Amtrak projects an operating deficit of \$276.1 million. Much of this will be paid off through the "entry fee" funds that railroads are submitting to Amtrak.

In addition to the deficit, Amtrak plans to spend \$147.5 million for new equipment needed to improve service and attract passengers.

When Amtrak appeared before the Surface Transportation Subcommittee, Senator Vance Hartke (D-Ind) said Amtrak may be only a "holding action", followed later by the discontinuance (Cont'd. on p. 3) The Big Debut:



- Washington Evening Star Photo

Auto-Train is rolling: A new era for train travelers began on December 6 when an Auto-Train departed Alexandria, Va. for Sanford, Fla., 35 miles from the new Disney World. The two trains each have 13 "Car-Port" units and will be capable of carrying a total of 104 automobiles, Passengers ride in sleepers or coaches but can leave luggage in their autos. Trains leave each training at 2 n m for the 13 hour trains their autos. Trains leave each terminal at 8 p.m. for the 13-hour trip, which should save at least nine hours over normal driving time. Buffet evening meals and three separate movies for children and adults are included in the ticket price of \$190 one way for a vehicle with driver and up to three passengers. Additional persons can ride for \$15 extra apiece. Sleeping facilities will cost an additional \$40 per person for double occupancy. One of the dome coaches will have a cocktail lounge, and another will have a "teen lounge." Business Week reported that Auto-Train can capture about 7% of the potential Florida-round-trip auto traffic in its first year. The two trains a day could thus gross \$10-million annually, A highly-descriptive booklet is available from Auto-Train Corp., 1801 K St., NW, Washington, DC 20006,

President Holds Back Transit Money

Thirty-seven Senators issued a statement on Nov. 7 asking President Richard M. Nixon to speedily allocate the \$900 million Congress provided for urban mass transit in fiscal 1972.

Led by Senators Clifford P. Case (R-NJ) and Harrison A. Williams, Jr. (D-NJ), the Senators said that "after years of neglect", transit sytems need to be modernized and no reason exists for delaying release of funds already appropriated by Congress.

The Urban Mass Transit Administration has a backlog of applications for federal assistance totaling \$2.6 billion. The Senators described the program as "the heart of any effort to replace, improve and expand local bus, rail and subway systems.

This is the second consecutive year the Nixon Administration has infuriated Congress by granting less money to mass transit than appropriated by Congress.

In fiscal '71, the Administration reduced transit aid from \$600 to \$400 million. Only \$269.7 million was actually available for the purchase of new transit equipment and facilities.

NARP inquired at DOT as to what rail commuter lines might be hurt by the Administration's move but DOT officials were reluctant to speculate.

Rate Amtrak Trains

Forms are available from NARP to enable members to evaluate the quality of Amtrak trains. Results will be computerized for Amtrak's benefit. Write NARP for copies today!

TRANSPORTATION AND THE ENVIRONMENT

Highway Fighters Organize National Coalition

The Highway Action Coalition, a new Washington-based group, is, out to "Bust the Highway Trust."

Theodore Kheel, prominent New York labor mediator and chairman of the Coalition's Advisory Board, recently lashed out at the Highway Trust Fund, saying "this economic structure has provided the impetus for massive subsidies to the auto-related mode of travel and forced the public transportation systems of this country, be they rail or bus, literally out of business in many cases. The neglect of transportation for people is criminal.'

The Highway Trust Fund is the government's mechanism which pumps billions of dollars into new superhighway construction each year. The Highway Action Coalition (HAC) hopes to open up this fund to other forms of transportation, primarily urban mass transit.

At a press conference announcing the Coalition's formation, HAC Coordinator Linda Katz made available several internal budget memoranda obtained from the Highway Users Federation, a conglomerate lobby representing auto, oil, trucking and other pro-road interests. The memoranda indicated that the federation is planning to spend over \$250,000 to publicize the need for additional highways to the public. HAC hopes to raise at least

paign.

\$15,000 for its anti-highway cam-

ent this includes 146 different controversies in 40 states and the

District of Columbia.

The Coalition has developed a "Plan for Balanced Transportation" as a guideline for needed legislative change. One part of the plan would transform the Highway Trust Fund into a Transportation Trust Fund, making the \$5 billion available annually for any valid ground transportation use. HAC is also distributing copies of its master map, showing where major highway battles are taking place around the nation. At pres-



CITY - KILLER

Copyright 1971 Chicago Sun-Times, Reproduced by courtesy of Wil-Jo Assoc., Inc. and Bill Mauldin.

A poll, conducted by the Highway Users Federation but never released to the public, was released by HAC which showed that a convincing majority of Americans who live in cities want cars banned from urban centers.

The survey showed that 57% of people living in urban and rural areas interviewed said that they "think it would be a good idea" to limit the use of automobiles in downtown areas of cities. Of people living in cities with one million or more in population, 66% favored the idea.

Ben Kelley, author of Pavers And The Paved (Donald W. Brown, Publishers, 60 East 55th St., New York, 1971, \$5.95) said the poll was "particularly intriguing" since it was carried out "under the sponsorship of a large national pro-highway organization - not for HAC or any other anti-highway group.'

HAC has already earned battle scars in its lobbying campaign. On Nov. 3, the Senate Finance Committee diverted \$350 million in alcohol tax into the Highway Trust Fund to make up for the loss of the 10% excise tax on light trucks. The highway lobby is determined to maintain the receipts of the fund at the same level.

HAC reported to the Washington Post that "at a time of budget deficit, a \$350 million increment to the Highway Trust Fund is an absurdity. The fund has an accumulated surplus of \$3.648 billion (as of June 1971) and a forecasted surplus of \$786 million for fiscal 1972 alone." (next column)

AUTO LIMIT URGED FOR WASHINGTON, D. C.

The District of Columbia has been urged by NARP to restrict the number of autos coming into the city by "permitting only a limited number of vehicles per hour to enter from Maryland and Virginia."

Before a hearing of the D.C. Bureau of Air Pollution Control, NARP Executive Director Joseph Vranich said that "an automobile quota plan will jolt Annapolis and Richmond into the realization that their lopsided transportation policies hurt the District and are no longer welcome."

As an alternative, he urged institution of commuter rail service, carrying 14,000 daily riders at an initial capital cost of \$17.4 million, through formation of a District Commuter Train Authority.

"By using the criteria that each auto coming into the District carries 1.3 people, we find that commuter rail service could reduce the auto flow every morning by approximately 5,400 or 10,800 auto trips per day," he said.

'Admittedly, this commuter rail proposal is not overly glamorous. The vehicles are not capsules gliding along at 300 miles per hour in a tube. There's no spectacular gimmick or slick attention-giving device here. This conventional commuter train system does only one thing - it works."

	May 1 thru October 4, 1	971	Average
Railroad(s)	End Point Pairs	% On Time*	Minutes Late
PC	NY-Boston	88.7	34
PC	NY-Washington	86.8	37
PC	NY-Buffalo	59.4	34
PC	NY-Chicago	67.5	42
PC-MP	NY-Kansas City	54.4	63
PC-RF&P-SCL	NY-Miami	49.6	66
PC-RF&P-SCL	NY-Tampa/St. Pete.	76.4	54
PC-SOU	NY-New Orleans	+	+
PC .	Detroit-Chicago	79.1	39
0&0	Newport News-Cincinnati	86.6	29
PC	Washington-Chicago	56.5	85
PC	Washington-St. Louis	61.1	48
GM&O	Chicago-St. Louis	60.3	28
PC	Chicago-Cincinnati	63.8	25
C-L&N-SCL	Chicago-Miami	38.1	66
PC-L&N-SCL	Chicago-Tampa/St. Pete.	48.4	65
C	Chicago-New Orleans	47.3	54
ATSF	Chicago-Houston	87.2	64
MILW-BN	Chicago-Seattle	61.1	76
BN-UP-SP	Chicago-Oakland	46.6	65
ATSF	Chicago-Los Angeles	58.2	73
5P	New Orleans-Los Angeles	66.4	78
BN-SP-ATSF	Seattle-San Diego	37.4	65

+ Non-AMTRAK route

Highway Fighters, cont'd.

The pro-highway forces won in a Senate floor fight, but only by three votes.

NARP and HAC have established active liason in matters relating to legislation and educational programs.

HAC was founded by Environmental Action and the Sierra Club and recently expanded to include Americans for Indian Opportunity, Friends of the Earth, the Washington Metropolitan Coalition for Clean Air, The Wilderness Society and Zero Population Growth, and has made contact with over 350 local anti-freeway groups.

Further information about HAC is available from Linda Katz, Highway Action Coalition, 731 Dupont Circle Bldg., Washington, D.C. 20036.

RIDING WITH AMTRAK

"[Amtrak] appears to be coming under increasing attack from its competitors - the airlines and buses. Within the past two weeks: (1) The President of the Air Transport Association has attacked the use of advertising funds by Amtrak to divert passengers from planes to trains. (2) The President of the National Association of Motor Bus Owners has come out strongly against further large subsidies for money-losing Amtrak passenger trains. (3) The president of the second largest airline -Eastern - complained it is unfair for the government to subsidize rail passenger service while airline passengers pay the costs of running the airlines. . . . Why the airlines haven't testified [on Capitol Hill] against the additional [Amtrak] funding – while they express concern about it - isn't fully clear. It could be simply statesmanship. Since 1938 the airline industry has been the beneficiary of more than \$1.6 billion in direct federal subsidies – plus utilization of a \$1 billion-a-year federal airways system." – Washington Star reporter Stephen M. Aug, November 14, 1971.

Amtrak's new timetable: "Train arrival and departure times are easy to read and lengthy notes and exceptions seen in earlier schedules have been eliminated; reference marks and symbols are kept to a minimum. For example, only eight symbols are used in the new timetable compared to 88 in a typical pre-May 1 timecard." – Transport Central Magazine, Nov. 15, 1971.

"The railroads retain ownership of the tracks and give priority to their own freight trains. On a recent trip the Sunset Limited from Los Angeles to New Orleans sat on sidings a total of four hours to allow freights to pass and spent another hour and 10 minutes pushing a freight which had broken down." – Associated Press reporter John S. Lang.

"[We] wholeheartedly agree with the National Association of Railroad Passengers in their contention that Amtrak will get nowhere toward its goal of 'making the trains worth traveling again' until it becomes the official employer of those who are operating the passenger trains." – Rail Travel Newsletter.

SENATE COMMERCE COMMITTEE CHAIRMAN BOOSTS LONG-HAUL TRAINS

In a Nov. 16 speech, Senator Warren Magnuson (D-Wash) said, "I have always recognized that urban corridors are where the passenger train has its greatest potential....Nevertheless, I am convinced that there is a place for a limited number of long-distance trains." Excerpts follow:

"Travel and tourism is a multibillion-dollar enterprise; leisure time and disposable personal income are increasing every year. Emphasis has been placed on attracting more visitors from abroad. Trains are the ideal way for these people to see the United States rather they fly over it.

"Figures recently supplied by Amtrak to the Commerce Committee for the months of May and June 1971 cast some doubt on the theory that long-distance trains are sure to be losers and corridor trains are sure to be profitable. It is true that the only route that was profitable was New York to Washington. Boston to Washington broke even, and New York to Philadelphia came reasonably close. Once past these runs, however, the financial picture changes in favor of long-distance trains. No less than nine long-distance routes — including all of the western transcontinental trains — had a better financial performance, on the basis of percent of expenses covered by revenues, than all the remaining corridors.

"I would like to see Amtrak explore to a much greater extent than it has to date the possibility of substantially increasing the amount of mail, express, and package freight carried on these trains, consistent with maintenance of high standards of service for passengers.

Newspaper clippings from members are appreciated. Each clip should bear the newspaper's name and date.

AMTRAK CUTS CORRIDOR FARES

Amtrak announced its first fare changes on Nov. 19, cutting rates on its New York-Boston route as much as 22%.

The maximum one-way fare is now \$9.90. Before the reduction the fares were \$10 to \$12.75. The new fares were announced for "an experimental six-month period" and are "clearly designed to develop new rail ridership," said Roger Lewis, Amtrak president.

Amtrak Seeks Money, cont'd.

of most remaining long-distance trains.

NARP Chairman Anthony Haswell agreed. "The axes are being sharpened for 1973 when the administration officials contemplate that all train service except the Northeast corridor's will be discontinued," said Haswell.

Hartke and Haswell said the Administration's request for \$170 million is too low.

Senator Lowell P. Weicker Jr. (R-Conn) recommended an increase to \$420 million.

James M. Beggs, under secretary of the Dept. of Transportation, opposed the increase. He said the \$170 million would permit Amtrak to operate for a two-year experimental period to determine the "true place" for rail service. Hearings shifted over to the House Interstate & Foreign

Hearings shifted over to the House Interstate & Foreign Commerce Committee and NARP again testified for more money for Amtrak.

Rep. Brock Adams (D-Wash) said Amtrak may be paying inflated costs to the railroads which operate the service under contract to Amtrak.

Adams pointed to an experimental train that Amtrak operates via the B&O between Washington and Parkersburg, W.Va. He said Amtrak uses four crews on the 351-mile run, which takes nine hours and 14 minutes. He said that for more than 100 years there have been only two crews on the run. "Is the railroad over-crewing you and tacking 9% on top?" Adams said.

Amtrak President Roger Lewis answered that the B&O agreement providing for only two crews had lapsed, and that discussions are underway to resolve the matter.

Rep. Adams also said that western railroads have switched new locomotives used in passenger service to freight runs and are supplying Amtrak with much older, less powerful, and more costly engines to pull passenger trains.

Lewis said that Amtrak would prefer to purchase a new-design locomotive rather than use anything running on the rails now.

NARP has issued radio spots to 660 stations. They are available to members upon request.

National Association of Railroad F 417 New Jersey Ave., S.E. Washington, D.C. 20003	'assengers
Yes, I want to aid the cause understand I will receive a memb to keep me informed of developme	of better rail passenger service. I ership card and a monthly newsletter ents.
Enclosed is my remittance for the \$3,00 of this amount is for a one-y	e category checked. I understand that year subscription to the newsletter.
 Contributing \$10 Participating \$25 	 ☐ Sponsoring \$50 ☐ Sustaining \$100 ☐ Life, \$500 or more
(Plea	se Print)
Name	
Address	
City	
State	Zip

Those Lucky Chicago Commuters



NEW COMMUTER CARS – Pictured here are two of Chicago South Suburban Mass Transit District's new double-deck, air-conditioned commuter cars, the "Highliners", on the Illinois Central electric line. The 130 car fleet is being delivered at the rate of eight per month until the order is completed by the third quarter of 1972. Total cost of the commuter modernization program is \$39.9 million. IC has been stopping these trains near Soldier Field on Sundays when the Chicago Bears play home games. IC is also planning to extend the service approximately two miles from its present Richton Park terminal to Governors State University, a facility presently under construction at Park Forest South, III. The railroad said for September, the on-time performance record of the commuter network was 96.1% "which is good, but still not up to our goals."

AMTRAK BRIEFS: The Metroliners have a new stop in New Jersey. A \$2.2 million suburban park-and-ride station was dedicated on Nov. 11 in Woodbridge Twp., just off the Garden State Parkway. . . . Amtrak has signed a labor agreement with the Brotherhood of Railway, Airline & Steamship Clerks (BRAC) to cover clerical and station employees working directly for Amtrak in the centralized Chicago reservation bureau....Daily train service has been restored between Chicago and Quincy, Mo., and Amtrak plans to operate a number of "University Specials" to three colleges along the route during holidays. The train, named Illinois Zephyr, is subsidized 66% by Illinois....The most expensive mile of highway ever constructed might be a one-mile section of I-95 near the Pentagon costing \$51.6 million - more than the Amtrak appropriation....Georgia's Governor Jimmy Carter says he'd like to see the Savannah-Atlanta Nancy Hanks restored. He is recommending creation of a state DOT to look at trains because "highway lanes are becoming inordinately expensive."

FRIENDS OF THE RAILROAD PASSENGER

Rep. Peter H. B. Frelinghuysen

A recent newsletter published by Rep. Peter H. B. Frelinghuysen (R-NJ) said, "The time has come to think of a new partnership between government and private enterprise to give railroad passengers the fast and comfortable service they deserve. Such a relationship might even include government ownership and responsibility for the rights-of-way."



The Congressman's comments are timely since railroad tracks throughout the nation — for both freight and passenger — are becoming unusable for fast, dependable service as railroads defer necessary maintenance.

The NARP Newsletter reported several issues ago that trains in 1941 were faster than Amtrak trains in 1971. This is not Amtrak's fault, but is caused by deteriorating track conditions. Over poor track, trains must run at reduced speeds to insure safe operations.

Congressman Frelinghuysen also said as the Interstate Highway program is completed, "there is no reason why the massive flows of money formerly going into highway construction should not be diverted to other modes of transportation. The railroads with their existing facilities and rights of way should be the centerpiece of a solution of the transportation problems of our region."

NARP SUPPORTS

HIGH-SPEED PROGRAM

Congress has been asked by DOT to make the Federal Railroad Administration's High-speed Ground Program a permanent one. This program has jurisdiction for the Metroliner and TurboTrain demonstration projects. In light of the tremendous public response to this program, NARP is supporting the DOT request.

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. 5, No. 11

December, 1971

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.

(Any material appearing herein may be reproduced without permission. Credit to the source is requested.)

Second Class Postage Paid At Washington, D.C.