

The Voice of the Railroad Passenger



Urge your Congressmen to support the Rail Passenger Service Act of 1970!

from
**NATIONAL ASSOCIATION OF
RAILROAD PASSENGERS**

May, 1970

Vol. 4, No. 5

**MAIL DIVERTED FROM PASSENGER TRAINS
EARNED PC AT LEAST \$27 MILLION
IN 1969, HEARING TESTIMONY REVEALS**

Hearings in Washington on Penn Central's bid to discontinue all its east-west passenger service have brought out the fact that the carrier earned approximately \$27 million in 1969 on mail carried in non-passenger trains, much of this revenue having been diverted from the trains which PC now says are operating at a deficit.

The hearings opened on May 1 and after two weeks of testimony PC had still not concluded its presentation. The Washington hearings resumed on May 18. Meanwhile, the initial hearings in the field opened in New York City on May 11.

ICC will not make any findings until after conclusion of the field hearings in Chicago on July 1. PC may request permission to present rebuttal testimony after the July 1 date.

According to NARP's counsel at the hearings, testimony has shown that PC "is retaining significant mail revenues" through diversion of mail to all-mail and freight trains. PC has also earned additional mail revenue through its trucking subsidiaries and other means but declined to provide specific figures.

Upon inquiry, the Post Office Department told our counsel that the figures were available, but the fee asked for supplying them was relatively high. We therefore requested the ICC to secure the figures. The ICC refused.

While this case is far from over, even at this juncture we are seriously disturbed over the ICC's apparent disinterest in obtaining these pertinent facts from the Post Office Department to determine all the sources of the carrier's mail revenues.

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**ICC Erred in Ruling it Lacked
Service Standards Authority,
Justice Department Declares**

The Interstate Commerce Commission erred in ruling that it does not have authority over standards of service on passenger trains, the U.S. Justice Department has formally stated.

In a brief filed on May 6 in the U.S. District Court in San Francisco in answer to a suit filed by five state and city regulatory bodies and by NARP, the Justice Department declared that it "admits that the report and order of the ICC are erroneous in that the Commission erred in holding that it does not have jurisdiction to pass upon the adequacy" of rail passenger service standards.

The case grew out of a finding by ICC Hearing Examiner John Messer that the Southern Pacific had deliberately downgraded service to discourage patronage. Messer held the ICC had authority to impose standards of service. After long deliberation, ICC ruled last September that it lacked this authority.

The Justice Department will now join with NARP and the other plaintiffs in insisting that the ICC exercise this authority.

**Senate-Endorsed Rail Corporation
Bill Awaits House Action**

By an overwhelming bi-partisan vote of 78-3, the Senate has approved legislation to create an independent corporation to operate the nation's passenger trains.

The vote, on May 6, was a major victory for the beleaguered rail passenger who, after years of fighting holding actions to preserve minimal service, now sees hope for modern passenger trains in the 70's such as many other advanced nations now enjoy.

The dramatic support for the corporation concept was the result of months of intensive negotiation and work by Senators Magnuson (D-Wash), Cotton (R-N.H.), Hartke (D-Ind) and Prouty (R-Vt), and the Senate Commerce Committee staff. The bill had the endorsement of NARP, railway labor, the AAR, and the Department of Transportation.

The approved measure was a substitute for one reported by the Commerce Committee on April 9. The subsidy provisions of that bill were strongly opposed by the Administration and some rail industry quarters. However, Transportation Secretary Volpe, who has gone on record for the preservation of passenger service, offered to help draft an acceptable alternative. The result was the approved "Rail Passenger Service Act of 1970" (S. 3706).

The corporation would operate a basic network, to be designated by DOT after consultation with the ICC. Within 90 days of enactment, a report outlining routes would go to Congress.

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**NARP Board of Directors is
Expanded at Annual Meeting**

By unanimous vote, the annual meeting of the National Association of Railroad Passengers expanded the Board of Directors from three to seven members.

Explaining the proposal to the gathering at the Lawyers' Club on April 28, Chairman Anthony Haswell said it was felt that the new directors would bring valuable new ideas to the Association.

The new members are Barry C. Phelps, an investment banker, Chicago; Edmund K. Faltermayer, a senior editor of *Fortune* magazine, New York; James Truettner, an investment counselor, Winchester, Va., and Charles W. Schoeneman, NARP Counsel. Mr. Faltermayer leaves his spot on the Advisory Board to take the new post.

Re-elected were Mr. Haswell; Woodruff M. Price, NARP Executive Director, and Otto Janssen, Director of Public Relations.

At the new Board's first meeting immediately following the membership meeting, Mr. Haswell was elected Board Chairman.

The Board will meet four times annually. The next meeting will be held at NARP headquarters on July 27, with following meetings on Oct. 26 and Jan. 25, 1971.

Rail Network Bill (from p. 1)

A railroad now operating passenger trains could contract (by Mar. 1, 1971) for the corporation to operate its trains that come within the basic network; the carrier would then be relieved of operating passenger service itself. Any of its trains not in the system could be dropped on 30 days' notice. The carrier would be required to buy common stock in the corporation, the amount based on a proportion of its 1969 operating deficit. Railroads not joining the corporation would be required to operate all their trains till January, 1975. The corporation would have the authority to use the tracks and facilities of non-joining carriers for fair compensation.

Assuming all passenger railroads agreed to join, their investment would exceed \$200 million. In addition, the bill authorizes a federal contribution of \$40 million and loan guarantees up to \$60 million.

The corporation would be required to continue operation of all trains in the system till January, 1975. It could then apply to the ICC to drop losing or unneeded trains. However, this service could be saved if states served by the trains agreed to pay up to 50% of operating costs.

Sen. Pell (D-R.I.), a NARP Advisory Board member, joined by Sen. Kennedy (D-Mass), offered an amendment that was unanimously approved providing that a regional transportation agency could, under agreement with the corporation, operate trains within the corporation's jurisdiction. Sen. Pell persuasively argued that such a provision could attract public and private funds and thus encourage better service within specific areas.

Sen. Hartke expressed keen optimism for the measure, seeing it as a means of revitalizing the industry and again making train travel a desirable mode of transportation. He also expressed belief that the operation can be profitable.

Sen. Prouty argued vigorously for the quasi-public corporation concept, seeing it as the best means to establish "a truly national intercity system." Other strong supporters during the debate were Senators Goodell (R-N.Y.), Church (D-Id.), McGee (D-Wyom.) and Pearson (R-Kans).

The strong backing the bill received from all quarters raises considerable hope for favorable House action. Chairman Harley Staggers (D-W.Va) and other key members of his House Commerce Committee have indicated they want to send a good rail passenger bill to the full House in the near future.

NARP Celebrates 3rd Birthday on May 22; "Bring in One New Member to Mark Occasion!"

The National Association of Railroad Passengers held its first formal meeting in Chicago on May 22, 1967, a week after our incorporation as an Illinois not-for-profit organization. Three founding members signed the minutes book.

Incorporation was under the name of the "American Railroad Passenger Association." One of the first acts of the board was to adopt the present name.

From that beginning, NARP now has about 7000 members residing in every state and at least a dozen foreign countries or non-contiguous U.S. areas.

To mark our anniversary, NARP urges every member to bring in at least one new member. This is the time to sign up that friend who has an interest but just didn't get around to joining. This can provide another push toward our goal of at least 15,000 members by the end of 1971. Good luck!

QUOTE OF THE MONTH — "...When World War II ended, the Labour (Socialist) Party set about nationalizing Britain: health services, railways, road transport, airlines, public utilities and steel. The first burst of socialism brought more than its share of economic woes, but in retrospect some of the moves make sense. Nationalizing the railroads turned a hopeless mess into a heavily subsidized but generally efficient service. . ."

— Forbes Magazine, "The Capitalist Tool," April 15, 1970

NARP IDENTITY PINS OFFERED

High-quality lapel pins, bearing the NARP insignie, are now available to members at cost.

Produced by L.G. Balfour Co., leading manufacturing jeweler, the pins are of sterling silver with the lower half of the circle in blue. The "NARP" initials are raised on the blue field.

The men's pins may be worn in the lapel or used as a "tie tac." A chain and bar is supplied. The women's model is attached by pin with a safety lock. The price for either is \$3.75.

This handsome symbol is excellent for membership identification and as a conversation piece at hearings, meetings, on trains or wherever you go.

The idea was suggested by a number of members, but to the best of our knowledge it was first advanced by Mrs. Lyle Weber, Columbus Junction, Iowa. The first pin is being sent to Mrs. Weber with our best wishes.

An order form is included with this mailing.

ICC ORDERS SANTA FE TO CONTINUE TWO TRAINS

The ICC has denied Santa Fe's petition to discontinue the *Grand Canyon* and the *San Francisco Chief*.

The carrier was ordered to keep the *SF Chief* operating on its present route between Chicago and San Francisco via Amarillo for one year. The *Grand Canyon* must be continued for six months. The ICC order was dated April 28.

Santa Fe had proposed terminating the *SF Chief* at Los Angeles.

NARP has formally protested to the ICC Rock Island's proposed discontinuance of trains 7 and 10 between Chicago and Council Bluffs.

In a letter to the Commission, Chairman Anthony Haswell asserted the Rock Island serves more and larger communities than any other railroad in the Chicago-Omaha corridor. He charged that declining patronage is due to "wretched operating performance" and therefore is "of no value in appraising the need" for rail service along this route.

NARP has also protested to the ICC against the Illinois Central's proposed June 1 fare increase of 40% for first class fares and 20% for coach, contending it would drive even the most devoted train riders to other modes of travel.

Charging that the railroad's proposal should be regarded "as a discontinuance proceeding rather than a fare increase," NARP referred to a *Traffic World* report quoting IC President Alan S. Boyd as saying that if he had authority to dictate transportation policy he would allow the railroads to price their services as they saw fit. Mr. Boyd added, according to *Traffic World*: "We'd be out of the passenger business in short order."



METRO'S MILLIONTH — Roger P. Kniering, Stamford, Conn., holds the scale model Metroliner presented to him at Union Station, Washington, in recognition of his becoming the millionth passenger to ride Penn Central's high speed Northeast Corridor trains. Greeting Mr. Kniering upon his arrival from New York are Paul Funkhouser, PC's senior VP — passenger service, and "Metromiss" Louise B. Menna.

Penn Central Hearings (from p. 1)

During the period of the recess, Penn Central held its annual shareholders' meeting in Philadelphia. Board Chairman Stuart T. Saunders said one of the corporation's greatest and most publicized problems was its passenger service.

"Even though it produces only about 14% of our revenues, it generates at least 90% of our complaints and difficulties," Saunders said.

Although Saunders made no reference to it in his remarks, the *Washington Star* reported that a statistical summary made available at the meeting showed 1969 was PC's best passenger revenue year since 1965. Passenger revenue was \$147 million, some \$42 million above 1968.

Meanwhile, a number of our members are making a special effort to rally public support in our fight against the PC bid. Among them are Gregg Spindler, Amherst, and Dale Madison, Kenmore, N.Y., who have been addressing meetings, distributing brochures, writing to newspapers and civic organizations and securing radio time. They are operating under the name of NARP's "Niagara Frontier Branch." Their fine efforts are producing promising results.

John Bowman is Acclaimed at Annual Meeting for Efforts on NARP's Behalf

John J. Bowman, Jr., Lancaster, Pa., won acclamation at NARP's annual meeting in Washington on April 28 for his unprecedented campaign in presenting the Association's story to newspaper readers throughout the country.

Mr. Bowman has written letters to no less than 200 newspapers in behalf of rail passenger service and membership in NARP. His batting average, according to clippings received at national headquarters, is astonishingly high. On the day of the meeting, Bowman letters to newspapers in four major cities were received in one mail delivery.

The Rev. M. Earl Eargle, himself a champion NARP recruiter, offered the motion of commendation. It was received with a sustained round of applause.

Chairman Anthony Haswell, presiding at the meeting, expressed the Association's sincere appreciation for Mr. Bowman's devoted and effective efforts.



NARP ANNUAL MEETING - Chairman Anthony Haswell reports on NARP's activities and future plans at the annual meeting in Washington on April 28. Others facing audience are (left), Barry C. Phelps, newly-elected director, and Woodruff M. Price, executive director.

NARP Promotional Bookmatches Now Available to Members

High-quality 20-stick bookmatches, printed in blue and grey on white varnished stock, are now available to NARP members at cost.

The front cover carries our name and insigné. The back (striking) cover bears the legend, "Modern Trains for a More Mobile America" with a repeat of the insigné. A coupon is inside.

The matches may be ordered in lots of 50 books at \$1 per lot. This cost includes postage and mailing in government-approved containers.

An order form is included as an insert with this mailing.

Two of our members at Valparaiso University, Indiana - Professor William L. Cross and Doug Kocher, a student - have prepared a NARP promotion piece for distribution on the campus that has proved highly effective. In one mail, we received 22 new memberships from Valparaiso.

The promotion is easily adaptable for use at other educational institutions.

If you would like a copy to use as a guide, let us know.

ATTENTION: New York Area Members

Andrew W. Poschmann, NARP's regional membership chairman for New York City and the Eastern New York State area, invites any members in his region who may be interested to participate in the joint sponsorship of a NARP membership promotion ad in the Sunday Travel Section of the *New York Times*.

As reported elsewhere in this issue, such a venture has been carried out successfully by members in Ft. Wayne. Other regional groups are planning similar undertakings.

"An ad in the *Times* is expensive," Mr. Poschmann said, "but with a quality circulation of close to 1,500,000, the dividends for NARP can be substantial."

Those who wish to participate should send their checks to NARP, 417 New Jersey Ave., S.E., Washington, D.C. 20003. Needless to say, those outside the New York area who wish to participate will be welcomed. If insufficient funds are raised for our 200-line ad (approx. \$750), a smaller ad will be taken or remittances will be refunded.

WHY WE ASK YOU TO UPGRADE YOUR MEMBERSHIP

"Upgrade your membership" has become a familiar theme in our newsletters.

One item of expense - the newsletter itself - will help to explain why we must make this appeal.

The cost of producing and mailing the newsletter is currently running somewhat over \$900 a month. Printing costs alone are about \$355. Postage is approximately \$400. At the present rate, the yearly cost exceeds \$10,000.

Our cost per member per month for the newsletter and inserts is 12 to 15 cents. On an annual basis, this totals between \$1.44 and \$1.80 per member.

NOTICE

Maine-N. England Area - We have received a membership remittance postmarked Wiscasset, Me., with no identification. If you recruited a new member in this area, please let us know so we may process the application. Thank you.



WONDER DOWN UNDER - "An immediate success, with very heavy bookings" reports the Australian Embassy of the new transcontinental *Indian-Pacific Express*, linking Sydney and Perth, 2459 miles apart. Shown is the enthusiastic crowd that greeted the streamliner on one of its stops during the inaugural run in February. The Governor-General, Sir Paul Hasluck (right foreground), was among the passengers. All equipment is of Australian manufacture. (Photo courtesy Embassy of Australia)



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

Published Monthly by
The National Association of Railroad Passengers
41 Ivy St., S.E., Washington, D.C. 20003
(202) 546-1550

(A not-for-profit corporation)

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Local Advertising, Other Promotion Boosts NARP's Membership Nationwide

Thanks to the generosity of our membership, our localized advertising program, announced in our last newsletter, can be stamped an unqualified success, with new members and inquiries coming in at a steady clip.

On the basis of newspaper coupons reaching NARP headquarters from various parts of the country, it seems likely that up to this point at least a dozen members have purchased advertising space for NARP with their own funds.

Thomas Jackson, Decatur, Ga., bought space in Atlanta's two great dailies, the *Constitution* and the *Journal*, with circulations of 204,000 and 258,000 respectively, and a special edition of the *Decatur-DeKalb News* (over 60,000). Mr. Jackson is contemplating taking additional ads in other cities in Georgia and Florida over the next few weeks.

Mats of our local advertising copy, in addition to the repro proofs previously offered, are now available to NARP members who wish to buy space in their area newspapers to promote NARP's membership campaign.

Some newspapers that print by the letterpress process are unable to use repros. The addition of the mats will now enable any newspaper or publication to use our prepared copy. Mark requests, "Ad Mats."

A group of NARP members in Ft. Wayne, Ind., took space in the *Sunday Journal-Gazette* with a readership of 106,000, Charles E. Welsh of that city reports. Mr. Welsh emphasized that this was a cooperative venture "by many faithful hands" and that credit belongs to the whole group.

Herbert G. Ogden, executive secretary of the Northern New England Passenger Railroad Conference, supplied us with a tearsheet from the *Valley News*, Lebanon, N.H., which carries our ad purchased by his group. The *News* is widely circulated in several score communities in New Hampshire and Vermont. Other ads are being considered.

Frank Herman, Mason City, Ill., purchased space in the *Banner Times* of his city for not only our "Join the Fight for Good Passenger Service!" ad but also for the "Six 'Missing States'" ad, which originally ran in *Audubon* magazine with considerable success. Reprints of the latter ad which were mailed with the April newsletter are suitable for reproduction, if other members are interested.

Ralph H. Tillma, Aurora, Ill., is planning to place NARP advertising in the *Beacon-News* (circ. 36,000) of his city, and reports that a group of NARP members are considering a jointly-sponsored ad in one of Chicago's major dailies.

From correspondence, we know that at least a dozen more ads are planned around the country.

FRIENDS OF THE RAILROAD PASSENGER

7 - Sen. Vance Hartke

Indiana's senior Senator is a man of many accomplishments, but to those with a special interest in rail passenger service, his achievements in this field stand out dramatically. The "Rail Passenger Service Act of 1970," which holds the promise of once again giving the United States a rational rail passenger network, bears Sen. Hartke's name as a principal author. His tireless efforts were a major factor in the bill's approval in the Senate last month with a thundering 78 to 3 majority. His name also appears on the Railroad Safety Act of 1969 and several highway safety measures. His career has been highlighted with special honors: the first law student at Indiana University to be awarded a double scholarship; an award-winning magazine editor; the youngest Democratic county chairman elected in Indiana;



the first Democratic U.S. Senator from Indiana in 20 years upon his election in 1958 and the state's largest vote-getter upon his reelection. Sen. Hartke says: "The world's greatest industrial power is deserving of a great rail passenger system. I sincerely trust that the Rail Passenger Service Act of 1970 will be a first step toward that goal. I pledge my continuing efforts to make this objective a reality."

We have also received a large number of requests for the set of three one-minute radio spots for local use, and the promotional posters. Some 20 of the posters are being displayed in the four standard coaches and two steamlined cars of the Livonia, Avon and Lakeville Railroad, a common carrier excursion railroad, Livonia, N.Y., according to Member Vincent T. Milliken, Honeoye Falls, N.Y., who is associated with the line. Many other posters are on display in stores, offices and on campuses throughout the country.

There are undoubtedly many other instances of membership generosity and cooperation that have not come to our attention. Please keep us advised, and accept our sincere thanks for your splendid efforts.

FRENCH HIGH SPEED SERVICE IS EXPANDING -

French National Railroads has inaugurated turbo train service between Paris and Caen and before the end of the year will introduce eight more turbo runs, *Labor* reports. The turbos will enable the French to provide high speed passenger service on the two-thirds of the network not yet electrified.

NEW REGIONAL CHAIRMEN NAMED

Three additional members have accepted appointments as regional membership chairmen, bringing the total to 21. They are:

- Paul E. Anuta, West Lafayette, Ind. - Central Indiana.

- Lyell D. Henry, Jr. - Eastern Iowa.

- Peter I. Roehm, Rockport, Mass. - Northern Massachusetts.

Messrs Anuta and Roehm are members of the National Railway Historical Society. Mr. Anuta, a research engineer at Purdue University, is also a member of several engineering societies. Mr. Roehm, the proprietor of a distributing business, includes among his affiliations the Wilderness Society and other ecology-minded organizations. Mr. Henry is assistant to the vice president for Research, University of Iowa.