

News from the

National Association of Railroad Passengers

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Rail Corridors Get Federal Money

Concept More Important Than Dollar Amounts

Prospects for improving Amtrak's many corridors brightened considerably before the election. Gov. Clinton and Sen. Gore made frequent campaign references to "high speed rail" in their campaign.

Also, as directed by Sec. 1010 of last year's highway/transit authorization (ISTEA—Jan. '92 News), DOT Secretary Andrew H. Card Jr. announced the five rail corridors he selected for funding to help reduce "hazards of railway-highway crossings." Fifteen applications filed by 14 states met the Aug. 31 deadline (see map for list).

Sec. 1010 was primarily the work of Sen. Paul Simon and Rep. George E. Sangmeister (both D-IL). Card's announcements were timed to help the Bush campaign, but the choices were basically sound.

Intense competition for the designations educated everyone involved about the strong, bipartisan support in the U.S. for modern trains—and led DOT, through creative use of transit money, to commit additional funds. Also, DOT, by combining corridors, maximized the number of "winning" route miles within the law's allowable "not to exceed five corridors" (see table).

Sec. 1010 is important because it earmarks highway trust fund money to meet Amtrak-related needs. As quoted in *The Washington Post's* Oct. 18 report, NARP's Ross Capon said, "The principle that is being established is far more important than the trivial number of dollars involved."

Sec. 1010 was also important for its focus on incremental improvements to existing services: "where railroad speeds of 90 mph are occurring or are expected to occur in the future...."

Finally, Card's "1010" announcements generated considerable enthusiasm in the named corridors—enthusiasm which might lead governors to put state money into the corridors and to seek more federal money for them, especially in any Clinton "infrastructure" package.

SEC. 1010 CHOSEN CORRIDORS



—NARP Graphics/Scott Leonard

Corridors selected (thick lines):

- Eugene-Portland-Seattle-Vancouver
- San Diego-Los Angeles-Bakersfield-Bay Area/Sacramento
- Chicago-Milwaukee/Detroit/St. Louis
- Miami-Tampa/Orlando
- Washington-Richmond-Charlotte

Already grade-crossing free (dashed line):

- Washington-Philadelphia-New York-New Haven

Other Amtrak shown in thin lines.

Other Corridors for which applications were submitted [not shown]:

- Boston-Springfield
- New York-Albany-Niagara Falls (but see "Other Grants" box)
- Philadelphia-Harrisburg
- Washington-Jacksonville (filed by South Carolina)
- Atlanta-Gainesville
- Fort Worth-Dallas/Ft. Worth Airport
- San Antonio-Laredo-Monterrey

TRAVELERS' ADVISORY

New on Amtrak October 25

Amtrak extended its Tampa-Sarasota Thruway bus service (connecting with all trains) to Fort Myers (Hall of the 50 States). Public telephone service began on Chicago-Detroit trains.

(continued on page 4)



Media coverage of Card's announcements was also enthusiastic. Some examples:

- The Oct. 21 *Oregonian* (Portland) report began: "High-speed trains in the Northwest moved a short but significant distance Tuesday from the dreams of railroad buffs into the real world."

OTHER NEW INTERCITY GRANTS

DOT did not "reject" New York's Sec. 1010 application but determined that the Empire Corridor was "already" high speed; DOT awarded this corridor \$1 million in Federal Transit Administration (FTA) funds. This money went to Metro-North Commuter Railroad which was to coordinate with the state the spending of the funds on grade crossing work between New York City and Hoffmans (west of Schenectady).

Four Federal Railroad Admin./FTA grants for intermodal terminal planning (besides the four shown on the table below) went to:

- Orlando—\$400,000 for the International Drive maglev terminal;
- Denver (Union Station plus feasibility of rail line to new airport)—\$93,000;
- San Antonio (including alternatives to Amtrak's current location)—\$93,000; and
- Portland, ME—\$65,000 (develop plan for the location that emerges from the FTA Boston-Portland study; that study is considering whether to put the station on the mainline or at the end of a one-mile dead-end spur that would add 15-20 minutes to Boston-Bangor runs when they commence).

The Orlando study will consider the feasibility of building tracks needed to include Amtrak in the International Drive maglev center. (The 13.5 mile-maglev line in question will link this center with the Orlando Airport. Jan. '92 *News*, p. 4.)

- Also Oct. 21, *The Register-Guard's* (Eugene) story began: "Imagine: You board a train in Eugene in the morning and arrive in Vancouver, B.C., in time for lunch. That's the potential impact of federal action announced Tuesday."

- *The Washington Post's* Oct. 18 report called the announcements "a major shift for an administration that tried for three years to kill all subsidies for Amtrak and this year tried to halt funding for continued upgrading of the Washington-Boston corridor." (Ed.: Reagan/Bush administrations called for zero Amtrak funding for the six Fiscal Years 1986-1991.) ■

\$5 MILLION HIGH-SPEED GROUND DEMO

Jan. 29, 1993 is the deadline for submitting brief "Expressions of Interest" for up to \$5 mill. in National High-Speed Ground Transportation Technology Demonstration Program funds (part of \$50 mill. authorized for this by ISTEA—Jan. '92 *News*, p. 4).

Any domestic private, public, or combined public-private entity may apply. Amtrak itself may not apply, but could be a subcontractor.

Projects "must demonstrate an advancement in high-speed ground transportation technology...that can show a demonstrable benefit to the research and development, design, construction or ultimate operation of any" maglev or rail system. When application is filed (deadline to be announced), a system must be "in operation or under construction" to be eligible; systems meeting that test now are the Northeast and Empire Corridor mainlines and the Sec. 1010 corridors (see lead story).

Details: Nov. 30 *Federal Register*, pp. 56630-32 (from which the above quotes are taken; for copy, send NARP a s.a.s.e. and \$1) or call Mark Yachmetz at Federal Railroad Administration 202/366-6593.

SECTION 1010 AND RELATED FUNDING BY STATE

Applicant	Corridor Application	Section 1010	Funding		TOTAL
			Grade Xing	Intermodal Terminal Planning Grants	
California	San Diego-Los Angeles-Oakland/Sacramento	\$1,200,000	- 0 -	- 0 -	\$1,200,000
{Michigan	Detroit-Chicago	1,200,000	- 0 -	\$160,000 ¹	1,360,000
{Illinois	St. Louis-Chicago	950,000	\$ 250,000	160,000 ²	1,360,000
{Wisconsin	Milwaukee-Chicago	- 0 -	- 0 -	100,000 ³	100,000
Florida	Miami-West Palm Beach-Orlando-Tampa	500,000	500,000	- 0 -	1,000,000
{Virginia	Washington, D.C.-Richmond	200,000	250,000	- 0 -	450,000
{No. Carolina	Raleigh-Charlotte	450,000	- 0 -	- 0 -	450,000
{Washington	Vancouver, B.C.-Portland	250,000	- 0 -	150,000 ⁴	400,000
{Oregon	Portland-Eugene	250,000	- 0 -	- 0 -	250,000
	Total	\$5,000,000	\$1,000,000	\$570,000	\$6,570,000

¹Detroit New Center, which at last enjoys the broad support needed to progress and should give Amtrak a modern, well-located Detroit station, as well as the potential to extend Chicago-Detroit trains to Pontiac.

²Chicago O'Hare Airport. NARP long has urged that intercity trains serve both Union Station and O'Hare, increasing the trains' marketability and offering an environmentally sound alternative to short-distance flights. A commuter rail line links Union Station and O'Hare, and an existing freight line—which joins Amtrak's Milwaukee line at Techny, IL (north of Glenview)—would enable Milwaukee-Chicago trains to run via O'Hare rather than backtracking to the airport.

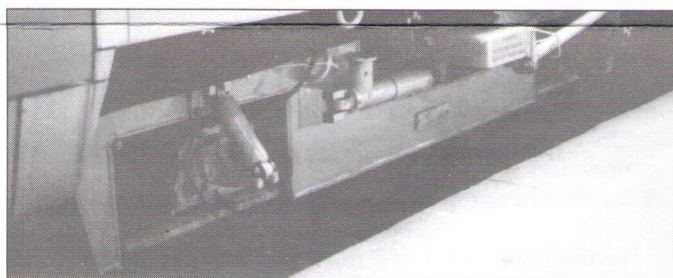
³Milwaukee. ⁴Seattle.

NARP RATES CHANGE

At its October meeting in Flagstaff, the NARP Board approved raising most membership dues effective Jan. 1, 1993. The basic membership, now \$20, will be \$24. Other membership categories and their new prices: Family \$30; Participating \$36; Sponsor \$60; Sustaining \$100 (no change); and Corporate \$1,200. Also, reflecting a desire to make it easier for people who have lost their jobs during the recession to remain as members, the board created a \$12 "Fixed Income/Student" membership to replace the present \$10 "Student/Retired Member" category.

NARP members who want to renew early (before Jan. 1) at the current, lower rates are welcome to do so; please put your membership number and the word "renewal" clearly on the check.

The last dues increase was in April, 1989; prior to that, there had been no change since 1976.



—NARP Photos/Scott Leonard

The long-awaited X-2000 (see p. 4 and Jan. '92 News, p. 3) arrived Oct. 20 at Baltimore's Dundalk Marine Term. On Oct. 22, the train, built by ABB Traction of Sweden and loaned by owner Swedish State Railways, was hauled to Washington by an Amtrak GP40TC (one of eight that came from Toronto's GO Transit in late 1988). Above, the X-2000 is pulled past Washington's K Tower on track 16. Next is the front of the 150-mph train on track 16. Inside, all coaches are first class with 2-1 seating. Last, one of the trucks with the active-tilt mechanism. Not visible are the axles that take curves independently of each other within the same truck. Both features allow the X-2000 to take curves faster than regular trains (and thus to use less time accelerating/decelerating before/after curves), with no added sensation to the passenger.

H.R. 4414 and the New Congress

H.R. 4414, the bill introduced Mar. 10 by Rep. Al Swift (D-WA) to create an intercity rail passenger capital improvement trust fund had 32 co-sponsors (plus Swift) by the end of the 102nd Congress (see Mar. News).

It appears that, as the 103rd Congress begins, the concept has the support of 35 members, including reelected cosponsors, freshmen and two incumbent non-sponsors who told NARP of their support. Our information on new members comes from responses to a questionnaire we sent in September to 880 Congressional candidates nationwide.

PASSENGER RAIL TRUST FUND SUPPORTERS

State, District	Name	Incumbent	Previous Co-sponsor
AZ - 6	Karan L. English		
CA - 5	Robert Matsui	X	X
CA - 19	Richard H. Lehman	X	X
CT - 2	Sam Gejdenson	X	X
CT - 6	Nancy L. Johnson	X	
FL - 7	John L. Mica		
IL - 9	Sidney Yates	X	X
IL - 17	Lane Evans	X	X
IN - 10	Andy Jacobs	X	X
KS - 2	Jim Slattery	X	X
ME - 1	Thomas Andrews	X	X
MA - 4	Barney Frank	X	X
MT - AL	Pat Williams	X	X
NJ - 2	William J. Hughes	X	X
NJ - 8	Herbert Klein		
NM - 3	Bill Richardson	X	X
NY - 4	David A. Levy		
NY - 7	Thomas Manton	X	X
NY - 8	Jerrold Nadler		
NY - 11	Edolphus Towns	X	X
NY - 15	Charles B. Rangel	X	X
NY - 23	Sherwood Boehlert	X	X
NY - 26	Maurice Hinchey		
NC - 1	Eva M. Clayton		
OH - 9	Marcy Kaptur	X	X
OR - 3	Ron Wyden	X	X
OR - 4	Peter DeFazio	X	X
PA - 2	Lucien E. Blackwell	X	X
PA - 4	Ron Klink		
PA - 7	Curt Weldon	X	X
VA - 8	James P. Moran	X	
WA - 2	Al Swift	X	X
WA - 3	Jolene Unsoeld	X	X
WA - 7	Jim McDermott	X	X
WV - 2	Robert E. Wise, Jr.	X	X

Of the above, Matsui, Jacobs, Richardson, Boehlert, Hinchey, Wyden, Klink and Swift each faced opponents who also told NARP they supported the H.R. 4414 concept.

To proceed, H.R. 4414 must be reintroduced in the new Congress (and get a new number). A House Ways and Means Committee hearing appears likely if there are 19 co-sponsors from that committee. New assignments to the committee may be made in December, but, of the above incumbents, Matsui, Johnson, Rangel and McDermott served there during 1992. ■

VIEWLINERS ORDERED AT LAST!

Amtrak ordered 50 single-level, 30-passenger sleepers for about \$100 mill. from Morrison Knudsen Corp. of Boise, ID, to replace old, 21-passenger sleepers. The cars will have three Deluxe Bedrooms (one handicapped accessible) and 12 compartments. Each room has two beds, upper-berth window and private lavatory; Deluxe Bedrooms have private showers; compart-

ment passengers have access to a public shower through reservations with the car attendant. The Dec. 3 order—with delivery expected to begin in about two years and conclude about nine months later—has an option for 50 more sleepers.

Next issue: Clinton Admin. rail prospects and NARP's work on them.

TRAVELERS' ADVISORY (continued from page 1)

Corrections To Amtrak's Oct. 25 Timetable

All 9 "San Diegans" are running as planned, but call Amtrak for correct connecting-bus information (timetable errors involve trains 572, 575, 576, 703 and 704) or send NARP a s.a.s.e. for accurate Caltrans timetable. "San Diegan" checked baggage service: train 784—Los Angeles and San Diego only; 773—same 10 stations as 774; 575—none.

Watch out! Train 663 runs Richmond to Washington five minutes earlier than shown on Atlantic City page (Tidewater page is correct). "Coast Starlight" departs Los Angeles 10:05a per timetable—not 10:25a as we said here last issue. Bus connecting to train 797 departs Spokane 15 minutes earlier than shown. Bus connecting to train 710 departs Davis and Sacramento five minutes earlier than shown. Train 95 departs Fredericksburg at 6:07p (wallet card shows 6:45p).

Amtrak handles checked baggage at Gainesville, GA; Topeka, KS; Devils Lake, ND; and on "Carolinian" (mail, too). "Pioneer" does at Seattle, Tacoma, Centralia, Vancouver and Portland (the Eugene-Seattle grid has this wrong).

Petersburg, VA is now open only 10a-6p, locked at other times—no waiting room or checked baggage service for "Meteor" passengers; NARP has protested.

"Montrealer's" year-round checked baggage service was restored Oct. 25. Amtrak now has a White River Jct. mail contract.

Train 177/477 stops at Newark, DE; Trains 479 and 467 have no food service north of New Haven; Train 176 has no checked baggage; Vermont bus does not stop at Claremont Jct., NH.

Bus connecting to train 5/25/35 leaves St. Joseph, MO an hour later than shown.

Return of the Fun Train: After a two-year absence, Key Holidays (510/945-8938 M-F) and Amtrak will run a Fri. 6p train from Oakland to Reno, returning Sun., with some intermediate stops, through the winter. Fun Train began over 30 years ago under Southern Pacific.

Amtrak's X-2000 Trial Runs

The electric, tilting Swedish train that arrived Baltimore Oct. 20 and "lives" on Washington Union Station's Track 16 is expected to run these Metroliner schedules:

- For two weeks in early Feb., noon from Washington and 4:30p "non-stop" from New York;
- For the balance of Feb. and Mar., 1p from Washington, 6p from New York; and
- In Apr., the 6:50a "up" and 4:30p "down" non-stops, both extended to New Haven.

For two May weekends there will be public excursions between Boston and New London. No regular service is planned in non-electric territory because Amtrak's turbo power units can't make existing "New

England Express" schedules while hauling the X-2000.

Even under the wires, the train will be limited to the 125 mph Metroliner speed limit, although 150 mph may be achieved in non-revenue tests.

Transit/Commuter Rail

The north end of SEPTA's former 23/Germantown streetcar route (Oct. News) still has weekend daytime service (Germantown Ave. between Chestnut Hill West commuter rail station and Gorgas Lane). Cars run every 20 min. from Chestnut Hill, 10:05a to 6:05p (last possible round trip leaves Chestnut Hill 5:25p).

Using Federal Emergency Management Admin. funds, TriRail's first regular Sunday began in Oct., after Hurricane Andrew dramatically changed Dade County travel patterns. Oct. 25 timetable reflects changes.

Metrolink weekday commuter service began Oct. 26 from Los Angeles Union Station to Pomona (5 peak trains via Covina—33 mi.), Moorpark (4 peak trains on "Coast Starlight" route, 47 mi.), and Santa Clarita (3 peak trains on Southern Pacific's route toward Bakersfield, 33 mi.). A 2-mi. extension from Pomona to Claremont opens Dec. 7; another 2 mi. to Montclair is expected Jan. 18. Also Dec. 7, all three lines will be speeded up by 9-15 min.

The opening of the Los Angeles Metro Red Line Segment One (4.4 mi.) has been moved up to Jan. 11. Five stations will open: Union Station (connections to Metrolink—expected to boost its ridership—and Amtrak and Orange Co. commuter trains), Civic Center, Pershing Square (Angels Flight funicular to Bunker Hill expected to open in Mar.—closed "temporarily" in 1969), 7th/Metro Center (at Flower St.—shared underground station with Blue LRT to Long Beach), Westlake/MacArthur Park (at Wilshire & Alvarado).

On Dec. 12, Atlanta's MARTA opens two rail segments—Ashby-Bankhead (branch of West Line) and Chamblee-Doraville (extension of North Line, running next to route of "Crescent").

On Dec. 13, Chicago CTA opens 5-block subway connection south of the Loop between Howard (13th & Roosevelt) and Dan Ryan (18th & Clark) lines.

Bikes on Trains

Tandem bicycles are now allowed on Amtrak as checked baggage. Like other bikes, it must be in a container. Although the same \$5 charge applies as when Amtrak provides containers for regular bikes, Amtrak will not provide tandem containers, saying they are available at bike shops; two Amtrak regular-bike boxes pieced together are not acceptable. Consult agent for details.

Folding bicycles may now be carried onto Amtrak trains, as is the case on many rail transit and commuter trains. They must be folded before boarding the train and placed in baggage areas *other than the overhead racks*.