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RETURN REQUESTED

DOT FORCED INTO RETREAT!

Faced with skyrocketing train ridership, scalding criticism from the press, and the "alarming" prospect that the Senate would vote to save the entire Amtrak system, the Department of Transportation, on June 20, retreated from its original plan to eliminate 43% of the Amtrak system, and agreed, in effect, to support the House Commerce Committee version (HR 3996) crafted by the subcommittee chairman, Rep. James J. Florio (D-NJ), and the ranking Republican, Rep. Edward R. Madigan (IL). HR 3996 would restore several trains DOT originally planned to kill. It adds \$65 million to Amtrak's fiscal year 1980 operating budget and sets forth criteria which trains must meet to be included (May News).

DOT abandoned its drastic cutback plan the day after Senator Frank Church (D-ID) introduced an amendment to Senate Bill 712 calling for the retention of the entire Amtrak system for another year so that Amtrak can study ridership trends in light of the energy crisis. Church introduced his amendment with an impressive group of 19 bipartisan co-sponsors: Senators Schmitt (R-NM), Weicker (R-CT), Melcher (D-MT), Baucus (D-MT), Hatfield (R-OR), DeConcini (D-AZ), Domenici (R-NM), Goldwater (R-AZ), McGovern (D-SD), Morgan (D-NC), Packwood (R-OR), Pryor (D-AR), Sarbanes (D-MD), Sasser (D-TN), Stafford (R-VT), Stone (D-FL), Tsongas (D-MA), Wallop (R-WY), Young (R-ND).

According to Senate sources, the DOT decided to add trains after learning that the Church amendment had enough votes for passage. They say that the DOT had hoped, by adding a few trains, to "buy-off" certain senators and lure them away from Church. But few were fooled by DOT's sudden act of charity. On June 21, the day after DOT agreed to add the extra \$65 million for Amtrak,

APRIL RIDERSHIP EXPLODES!

Amtrak finally got around to releasing its April ridership data on July 13. The data reveal the greatest surge in business in the carrier's 8-year history: April '79 system ridership up 16% over last April! Ridership increases by category:

| | |
|--------------------|--------|
| Northeast Corridor | + 5.7% |
| Short-haul | +26.1% |
| Long-haul | +32.8% |

One would expect Amtrak, or any corporation, to be publicizing such a business boom. But Amtrak management appears to be doing just the opposite: it issued the April statistics to the press without any fanfare; in fact, Amtrak issued the statistics without even attaching the customary cover letter which highlights the data! It can be assumed that DOT is embarrassed by the ridership gains and would like Amtrak to keep the data as quiet as possible.

THE EQUIPMENT "SHORTAGE"

Amtrak President Alan Boyd has "put a hold" on a staff plan to sell 63 older passenger cars, of which 55 only need "minimal work" according to Amtrak's sales offer. The offer set May 30 as the deadline for submitting bids. Boyd's action came shortly after it became apparent that Amtrak might be required to run the entire system for another year.

Amtrak management has emphasized an alleged equipment shortage in waging an all-out campaign against the Church and Gore-Fowler amendments to run the entire system through October 1, 1980. NARP claims that Amtrak has overstated the equipment problem, and that Amtrak could provide "comfortable, reliable, efficient" service on the entire system if it fully utilized available shop capacity to upgrade older cars, about 400 of which are now out of service, and convert them to electric heating and air-conditioning.

the following report appeared in the *Washington Post*:

But there were indications last night that the administration's concession may have backfired. Some congressmen who had been supporting President Carter's plan for cutting Amtrak's routes by 43% . . . were reported to be angry over the change in policy, after they had been the subject of adverse newspaper editorials and other criticism for their support.

Congressional sources said there was growing support for a plan by Sen. Frank Church (D-ID) to simply freeze Amtrak's operations at the current level, with an authorization of \$718 million for the fiscal year starting Oct. 1—or \$166 million more than the administration had supported until yesterday.

Support for freezing the system was generated in part by DOT and Senate insistence on retaining the Chicago-Charleston, WV-Washington "Cardinal". Rep. Robert Duncan (D-OR) introduced an amendment to add \$15 million along with criteria for short-distance trains (avoidable loss 9¢/passenger mile; minimum 80 passenger miles per trainmile) to save Portland-Seattle-Vancouver services and a "regional balance" section designed to insure that the "Pioneer" and "Inter-American"—and not a third New York-Florida train—would be retained regardless of the likelihood that the Florida service would come first on a strictly economic basis.

Since Rep. Florio and Amtrak management endorsed the Duncan amendment, the Gore-Fowler amendment became in effect a provision to save five major routes: "National Ltd." (NY-Kansas City); "Floridian" (Chicago-Florida); "Lone Star" (Chicago-Dallas/Houston via Oklahoma City; the planned "Inter-American" would have a Houston section but the other leg would end at San Antonio, not Laredo); "North Coast Hiawatha" (Chicago-Billings, MT-Seattle); and a 3rd New York-Florida train.

REACTION TO THE PROPOSED AMTRAK CUTBACKS

"Today, every ranking industrial nation nurtures the use of cars, buses, and airplanes. Along with these, railroads are treated as indispensable in every well-developed country—except one.

"The amazing exception happens to be the U.S. . . ."

—**Frank Trippett, Senior Writer**
Time Magazine: May 21, 1979

"The ultimate irony is that (Brock) Adams has proposed a 6 percent increase in highway funding (to almost \$7 billion), while lobbying for a 19 percent cut that would reduce Amtrak's appropriation to \$634 million. Any transportation secretary who would strangle trains and push automobiles in this day and age is a public liability. . . .

"Trains move more people with less fuel than anything else we have. To do away with them now would be an act of monumental stupidity."

—**Editorial**
Boise Statesman: May 16, 1979

"Amtrak is ailing. It needs treatment, but not amputation."

—**Editorial**
Long Beach Independent: May 14, 1979

"The irony of a DOT plan to exterminate passenger trains in the face of an oil shortage is too blatant to belabor here; other factors need consideration. Recently released figures for the area around Hartford, for example, show that if present trends continue unchecked, automobile use will increase by 41 percent by the year 2000. Never mind where the gasoline will come from or the disastrous effects of air pollution; the region will simply be too congested with traffic to function. And Hartford's population is growing at a rate below the national average."

—**Benjamin Bachman, Columnist**
Boston Globe: March 9, 1979

"Last fall, Secretary of Transportation Brock Adams was voted the least effective, most disappointing member of President Carter's cabinet, in a poll of American opinion leaders conducted by a national news magazine.

"Last month, Adams showed how richly he deserved every negative vote he received.

"On ordering . . . the reduction (read emasculation) of Amtrak's passenger rail system by 43 percent and 12,000 miles, Adams has given a demonstration of penny-wise and pound-foolish budget cutting."

—**Curtis Gans, Columnist**
Seattle Times: March 6, 1979

"While the Administration is willing to deny railway passenger service to many parts of our country, the Administration seeks to increase our foreign aid program to India (by \$45 million), to a proposed FY 1980 level of \$135 million, and our appropriations for the World Bank Group (by \$690.1 million), to a proposed FY 1980 level of \$2.15 billion. You may ask, 'What does this have to do with railroads?' Well, this is the same India which only recently agreed to provide Vietnam with credits amounting to \$50 million, mostly for the purchase of railroad equipment. Also, it is the same World Bank/International Development Agency which recently approved the 14th loan to India for railway development. With this loan, total World Bank/IDA lending to Indian railways alone amounts to \$1.09 billion. As you know the United States is the largest single contributor to these international institutions. . . . Needless to say, if the Administration can find the scarce resources necessary to assist foreign governments with their railroad needs, the American Taxpayers should expect their government to do the same for them."

—**Rep. C.W. (Bill) Young (R-FL)**
April 3 testimony at House Amtrak hearings

"The U.S. Department of Transportation 'Final Report to the Congress on the Amtrak Route System' should be rejected by Congress. . . .

"The nation's fuel and energy situation is much more clearly

seen to be of severe proportions in 1979 than in 1978 when the report was written.

"We submit that this is not the time to be considering any drastic cuts in rail passenger service.

"There are clearly conflicting goals: trimming seemingly high costs versus improving the nation's energy position and preserving a system that may very well become a more and more independent component of our national transportation system. We support the latter."

—**North Carolina Dept. of Transportation**
"Comments Concerning 'Final Report to Congress on the Amtrak Route System'": April 1979

"I share NARP's belief that DOT Secretary Brock Adams' 'Amtrak Improvement Plan' is a direct contradiction of the wants and needs of Indianapolis citizens, and therefore, is a blatant disservice to them."

—**Indianapolis Mayor William Hudnut III**
March 23, 1979, letter to NARP

"(It is an) absolute necessity that we have a total national commitment to operate a national rail passenger system. If the commitment is hesitant . . ., I personally believe it would be better to close Amtrak down."

—**Amtrak President Alan Boyd**

"At a time when this Administration is talking to us . . . about the weekend closings of gasoline stations, and about the rationing of gasoline, it is, in my opinion, just this side of lunacy to be talking about reducing by this magnitude our rail passenger transportation.

"I, for one, am tired of being told that people choose to drive their automobiles. I represent a largely commuting constituency. They are using their automobiles not by choice, and not because they are lazy, and not because they are not patriots, but because they have absolutely no alternative whatsoever."

—**Rep. Gerry E. Studds (D-MA)**
Floor debate, U.S. House: May 8, 1979

"We can no longer have time to play with transportation or energy. Railroads can provide fast, clean, safe, cheap, and efficient transport for both people and freight, but not if they are short-changed in terms of national priorities."

—**Galena, IL, Mayor Frank Einsweiler**
Chicago Tribune: February 28, 1979

"You'd think trains were the only form of public transportation getting a government subsidy. . . . Buses travel on highways. Who builds the highways—the tooth fairy? . . .

"If Chicago were suddenly faced with a gasoline crisis, and the (Regional Transportation Authority) decided at that moment to announce that it was going to cut back on bus and subway service, we'd have riots. But that, in effect, is what the federal government has done: we're going to face fuel pump shortages, and the government is simultaneously cutting back on trains. . . .

"The President should stop listening to his Department of Transportation. It's as full of fools as his Energy Department."

—**Mike Royko, Columnist**
Chicago Sun-Times: May 15, 1979

"This being the first day of National Transportation Week, proclaimed by President Carter, it's particularly ironic that Congress has failed to take action to keep a crucial component of our transportation system intact. President Carter's proclamation reads, 'Transportation enriches our economy. . . . Because of transportation's importance, and to encourage greater safety and efficiency in the ways we develop and use it . . . I urge the governors of our states and other officials . . . to join with the U.S. Department of Transportation in observing this day and week.' . . .

"I fail to see how eliminating nearly half of the nation's pas-

senger rail system would be responsive to the President's call for providing safe and efficient transportation.

"In observance of National Transportation Week, the State of California is today filing suit against the U.S. Department of Transportation, Amtrak, and the Federal Railroad Administration to prevent implementation of Secretary Adams' Amtrak route restructuring report on October 1."

—**Adriana Gianturco, Director
California Dept. of Transportation**

May 14 remarks at a Capitol Hill press conference

"Mr. Chairman, at the appropriate time, I will offer or support a resolution of disapproval on the (DOT) Amtrak routing (plan). . . .

"The Department of Transportation has simply taken an attitude, 'if the train doesn't make money—cut it.' With that attitude, if we apply it to highways, we would probably eliminate two-thirds to three-quarters of the highways that exist in our states that were built for the very specific purpose of connecting areas that were not otherwise economically viable—highways which we deemed necessary in order to have an integrated society and an integrated transportation system.

"Railroads fall into that same category, and they are going to fall into that category more in the future. . . ."

—**Senator Bob Packwood (R-OR)**

May 1 remarks in the Commerce Committee

"(The) Amtrak route system (proposed by DOT) will not result in a profitable operation; it will only reduce the deficit an estimated \$1.4 billion over a 5-year period and still require subsidization in an amount estimated to be \$4.6 billion.

"Needless to say, this subsidization must come from the taxes paid by the American citizens and the citizens of Alabama pay their fair share of taxes, and will continue to do so. It is, therefore, my firm conviction that Alabama needs passenger train service as much as other states, but if the (DOT) proposal is approved, Alabama will be denied such service. This is, in my opinion, tantamount to 'taxation without representation.'"

—**Juanita W. McDaniel, President
Alabama Public Service Commission**

March 15 letter to Alabama's congressional delegation

"The nation (U.S.) that has so superbly cultivated highway and air travel could plainly do just as well by rail travel if it chose. The energy crunch alone, which is already creating a surge of new riders on Amtrak's long-run trains, is good cause for so choosing. But there are many other reasons for doing so, not least that train travel at its best, in addition to being highly efficient, is perhaps the most attractive form of travel for millions. Before any obviously desirable passenger system can be built, however, the country will have to realize that it is not the passenger train, but only its thinking about it, that is obsolete."

—**Frank Trippett, Senior Writer
Time Magazine: May 21, 1979**

AMTRAK'S OFFENSIVE AD

Newsweek reported in its June 18 issue that Carter Administration officials, embarrassed and angered by an Amtrak ad in *The New York Times*, attempted to stop Amtrak from running the same ad in a number of other newspapers the following day. The ad stressed the importance of Amtrak during the present gas shortage and described train travel as "the most energy-efficient way to go." Administration officials were naturally upset with the advertisement, as it made the Administration's Amtrak cutback scheme look all the more inane. However, the White House was only able to stop one paper, *The Baltimore Sun*, from printing the ad. It ran, as scheduled, in 169 other U.S. newspapers the day after appearing in the *Times*. Portions of the text of the ad follow:

**DURING THE GAS SHORTAGE, OUR STATIONS
WILL STAY OPEN.**

Every day of the week. And thanks to Amtrak, millions of

people are visiting friends, family, or business associates, no matter how far away they may be. Without burning up gasoline. . . . Amtrak is more than a fair weather friend. Gas shortage or not, it's an integral part of a national transportation system—the most energy-efficient way to go. . . . Twice, now, we've seen what happens when we rely on unpredictable sources of oil. A switch in time to comfortable, convenient, and low-cost mass transportation can keep lightning from striking a third time. . . .

NEW AMTRAK CHAIRMAN

Harry T. Edwards of Ann Arbor, Michigan, was elected chairman of Amtrak's board of directors at its April 26 meeting.

Edwards, 38, is a professor of law, specializing in labor law, at the University of Michigan. He is also a faculty member of the Institute of Educational Management at Harvard University.

Nominated to the board by President Carter in October 1977, Edwards is serving a term which will expire in July 1980. He replaces Donald Jacobs as board chairman. Jacobs, who is dean of the Graduate School of Management at Northwestern University, is no longer a board member.

On March 21, the Senate confirmed President Carter's nomination of S. Lee Kling to the Amtrak board to fill a vacant seat. Kling, 51, is president and chairman of the board of Landmark Bancshares, a bank holding company in St. Louis. In 1976, Kling was a member of the Carter-Mondale Campaign Steering Committee, and in 1978, he served as Assistant Special Counselor on Inflation for the White House.



Amtrak Chairman Edwards

ADAMS OUT; CLAYTOR IN FOR NOW

After refusing to fire subordinates in disfavor at the White House, and publicly demanding more White House support on mass transit funding and reinventing the automobile, Brock Adams was no longer Secretary of Transportation on July 20. Ex-SR President and Navy Secretary W. Graham Claytor, Jr.'s designation as interim DOT chief seems unlikely to have much effect on the Amtrak debate.

"Our company operates intercity bus service in northeastern Minnesota from Duluth to the Iron Range, North Shore, International Falls, and Brainerd. We have had connecting service in Duluth with the Amtrak train since last fall when we entered into an interline agreement with Amtrak. Both parties to the agreement have been pleased with its success and have experienced an increase in ridership because of the connection. We are looking forward to a good summer because of resort traffic which can take advantage of the through train from Chicago to Duluth."

—**Thomas Hanson, Sales Representative
Northern Transportation Co.**

From August 2, Amtrak passengers from both San Francisco and Seattle will have more reliable connections to the eastbound "Rio Grande Zephyr", whose schedule will be set back by 30 minutes. The Rio Grande limousine will depart Amtrak's Ogden station at 6:30 AM, 30 and 35 minutes after the scheduled arrivals of the "San Francisco Zephyr" and "Pioneer", respectively. The "Rio Grande Zephyr" will depart Salt Lake City at 7:30 AM and arrive Denver at 9:30 PM.

Previously, reasonable connections with Amtrak were available only to westbound Rio Grande passengers.

TRANSPORTATION COMMITTEES IN CONGRESS

The committees with jurisdiction over Amtrak and mass transit are listed below. Rep. Howard's subcommittee also oversees highways, and there is a separate subcommittee within the same House Public Works Committee which oversees aviation. On the Senate side, however, road and air matters are handled in a separate committee not shown—the Committee on Environment and Public Works chaired by Jennings Randolph (D-WV).

Money must be authorized and appropriated before it can be spent. Authorizing committees have primary expertise in the subject matter, and appropriations committees in the overall budgetary situation. Initial appropriations are often for lower amounts than authorized, but supplemental appropriations bills

can be passed later. (Supplemental authorizations are somewhat rarer.)

After consideration by subcommittee, a bill is written as approved and the full committee edits it ("marks it up"); then it goes to the floor. Since the House and Senate rarely approve identical bills, a Joint House-Senate Conference committee including the committee and subcommittee chairmen and ranking minority members usually must resolve differences. Conference Reports are usually agreed to by both houses.

If you write to a committee member, always send a copy to your own legislator; for obvious reasons, he or she has more incentive to pay attention to your views.

AMTRAK AUTHORIZING COMMITTEES

House Comm. on Interstate and Foreign Commerce (Subcomm. on Transportation and Commerce)

C-Harley O. Staggers, WV
John D. Dingell, MI
Lionel Van Deerlin, CA
*John M. Murphy, NY
David E. Satterfield, III, VA
Bob Eckhardt, TX
Richardson Preyer, NC
James H. Scheuer, NY
Richard L. Ottinger, NY
Henry A. Waxman, CA
Timothy E. Wirth, CO
Philip R. Sharp, IN
**James J. Florio, NJ
Anthony Toby Moffett, CT
*Jim Santini, NV
Andrew Maguire, NJ
*Marty Russo, IL
Edward J. Markey, MA
Thomas A. Luken, OH
Doug Walgren, PA
Albert Gore, Jr., TN
*Barbara A. Mikulski, MD
Ronald M. Mottl, OH
Phil Gramm, TX
Al Swift, WA
Mickey Leland, TX
Richard C. Shelby, AL

R-Samuel L. Devine, OH
James T. Broyhill, NC
Tim Lee Carter, KY
Clarence J. Brown, OH
James M. Collins, TX
Norman R. Lent, NY
**Edward R. Madigan, IL
Carlos J. Moorhead, CA
Matthew J. Rinaldo, NJ
Dave Stockman, MI
Marc L. Marks, PA
Tom Corcoran, IL
*Gary A. Lee, NY
Tom Loeffler, TX
William E. Dannemeyer, CA

Senate Comm. on Commerce, Science, and Transportation (Subcomm. on Surface Transp.)

C-Howard W. Cannon, NV
Warren G. Magnuson, WA
**Russell B. Long, LA
*Ernest F. Hollings, SC
Daniel K. Inouye, HI
*Adlai E. Stevenson, IL
Wendell H. Ford, KY
*Donald W. Riegle, Jr., MI
*J. J. Exon, NB
*Howell T. Heflin, AL

R-Bob Packwood, OR
Barry Goldwater, AZ
*Harrison (Jack) Schmitt, NM
*John C. Danforth, MO
*Nancy Landon Kassebaum, KS
**Larry Pressler, SD
John W. Warner, VA

MASS TRANSIT (including Commuter Rail) AUTHORIZING COMMITTEES

House Comm. on Public Works and Transportation (Subcomm. on Surface Transportation)

C-Harold T. Johnson, CA
*Ray Roberts, TX
**James J. Howard, NJ
*Glenn M. Anderson, CA
*Robert A. Roe, NJ
*Mike McCormack, WA
*John B. Breaux, LA
*Norman Y. Mineta, CA
Elliot H. Levitas, GA
James L. Oberstar, MN
*Jerome A. Ambro, NY
Henry J. Nowak, NY
*Robert W. Edgar, PA
Marilyn Lloyd Bouquard, TN
*John G. Fary, IL
*W. G. (Bill) Hefner, NC
Robert A. Young, MO
David E. Bonior, MI
*Allen E. Ertel, PA
Billy Lee Evans, GA
Ronnie G. Flipppo, AL
*Nick Joe Rahall II, WV
*Douglas Applegate, OH
*Ceraldine A. Ferraro, NY
Brian J. Donnelly, MA
Earl Dewitt Hutto, FL
*Eugene V. Atkinson, PA
Donald Joseph Albosta, MI
Marvin Leath, TX
*William Hill Boner, TN

R-William H. Harsha, OH
*James C. Cleveland, NH
*Don H. Clausen, CA
Gene Snyder, KY
*John Paul Hammerschmidt, AR
**Bud Shuster, PA
James Abdnor, SD
Gene Taylor, MO
Barry M. Goldwater, Jr., CA
*Tom Hagedorn, MN
*Arlan Stangeland, MN
*Bob Livingston, LA
Newt Gingrich, GA
William F. Clinger, Jr., PA
Gerald B. H. Solomon, NY
*Jerry Lewis, CA

Senate Comm. on Banking, Housing & Urban Affairs (Subcomm. on Housing & Urban Affairs)

C*William Proxmire, WI
**Harrison A. Williams, Jr., NJ
*Alan Cranston, CA
Adlai E. Stevenson, IL
*Robert Morgan, NC
*Donald W. Riegle, Jr., MI
*Paul S. Sarbanes, MD
Donald W. Stewart, AL
Paul E. Tsongas, MA

R**Jake Garn, UT
*John Tower, TX
*John Heinz, PA
William L. Armstrong, CO
Nancy Landon Kassebaum, KS
*Richard G. Lugar, IN

HOUSE APPROPRIATIONS COMMITTEE (Subcomm. on Transportation -- all modes)

C-Jamie L. Whitten, MS
*Edward P. Boland, MA
William H. Natcher, KY
Daniel J. Flood, PA
*Tom Steed, OK
John M. Slack, WV
Neal Smith, IA
Robert N. Giaimo, CT
Joseph P. Addabbo, NY
Edward J. Patten, NJ
Clarence D. Long, MD
Sidney R. Yates, IL
David R. Obey, WI
Edward R. Roybal, CA
Louis Stokes, OH
Gunn McKay, UT
Tom Bevill, AL
Bill Chappell, FL
Bill D. Burlison, MO
Bill Alexander, AR
John P. Murtha, PA
Bob Traxler, MI
**Robert B. Duncan, OR
Joseph D. Early, MA
Charles Wilson, TX
Lindy (Mrs. Hale) Boggs, LA
*Adam Benjamin, Jr., IN
Norman D. Dicks, WA
Matthew P. McHugh, NY
Bo Ginn, GA
*William Lehman, FL
Jack Hightower, TX
John W. Jenrette, Jr., SC
*Martin Olav Sabo, MN
Julian C. Dixon, CA
*Bennett M. Stewart, IL
R**Silvio O. Conte, MA
Robert H. Michel, IL
Joseph M. McDade, PA
Mark Andrews, ND
*Jack Edwards, AL
Robert C. McEwen, NY
John T. Myers, IN
J. Kenneth Robinson, VA
*Clarence E. Miller, OH
*Lawrence Coughlin, PA
C. W. Bill Young, FL
Jack F. Kemp, NY
Ralph S. Regula, OH
Clair W. Burgener, CA
George M. O'Brien, IL
Virginia Smith, NE
Eldon Rudd, AZ
Carl D. Pursell, MI

SENATE APPROPRIATIONS COMMITTEE (Subcomm. on Transportation -- all modes)

C-Warren G. Magnuson, WA
*John C. Stennis, MS
*Robert C. Byrd, WV
William Proxmire, WI
Daniel K. Inouye, HI
Ernest F. Hollings, SC
**Birch Bayh, IN
*Thomas F. Eagleton, MO
Lawton Chiles, FL
J. Bennett Johnston, LA
Walter D. Huddleston, KY
Quentin N. Burdick, ND
Patrick J. Leahy, VT

Jim Sasser, TN
Dennis DeConcini, AZ
Dale Bumpers, AR
*John A. Durkin, NH

R-Milton R. Young, ND
Mark O. Hatfield, OR
Ted Stevens, AK
*Charles McC. Mathias, Jr., MD
Richard S. Schweiker, PA
Henry Bellmon, OK
*Lowell P. Weicker, Jr., CT
**James A. McClure, ID
Paul Laxalt, NV
Jake Garn, UT
Harrison Schmitt, NM

HOUSE BUDGET COMMITTEE

C-Robert N. Giaimo, CT
Jim Wright, TX
Louis Stokes, OH
Elizabeth Holtzman, NY
David R. Obey, WI
Paul Simon, IL
Norman Y. Mineta, CA
Jim Mattox, TX
James R. Jones, OK
Stephen J. Solarz, NY
William M. Brodhead, MI
Timothy E. Wirth, CO
Leon E. Panetta, CA
Richard A. Gephardt, MO
Bill Nelson, FL
William H. Gray III, PA

R-Delbert L. Latta, OH
James T. Broyhill, NC
Barber B. Conable, NY
Marjorie S. Holt, MD
Ralph S. Regula, OH
Bud Shuster, PA
Bill Frenzel, MN
Eldon Rudd, AZ

SENATE BUDGET COMMITTEE

C-Edmund S. Muskie, ME
Warren G. Magnuson, WA
Ernest F. Hollings, SC
Lawton Chiles, FL
Joseph R. Biden, Jr., DE
J. Bennett Johnston, LA
Jim Sasser, TN
Gary Hart, CO
Howard M. Metzenbaum, OH
Donald W. Riegle, Jr., MI
Daniel Patrick Moynihan, NY
J. James Exon, NE

R-Henry Bellmon, OK
Pete V. Domenici, NM
Bob Packwood, OR
William L. Armstrong, CO
Nancy L. Kassebaum, KS
Rudy Boschwitz, MN
Orrin G. Hatch, UT
Larry Pressler, SD

Members listed by seniority within party on the full committee.

C Committee chairman
R ranking Republican
** subcommittee chairman or ranking Republican
* other members of subcommittee shown