



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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RETURN REQUESTED

OMB: KILL AMTRAK

Few, if any, Amtrak trains outside the Boston-Washington corridor would survive beyond next Oct. 1 if the Office of Management and Budget has its way. According to Dec. 4 news reports, OMB advocates a Fiscal Year 1980 Amtrak operating budget of \$456 million. This compares with:

- \$556 million advocated by Secretary of Transportation Brock Adams to operate a system of the size he recommended last May (including continuation of the Amtrak share of the costs of "403(b) trains" jointly subsidized by Amtrak and various states);
- \$665 million which DOT says would be necessary to continue operation of the present system; and
- \$600 million which Amtrak has to operate the system during

the current fiscal year (to which should be added about \$9 million paid by Southern for operation of the "Crescent", since funding for this train will come from Amtrak's budget next year).

Any significant reduction in the size of the system would force Amtrak to make labor protection payments, and OMB reportedly intends these would come out of its \$456 million operations

"By the time the interstate system is completed, it is estimated it will have cost more than \$110 billion. That price will reflect one of the most gigantic but seldom-discussed cost overruns in history. The original estimate was \$28 billion."

—*The Washington Post*, Oct. 29, 1978

AN OPPORTUNITY FOR LEADERSHIP

"Will people rely more or less on the automobile ten years from now as compared to today? About one-quarter of Americans (26%) think we will rely more on the automobile, while another 26% think we will rely less. . . . It is highly unlikely that five or ten years ago, one out of four Americans would have said that we would rely less on the automobile over the next few years. The changes wrought by the energy crisis, and the expectation of change in ways of living are clearly evident in the fact that one-fourth of respondents see less reliance on the automobile in the future. In a society which for the most part is auto-reliant, this is a startling finding. . . ."

"We asked respondents, 'If it comes to a choice between having the federal government no longer cover the Amtrak deficit and ending most Amtrak passenger train service or continuing the present situation, which alternative would they favor? We find that only 20% would opt to cut off federal financing and end most Amtrak service, while a majority (53%) would want to continue the present situation. This is not a regional majority: it includes 50% or more in each region of the country, and in cities, suburbs, small towns, and rural areas. It includes majorities of almost every demographic group; even among the retired—a group which because of limited incomes often opposes public spending that might lead to higher taxes—48% favor continuing the present situation and only 24% would allow most Amtrak service to end. . . . Considering the large number (of respondents) for whom termination of passenger train service would make no difference, it is all the more striking that a majority indicates a willingness to continue the present federal subsidization of Amtrak deficits."

—A Survey of American Attitudes toward
Transportation, January, 1978, Prepared for
U.S. DOT by Peter D. Hart Research Associates,
of Washington, D.C.

figure. It is impossible to know in advance how much the labor protection payments would be, or over how many years they would be spread, but the DOT May report included these ranges: \$70 to \$300 million for the DOT-recommended system; \$155 to \$640 million for Scenario A, which eliminated everything except the Northeast Corridor, Empire Service, six Chicago-based corridors, and San Diego-Oakland. Hence the conclusion that OMB's \$456 million would not support service beyond the Northeast Corridor.

NARP sent telegrams of protest to President Carter and OMB Director James T. McIntyre, and asked Secretary Adams to resist OMB's efforts.

"To help your energy conservation and anti-inflation programs, the U.S. must improve and expand alternatives to wasteful auto and air travel, thereby reducing oil imports and the need for costly new highway construction. This means expanding Amtrak and bus services. Modern rail passenger service linking joint rail-bus terminals will get far more people out of their cars than would a bus-only system. We strongly object to reported views of the OMB director and Secretary of Transportation favoring drastic cutbacks in Amtrak service. They would disrupt the planning process you signed into law in October."

—NARP's Orren Beaty, in Dec. 5
telegram to President Carter

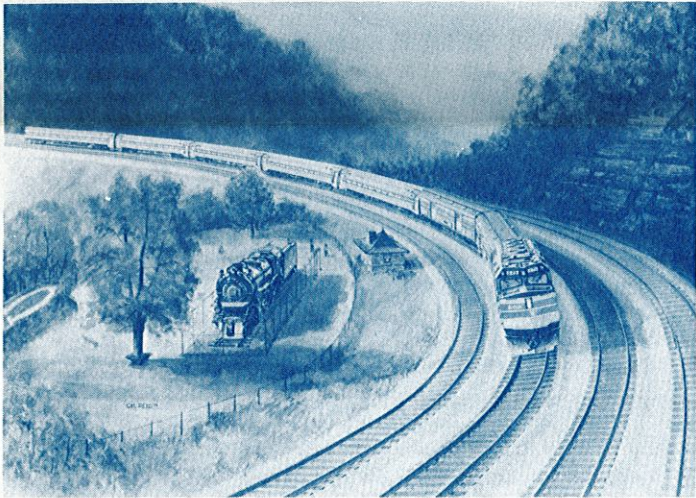
Adams apparently dispatched Mortimer Downey, his Assistant Secretary for Budget and Programs, to OMB Dec. 6, and reportedly met with the President himself on Dec. 11. Widespread rumors among reporters that DOT would release its final report on the Amtrak route structure on Dec. 12 proved incorrect, possibly because DOT believed the outcome of the OMB efforts would force the removal of more routes from that final report. The report is due Dec. 31.

(continued on page 4)

AMTRAK PACKAGE EXPRESS

You can help boost Amtrak's revenues by using Amtrak's package express service yourself and by promoting it with your employer and friends. The service is competitive for the 150 stations it reaches. It is fast and cheap. Packages weighing up to 30 pounds can be shipped anywhere in the system for \$7.50; you can even ship a 50-pound package 1,800 miles or a 100-pound package (the top limit) 750 miles for the basic \$7.50 charge; mileage charges apply beyond. Commercial accounts which make regular use of the service enjoy pickup and delivery as well. NARP has found the service convenient and reliable.

NARP Member B.E. Ransom of Camden, SC, got his company, DuPont, to use the service, and this became a key factor in the successful fight to restore the "Champion" earlier this year.



To receive the 1979 Amtrak calendar, send \$4 payable to Amtrak Calendar to: Western Folder Distribution Company, 850 West Fullerton Ave., Addison, IL 60101. The calendar measures 24" by 33", is vertical in format, and displays the entire year. The top half is a full color print of the above painting by Gil Reid showing the Amfleeted "National Limited" on Horseshoe Curve west of Altoona.

THE JOURNAL STUDIES AMTRAK

The Wall Street Journal, The Washington Star, and other newspapers, ran an anti-Amtrak column a few months ago by James C. Miller of the American Enterprise Institute. AEI confirmed to NARP that they receive contributions from Greyhound and Trailways, but insisted that this fact did not influence Miller, who has been a staunch opponent of Amtrak since before he joined AEI.

NARP Member John W. Willever, of Lebanon, NJ, felt that AEI was abusing its tax-exempt status by its association with this article, and wrote Robert L. Bartley, *Wall Street Journal* editorial page editor, to that effect.

Bartley's reply was informative: "Thanks for your interesting letter, but before you engage on too great an assault on the American Enterprise Institute, I think you ought to ascertain whether they have ever accepted a contribution from a railroad."

Here, then, is the man responsible for editorials in one of the nation's most influential newspapers apparently unaware that U.S. railroads are not big Amtrak supporters, and that lack of cooperation by those railroads is one of Amtrak's most serious obstacles to providing good service. (Or, as the Amtrak Mission Statement delicately put it, "... the vendors of services to Amtrak have not developed the respect for the organization which would induce them to put forth their best efforts.")

The *Journal's* editorial stand against long-distance trains may be discounted accordingly.

Amtrak's Mission: Fighting with More Finesse

Editorial

Amtrak President Alan S. Boyd held his first news conference on Dec. 13. He and Board Chairman Donald P. Jacobs unveiled "The Amtrak Mission Statement", a 12-page document billed as "a major policy statement of the corporation" and "the first formal policy statement by the Board as it is currently constituted since many of the members are recent appointees of the Carter Administration."

The statement is basically a review of Amtrak and its problems familiar to most NARP members. There is this plea for stability in Amtrak's funding: "The Board believes the most effective method of handling public financing is through the establishment of a contractual relationship with Congress. Under such a system, the Board would operate the mandated basic system for an agreed-upon grant of funds. The level of funding would be determined by taking into account expected costs of providing a quality product through an efficiently managed organization. This new form of contractual relationship would provide clear efficiency incentives to Amtrak and clear indications of management's performance to the Congress."

Boyd said he thought five years would be a reasonable duration for the contract; he envisioned Amtrak going to Congress for an appropriation each year but with the understanding that the money would be there unless the circumstances changed significantly.

One reporter thought he had heard this sort of thing from Amtrak before. He asked, "What's changed?" Boyd replied, "I have." Reporter: "You mean you'd be more persuasive with Congress and the Administration than your predecessors?" Boyd: "I have that confidence."

Frankly, so do we. For the first time, Amtrak is led by someone

STATUS OF NEW LONG-DISTANCE CARS

At the Dec. 13 Amtrak Board meeting, Equipment Committee Chairman Charles Luna reported Pullman-Standard expects to complete delivery of 284 superliner cars by Dec. 31, 1980, but Amtrak expects the actual date might be up to six months later. The first car was accepted Nov. 19, and the first complete long-distance train consist is expected by June 30, 1979.

Amtrak, in response to long and heroic efforts by Luna and some NARP members, is committed to converting a large number of older conventional cars to reliable electric heating and air-conditioning. Conversion programs for the "Lake Shore" and "Broadway" are already funded, and the LS project is expected to be accomplished by next September 30, with the first complete trainset ready three months earlier.

who understands Washington... a diplomat who has already won Amtrak a creditable treaty, the Southern agreement (see separate story). But this is not to say we anticipate a five year—or even a two year—"contract" at reasonable funding levels. Not with OMB gunning to kill the entire system outside the Northeast Corridor (see separate story). We fear the best to hope for is that the addition of Boyd's talents will compensate for the new unpopularity of government spending; that the annual funding battles will be less painful because it will be a top priority of Amtrak's to get straight answers promptly to all outside officials who seek information.

Those who fear Boyd will use his skills simply to advance the policies of Secretary Adams, who chose him, would have been pleased with his answer to the question of whether he foresaw Amtrak and DOT working towards conflicting ends. "I certainly foresee the possibility," though he hoped it wouldn't come about, "but the Amtrak Board has a different responsibility than the DOT."

Just what size system Boyd is willing to fight for will become clearer after the DOT report is out, since Boyd indicated Amtrak will react publicly to that report.

The NARP Board in Chicago

The NARP Board of Directors had another successful meeting, in Chicago on October 20 and 21. It included a tour of the Pullman-Standard plant in Hammond, IN, where Amtrak's new bilevel "Superliner" cars are being built, and presentations by Roy Neel, assistant to Rep. Al Gore (D-TN), and Scott Nadler, acting chief, Illinois DOT Bureau of Railroads. Clark Tyler, Amtrak's new Vice President—Government Affairs attended part of the meeting.

A highlight of the meeting was the presentation of the George Falcon Golden Spike award to Mr. Charles Ford, who recently

NARP members in New York who wish to continue receiving the recently established "N.Y. NARP NEWS" should send a contribution (\$5 suggested) to NY NARP, PO Box 1345, Gloversville, NY 12078.

retired from Amtrak On-Board Services after 42 years with Santa Fe and Amtrak. *Chicago Tribune* columnist Bob Greene had reported that Mr. Ford was overlooked at a union dinner honoring several retirees and did not get to take a bow. Because of this, and Mr. Ford's reputation as a top-notch attendant, he received the Golden Spike. Also witnessing the presentation was another Santa Fe veteran, Verne Hutson, Amtrak's Manager of On

Meetings and Candidates

Here are more NARP regional meetings and candidates for election to our Board (regional boundaries and other information appeared in the November News). Region is shown in boldface.

- I. Cleveland S. White, Box 296, W. Falmouth, MA 02574.
- II. Kenneth L. Bird, 7 Ganson Ave., Batavia, NY 14020.
- III. Andrea S. Banks, 101 Jefferson Ave., Cheltenham, PA 19012; John R. Pawson, 3505 Moreland Rd., Apt. K-424, Willow Grove, PA 19090.
- IV. Sat., Feb. 24, time and place to be announced.
John Dawson, 4012 2nd St., SW, Washington, DC 20032.
- VI. Sat., Feb. 10, 1:30 PM, Commodore Perry Hotel in downtown Toledo. At 11 AM, the Michigan and Ohio Associations of Railroad Passengers will meet. \$2/person charge towards room rental.
Walter L. Weiss, 432 West Grand River Ave., Okemos, MI 48864.
- VII. Sat., Jan. 27, including luncheon. For information and reservations, please call Michael Morrison, 312/764-6259, during the evening.
- VIII. Harvey Schneider, 2234 Pershing Blvd., Clinton, IA 52732.
- IX. Sat., Mar. 24, 9:00 AM, Sheraton Hotel, Oklahoma City. Other events: Fri., Mar. 23, 11 AM to 4 PM, trip to inspect Rock Island facilities at El Reno, OK; 7 PM rr entertainment including slides, movies; Sat., 7 PM, banquet; Sun., 9 AM to 4 PM, trip to Tulsa to inspect Frisco and other facilities.
- X. Sat., Feb. 17, 1 PM, Denver, Epiphany Lutheran Church, Downing St. near Washington Park.
- XI. Sat., Jan. 13, 2 PM, meet at Lordsburg, NM, station. (A special mailing was to give advance notice to the region's members.)
- XII. Sat., Feb. 3, 10 AM, Holiday Inn, Park Center Plaza, 282 Almaden Blvd., San Jose, about 4 blocks from SP/Amtrak station. Herbert G. Kehr, 4551 Bannock Ave., San Diego 92117; Joseph Lyons, 4664 W. 3rd St., #302, Los Angeles 90020; Robert A. Ramsay, PO Box 385, Arcadia, CA 91006; Carl H. Schiermeyer, 3633 Colorado St., Long Beach 90814; Stanley C. Sofas, 436 Stanley Dr., Santa Barbara 93105.
- XIII. Sat., Feb. 10, 1 PM, Seattle, KOMO Radio Station Auditorium, 100 Fourth Ave. North.

The following at-large directors are *not* running for elected positions: J. Ford Bell, Minneapolis; F. Travers Burgess, St. Louis; Dorothy Eweson, Far Hills, NJ; Raymond E. Hannon, Dallas; Lee E. McIlvaine, Jacksonville.

Board Service in Chicago, who subsequently wrote: "Because of the publicity concerning Mr. Ford, (Chairman) John Reed of the Santa Fe is making a Certificate of Honor award to Mr. Ford. I have submitted a list of seventy-seven Long Service Employees to Santa Fe and they will be similarly honored. Thanks for making Charley Ford the happiest man to have ever retired from Amtrak."

The NARP Board approved resolutions calling for:

- Amtrak to be a participating party to all future labor negotiations that affect the operation of passenger trains;
- Amtrak to provide full dining service on at least one daily Boston-Washington round-trip;
- President Carter to "immediately direct all federal agencies to offer Amtrak ticket stock to their employees, and issue a memorandum to all federal employees to inform them of the need to use energy-efficient Amtrak instead of driving or flying";
- Amtrak to retain, overhaul, and convert to all-electric operation the older stainless steel cars released from daily service as Amtrak's new equipment goes into service;
- the U.S. Department of Transportation "to analyze a substantially expanded Amtrak route structure as proposed by

NARP TO STUDY AMTRAK ADVERTISING POLICIES

The NARP Board has established its own Marketing Advisory Committee, which will make recommendations to Amtrak regarding advertising policies. The chairman is Dr. Charles A. Dunn, 1131 Catalonia Ave., Coral Gables, FL 33134. He would like to receive ideas from NARP members, and particularly reports of any local Amtrak advertising carried out by private groups or individuals, and the results obtained.

NARP in its Route Study approved by the Board Oct. 21, 1978" (see back page of November News, "such study to include the views of Amtrak and . . . the various state DOT's" and to "evaluate the effect new equipment would have on Amtrak's service quality and utilization and the effect that revised work rules governing Amtrak employees and the employees of the railroads with which Amtrak contracts for service would have on Amtrak's performance";

—Congress to "enact legislation that would require the railroads with which Amtrak contracts for service to operate trains on schedule at least 90% of the time on schedules at least equal to the best schedules in effect on a particular route at any time in the five year period prior to May 1, 1971, before any incentive payment is made to such railroad, unless granted an express waiver of such schedule by the Federal Railroad Administration";

—DOT to determine the full costs of other modes of freight and passenger transportation to the American citizens, and to report the totals spent on same "for facilities, operations, maintenance and repair and projected expenditures for the future."

PEOPLE NEED AMTRAK!

"Amtrak is used in winter months for transportation to major medical centers in Salt Lake City and Denver when driving is difficult and hazardous. The Wyoming Highway Patrol reported that during the 1977-78 winter, Interstate 80 was forced to close twelve times because of snow and high winds. The duration of highway closures is unpredictable, but there have been many times when I-80 has been closed for more than 100 hours.

"The Airport Traffic Control tower of the FAA in Cheyenne estimates that the airport there was closed some 30 days during a winter, and the normal duration of a closure was 2 to 3 days.

"So, Amtrak is an indispensable link between separated populations during severe storms when only the train can get through."

—Rep. Teno Roncalio (D-WY) in testimony before the ICC Rail Services Planning Office

Amtrak Gets The "Southern Crescent"

Amtrak and Southern Railway have reached agreement for Amtrak to take over operation of the Washington-Atlanta-New Orleans "Southern Crescent" effective Feb. 1, contingent on the ICC relieving Southern of its obligation to provide the service.

Southern will pay Amtrak \$6.7 million, expected to cover the operating deficit through Fiscal Year 1979, which ends next Sept. 30. Basic operating costs to be assumed by Amtrak are similar to costing arrangements that Amtrak has with other railroads.

Equipment requirements will be covered by a lease arrangement with Southern for locomotives and a lease-purchase program for cars; under the latter, Amtrak's lease payments will count towards any car purchases Amtrak might decide to make.

Amtrak President Alan Boyd said initial changes to the Crescent's operation and staffing would be minimal and that the

"We recognize that the Crescent is an institution in the area it serves, and we intend to see that it remains one of America's finest long-distance trains."

—Amtrak President Alan S. Boyd

"While we deeply regret that a way could not be found to continue the train under Southern's auspices, Amtrak can count on our full cooperation in its efforts to keep it one of America's finest long-distance trains."

—Southern President L. Stanley Crane

train would continue to operate with Southern locomotives, cars and employees.

The agreement does not grant Amtrak the right to operate trains other than the "Crescent"; Amtrak would still have to seek authority for such additional operations from the ICC under Section 402(a) of the Amtrak law. However, the agreement does establish a methodology for compensating Southern for such services where the ICC acts favorably.

In addition, agreement has been reached with the labor unions that extra crew changes would not be required to get a rerouted

OMB: Kill Amtrak *(continued from page 1)*

Clearly, it will once again be up to Congress to recognize the importance of continuing Amtrak at a reasonable size, but even there the President is going to make life as hard as possible. In signing the Amtrak Improvement Act of 1978 into law Oct. 5, he indicated his intention to implement the Secretary's report unless both the House and Senate disapprove the report. This is in line with the Administration's view that "one-House veto" provisions are unconstitutional, but it is still possible the implementation could be blocked by the action of only one legislative body.

Although we have no indication the President has ever been made aware of the importance of Amtrak, NARP members should be aware of the negative tone of his Oct. 5 statement: "For several years, attempts have been made to put Amtrak on a more stable

DOUBLE-THINK BEFORE OMB STRUCK

"Your concern about the recent history of capital investment on the nation's passenger railroads is well-founded. The Department believes that heavy capital expenditures would be unwise until Amtrak's rapidly rising Federally-funded deficits can be brought under control. We are confident that the proposed route restructuring will be a step in that direction."

—Secretary Adams, in Nov. 29 letter to NARP

financial footing and to discontinue services that have large operating losses without providing substantial public benefits. This bill provides a procedure for bringing about a quick, significant restructuring of Amtrak's route system. Without this legislation, restructuring would have to be done on a route-by-route basis in a time consuming manner with no assurance that the final result would coincide with national transportation needs and priorities. Under these circumstances, it would be very difficult to control the future growth of Amtrak's deficit. For this reason, I am signing the bill."

"Floridian" from the L&N to Southern's Peachtree Station in Atlanta and from the Central of Georgia to the Seaboard station in Savannah. Amtrak engineers estimate track improvements on the CofG would cost \$2 million, and Boyd told his Board at its Dec. 13 meeting that he thought the work would take 4 to 6 months from the time the money was made available. Whether the money will ever become available depends on the final DOT report and Congressional reaction to it.

NARP can take some credit for the fact that public underwriting of the "Crescent" will not commence until next Oct. 1. Under an earlier proposed agreement for which Southern worked hard (March News), Southern would have paid for the train only through last Oct. 1. Since last spring, of course, Southern lost its discontinuance bid before the ICC. NARP was the main protestant before the ICC, and was represented by NARP Director John Heffner, a Washington attorney who donated countless hours to the case. Not only did the ICC decision have the effect of forcing Southern rather than Amtrak to pay for Fiscal 1979 operations, greatly simplifying Amtrak's financial problems for this year, it assured the train's continuance until the logical transition time next October for which coordinated planning is now taking place.

WASHINGTON UNION STATION: ANOTHER DEAD END

The Senate approved funds on Oct. 4 to complete renovation and repair of Union Station and to add the badly needed intercity bus terminal which would make the station one of the world's most important intermodal terminals. Unfortunately, the House did not act and the measure died.

There is hope yet. Prospects look good for a united front to support action by the new Congress: Amtrak, NARP, the bus companies, and Senator Long agree on the need for the bus terminal, and there are indications the Administration would not fight it, however uncomfortable it is with the cost. By contrast, during 1978 the bus companies used Union Station hearings as yet another forum in which to launch anti-Amtrak attacks, and Amtrak itself was hardly a forthright advocate of the best interests of the rail passenger, being more concerned with the impact of the plans on its own budget.

ANOTHER INTERMODAL OPPORTUNITY

Alfred E. Ehm of San Antonio, former chairman and current San Antonio coordinator of the Texas ARP, has urged Amtrak to establish a direct connection between the "Lone Star" and existing Greyhound Laredo/San Antonio/Austin service at Temple, TX.

"Not only would Amtrak gain through this intermodal arrangement, but benefits would be realized by Greyhound and by the entire population of South Texas. Amtrak would benefit from increased ridership on the 'Lone Star' which could easily equal the patronage generated by the Houston metroplex area. Another benefit would be increased productivity for Amtrak's local ticketing staff in Laredo, San Antonio, and Temple. . . . Amtrak could also validly advertise direct daily service between Chicago and South Texas.

"Yet another benefit would be increased traffic between the 'Lone Star' and the 'Sunset Ltd.' west of San Antonio."

POSTSCRIPTS: Niagara Falls-Detroit service may die Jan. 31 as New York and Michigan plan to cancel their subsidies, though the new Mich. Transportation Commission may review the matter in January. . . . ICC gave RI's Peoria and Quad Cities trains a reprieve, but the end of the Illinois subsidy Dec. 31 leaves little hope. . . . We thank those NARP members who renewed at the \$15 rate even though their renewal letter was accompanied by a \$10 new membership form. Our computer firm is badly delayed in producing a new renewal form—one which will save us time and money because the new membership card will be sent as part of the renewal notice.
