



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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RETURN REQUESTED

RECORD CAPITAL BUDGET!

Single-Level Long-Distance Cars Assured

"The conferees are in agreement that Amtrak should have the flexibility of entering into a contract for the purchase of not to exceed 200 low-level cars because of the potential economies involved in procuring a larger number of cars as opposed to separate contracts for smaller numbers of cars."

—Joint Explanatory Statement of the House/Senate
Conference Committee on DOT Appropriations
(Congressional Record, Nov. 9, page H10547)

In a strong show of support for intercity rail passenger service, the Joint House-Senate conference committee on DOT appropriations on Nov. 8 approved a FY '80 Amtrak appropriation of more than 97% of what had been authorized. (Traditionally, Congress—at least initially—appropriates considerably less money than it has authorized.)

The appropriation is 12% above what was appropriated for FY '79. This is the first time that Amtrak has paid for operation of the "Crescent." The takeover of that train from Southern Railway, the increase in capital funding, and inflation more than offset the cost reductions realized from discontinuing other trains.

The appropriations process is the last hurdle that must be cleared in Congress before money can be spent. The Amtrak provisions of the conference report are expected to become law without further change, providing a total of \$211 million for capital investment and labor protection, with up to \$20 million earmarked for the latter. Furthermore, the report makes clear that a supplemental appropriation "will be given full consideration if the amount provided for capital and labor protection proves to be insufficient to meet Amtrak's essential requirements." In FY '78 and FY '79, by contrast, Amtrak's capital budget was \$130 million/year (plus \$25 million/year interest on debt).

Amtrak developed the following breakdown of capital expenditures based on the \$203 million authorization: 38% motive power; 31% passenger equipment (including \$15 million for new low-level cars); 14% right of way (including \$11.8 million for Chicago-Indianapolis track); 11% maintenance facilities; and 6% stations and other facilities. There probably will be some adjustments as a result of the cut in the appropriations bill.

At least as important as the FY '80 appropriation—which includes \$15 million for new single-level cars—is the conferees' language quoted at the start of this article which permits Amtrak to go ahead and contract for purchase of up to 200 cars which "the conferees expect" would not cost "substantially in excess of \$228 million." Thus new equipment is finally assured for the category of Amtrak train for which it has not been ordered—the Eastern long-distance trains which must fit through Northeast Corridor tunnels.

(cont'd. on p. 2)

NARP's Incoming and Outgoing Presidents: John R. Martin and Oren Beaty



On April 28, the NARP Board elected John R. (Jack) Martin as President of NARP. Since then, he has been too busy fighting to save passenger trains to get his picture taken for NARP News. We finally decided to stop waiting, and to dig from our files a photo of our outgoing and incoming presidents taken during an Oct., 1978, tour of the Pullman plant in Hammond, IN, where Amtrak's superliners are under construction. Beaty, we presume, is pledging allegiance to the successful completion of the superliner order and the future of rail passenger service.

NARP's new president was born in Lancaster, Pennsylvania in 1936 and moved to Jackson, Mississippi, during 1947.

An Atlanta resident, he holds a Bachelor of Mechanical Engineering degree from Georgia Tech and a Juris Doctorate degree from Temple University School of Law in Philadelphia. He has 19 years of legal experience specializing in patent, energy and environmental law. He is admitted to practice before a number of courts and the United States Patent Office and is the Patent Counsel of a major corporation.

Jack is married to the former Faye Mounce of Elkin, N.C. He is the father of an 11-year old daughter, Mimi, and, on Sept. 19, 1979, he became the father of a son, Mark.

He traces his interest in railroads to his earliest days. He worked briefly in various capacities for three railroads during the mid-1950's before attending law school. He has traveled in excess of 150,000 miles by rail in his lifetime.

(cont'd. on p. 3)

ATTENTION: LATE CHRISTMAS SHOPPERS \$5 ONE-YEAR GIFT MEMBERSHIPS

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Enclosed is _____ (\$5 per gift membership)

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(Please do not use this form to renew. Members should wait for the coded renewal envelope.)

Amtrak Service Changes

On Oct. 28, the tri-weekly Chicago-Seattle "Empire Builder" became the first long-distance train to run with new, bi-level Superliners—the first long-distance cars built in the U.S. in 25 years. Amtrak will run the train daily from Dec. 15 to Jan. 5, but without sleepers on the extra days.

Built by Pullman-Standard for over \$900,000 each, the Superliners were first scheduled to go on the "Builder" two years ago, but a strike delayed production. The all-electric cars should provide more reliable service through the rugged winter along this route.

Amtrak hopes to start Superliner service on the "San Francisco Zephyr" and "Desert Wind" on Mar. 15 and the "Southwest Ltd." and "Pioneer" June 1, but says delays in deliveries could set back these dates up to 2 months. When Superliners arrive, the "Zephyr" between Chicago-Denver-Ogden will carry through coaches and sleepers to and from Las Vegas/Los Angeles ("Desert Wind") and Seattle ("Pioneer"), eliminating the current Ogden transfers. The "Coast Starlight" and "Sunset" will get Superliners next fall.

On Oct. 16, the Chicago-Boston/NY "Lake Shore" got its newly rebuilt, all-electric cars, and the Boston service was speeded up 30 minutes due to opening of the 12-mile "Post Road" track east of Rensselaer, NY.

Amtrak inaugurated a new daily train on Oct. 28, the Los Angeles-Salt Lake City-Ogden "Desert Wind," which restored passenger train service to Las Vegas, NV, and Milford, UT, after an 8-year absence. Until Superliners arrive (see above), this will be an Amfleet train with no sleeping car.

On Oct. 28, the "Night Owl" gained some economy rooms (no private plumbing) in which the Boston-Washington fare is \$62.50 (standard roomette is \$76); "Crescent" dining and lounge cars began through NY-New Orleans service instead of being switched at Washington; and the Washington-Cincinnati "Shenandoah" gained a standard sleeper and lost its economy rooms.

Amtrak opened newly-built stations at previously established stops in downtown Schenectady, NY, on Aug. 8 and Dearborn, MI, on Oct. 1. On Oct. 28: Depew (called Cheekowaga in Sept. 78 News) east of Buffalo was opened and Buffalo Central Terminal

EMERGING CORRIDORS

Reps. Staggers, Florio, and Madigan of the Committee on Interstate & Foreign Commerce requested Amtrak and DOT to provide "a list of the corridors which have the greatest potential to attract substantial ridership and to save energy." This list was due Nov. 1, and more detailed information was requested by Jan. 30. The corridors which have been selected for study: ("in no particular order of priority"): Dallas-Houston-San Antonio; San Francisco-Sacramento; Los Angeles to Las Vegas and San Diego; Seattle-Portland; Chicago to Indianapolis-Cincinnati; Cleveland, St. Louis, Detroit, and Milwaukee-Twin Cities; and New York-Buffalo.

Significantly, the letter to Chairman Staggers with this list was coigned by Amtrak President Boyd and Secretary of Transportation Neil Goldschmidt. DOT's May, 1978, Preliminary Report dismissed "the prospects for emerging corridors" as "not encouraging under prevailing conditions." The new letter states, "We agree that changed circumstances since 1977 warrant another look at the ridership and energy saving potential of rail passenger improvements in corridors and we are pushing forward to develop the information you have requested by Jan. 30. In doing so, we shall consult with the States since, as you point out, many have already done related studies."

On Sept. 25, Rep. Lionel Van Deerlin (D-CA) introduced H.R. 5403, "Southwest Coast Corridor Service," which would authorize Amtrak to cut Los Angeles-San Diego running times from 2:35 to 1:55 and extend the high-speed service 66 miles northwest to Oxnard. Van Deerlin credited "the many dedicated members of Citizens for Rail California" as being among those "who deserve recognition for their efforts in pursuing rail passenger service improvements."

was closed. NY-Niagara Falls trains use Exchange St. (downtown Buffalo) and Depew; the Toronto train uses Exchange; and the "Lake Shore" Depew only.

On Nov. 3, Amtrak Turboliners began running at 100 mph speeds between Amsterdam and Schenectady, the first of many track segments over which speed limits will rise to 110 mph as the State of New York's High-Speed Passenger Service program is implemented.

On Oct. 1, Amtrak began serving Jessup, GA, instead of Thalmann, GA. Service began at Alderson, WV, on April 29 and Sandusky, OH, on July 29.

Topoka and Lawrence, KS, gained Los Angeles service Oct. 1, but this causes the eastbound "Southwest Ltd." to have a 25-minute non-guaranteed Chicago connection with the "Lake Shore." Sometime next year, this will be corrected when removal of the SDP-40F engines will permit speeding up Seattle-LA service so that the "Southwest" can leave LA earlier without losing its connection from Seattle/Oakland.

The Chicago departure of the "Broadway Ltd." to NY/DC was shifted from 4 to 7:30 PM on Oct. 28. We reported that this schedule flopped when tried two years ago, but it seems that ridership dropped again when the mid-afternoon departure was restored. The terrible on-time performance (due to badly maintained cars and Conrail dispatching) is the key problem. The 7:30 departure will permit operating the train with one less set of equipment so that rebuilt all-electric cars can be put on earlier in 1980. The "Broadway" scheduled was lengthened 15 minutes on Oct. 28 to reflect the earlier addition of stops at Greensburg, Huntingdon, and Lewistown, PA, formerly served by the "National Ltd."

ANOTHER 403(b) STATE

In late Sept., Missouri became the 7th state to join Amtrak's 403(b) program, a program in which a state helps pay for trains not in the basic system.

NARP Director Travers Burgess was present in Kirkwood, MO, when Missouri Gov. Joseph Teasdale and Amtrak officials signed the 403(b) contract which created a St. Louis-Kansas City extension of Amtrak's Chicago-St. Louis "Ann Rutledge." After the signing ceremony, Burgess spoke with Gov. Teasdale about rail passenger service. Missouri's Dept. of Transportation has since stated that it hopes to add a second St. Louis-Kansas City train next year.

Amtrak is not guaranteeing the 31-minute Chicago connection from the "Builder" to the "Broadway." This would have been a 66-minute connection but for a 35-minute slowup of the western train on Oct. 1. In April, Amtrak may get the 90-minute Chicago connection it feels necessary by running the "Builder" earlier from Seattle and breaking its connection from Vancouver.

Amtrak service ended in Cheyenne, WY, when the "San Francisco Zephyr" began using Union Pacific's Borie Cut-off. The train now stops in Borie, 9 miles west of Cheyenne, with transfer bus service provided between the Borie and Cheyenne train stations. Use of the Cut-off will reduce running time and operating costs.

In October, Amtrak implemented the cuts we reported (Aug. News, p. 1), saving Chicago-Houston service without Texas money. The "Inher-American" gained year-round daily service, but the key Dallas-San Antonio market is 27 minutes slower south and 74 minutes slower north than before October, for average speeds (based on highway mileage) of 33.5 and 30.3 mph, respectively.

COMING... THE LOUISIANA ASSOCIATION

OF RAILROAD PASSENGERS

Please contact NARP Member Zane G. Katsikis, 4217 St. Charles #3, New Orleans, LA 70115, if you would like to join or help form a Louisiana Association of Railroad Passengers. Katsikis is particularly interested in getting daily service on the "Sunset Ltd." and in establishing service from New Orleans to Mobile-Jacksonville and Baton Rouge-Shreveport-Dallas with partial state funding under Section 403(b) of the Amtrak law.

On July 14, the Missouri-Kansas Rail Coalition (Moksrail) was formed at a meeting of about 50 persons in Kansas City Union Station, to represent rail passengers in the Missouri-Kansas area. Membership is \$5 to MOKSRAIL, PO Box 1192, Kansas City, MO 64108.

Record Capital Budget (cont'd. from p. 1)

The conference committee made minor cuts from the authorized level in the other categories as well: operations was cut \$500,000 to \$630.4 million and 403(b) funding was cut \$3.8 million to \$20 million. The House conferees insisted on these cuts; Senate Appropriations, under the leadership of its transportation subcommittee chairman, Birch Bayh (D-IN), had earlier approved full FY '80 funding in all categories, and the full Senate added an amendment by Richard Stone (D-FL) which would have appropriated \$148.1 million in FY '82 funds for the cars.

In the Sept. News, we reported that Sen. John Melcher (D-MT) would reintroduce his amendment to restore all pre-October service except the "Hilltopper" when the Senate considered the FY '80 DOT appropriations bill. After the Sept. 27 vote, when Melcher offered his plan as an amendment to an appropriations continuing resolution, no additional support was generated for the amendment, so Melcher did not offer it when the appropriations bill came to the Senate floor.

As Amtrak Sees It

"We've come a long way from having our grave dug. The hole has been filled in, I think, but the men with the shovels are still there. We have more enemies than any other mode. Consider, for instance, that there are three-quarters of a million public employees working full-time on highways."

Thus did M.L. Clark Tyler, Amtrak's newly-appointed Group Vice President—Passenger Services and Communications, begin a colorful address to the NARP Board of Directors in Denver Oct. 20. Tyler had served as Vice-President-Government Affairs from September, 1978, when he first joined Amtrak, until he was promoted in Amtrak's corporate reorganization which took effect Oct. 1 (Sept. News, p. 4).

His address concentrated on the problems Amtrak faces and the ways it plans to tackle them. He called attention to the name of the new authorization—The Amtrak Reorganization Act—which he said "permits us to concentrate 98% of our time on passenger service and train performance."

The new Passenger Services Department brings together under John V. Lombardi components which had been scattered among three departments and four levels. "This is a separate department on a line with operations . . . the first time the passenger has had a voice at the policy level."

The mechanical, operations, and engineering departments were brought together under Thomas Hackney as the first step of a major effort to improve reliability of train operations—and to tighten schedules ("our overall 40 mph average train speed is unacceptable"). Tyler said this will include working with the railroads and being more forceful where cooperation fails. Amtrak plans to analyze the cost of track projects implementing the Congressionally mandated goal of a systemwide Amtrak average speed "of at least 55 miles per hour" (Sept. News p. 2) and to try and get substantial funding outside Amtrak's regular capital budget. One method could be tax incentives to railroads which improve tracks where passenger trains operate. There is some interest in this in Congress, and Amtrak is working on a proposal for the House Ways and Means Committee which will answer objections to the concept which have been expressed by the Treasury Department.

Tyler made it clear that he and Boyd believe substantial improvement in passenger service and train performance is essential this fiscal year if they are to maintain their credibility in the Congress and get the bigger capital improvement budget they seek. He emphasized the significance of the Oct. 29 newspaper ad ("America's Getting Into Training") which ran in every community where Amtrak trains stop and which he said was the first time Amtrak has gone out in print to talk about this commitment.

PASSENGER CARS: Just to meet its conservative ridership growth projection of 25% over five years—growth in FY '79 alone was 14%—Amtrak will need 2,000 cars with electric climate control. It now has 1,350 in service or approved by its Board. Tyler foresees the need for a total of up to 4,000 cars to handle added frequencies, state-subsidized routes, and emerging corridors.

Amtrak will need all the outside support it can get—from state and local governments, industry, and public interest groups—if the Office of Management and Budget is ever to permit an investment of this magnitude. Tyler sees the entire nationwide network benefiting from the support Amtrak can generate by expanding its involvement in corridor improvements, commuter rail, and 403(b) (state-supported) trains.

MORE CORRIDORS: Tyler feels the best chance for getting the Southwest Coast Corridor through Congress would be as part of a larger package involving other corridors. "In conjunction with our corridor studies (ed.: see EMERGING CORRIDORS box), we'll be looking at the possibilities for electrification, eliminating grade crossings, terminal improvements, having exclusive rights-of-way for passenger trains, and integrating our operations with commuter rail."

COMMUTER RAIL: "Immeasurable" benefits should accrue from Amtrak cooperation with local authorities working to preserve or introduce commuter rail services. Where suburban trains share terminals with Amtrak, fixed costs charged to intercity trains are reduced, and intercity ridership benefits from high visibility and good connections. It is worth noting that the mass transit lobby has been phenomenally successful, with Federal funding rising from \$250 million in 1964 to \$4 billion in 1978.

Amtrak already serves many commuters in Hartford, New York-Philadelphia-Harrisburg, Washington, and Detroit, and has just taken over Conrail's Chicago-Valparaiso line. With appropriate local funding agreements, it would be logical for Amtrak to become operator for many suburban trains which use the Amtrak-owned Northeast Corridor. Everyone would benefit from the administrative simplification of having one party operating all passenger trains.

Most exciting are the cities which have no commuter trains today but could use them. Currently, UMTA has applications for all-new rail transit systems from many cities but is likely to fund only three. Thus there will be a lot of cities desiring rail transit with no Federal dollars for traditional rapid transit. "It seems to me that commuter rail is the way to go. We are going to make that case and make it strongly."

JOINT STATE-AMTRAK FUNDING ("403b"): Amtrak hopes to get six new states into the program this year. Tyler sees the pos-

sibility of increasing the FY '81 authorization for this program if there is adequate demand from the states.

OTHER NEW SERVICES: In subsequent discussion, Tyler emphasized that no new routes would be added during the next two fiscal years (i.e. before Oct., 1981) except under the programs outlined above.

Tyler was in charge of Amtrak relations with Capitol Hill during this year's battle over the DOT route plan in which Amtrak was pitted at one time or another against almost every force with an interest in the issue.

While returning by train from the October, 1978, NARP Board meeting in Chicago, Tyler had a long conversation with NARP Board member Roy G. Poulsen, of Kingston, RI. Poulsen kept talking about the "phantom deficit." Tyler said this conversation provided him with the first inspiration for getting the Conference of Mayors to do the study which is released in May as "Federal Aid to Transportation, An Analysis of Government Obligations by Mode."

Tyler believes this report was instrumental in ending the "cheap shots" about Amtrak's subsidies. It is available at no charge from the Office of Information (Attn: Lori Ross), U.S. Conference of Mayors, 1620 Eye St., NW, Washington, DC 20006 (202)/293-7330.

He expressed both respect for and disappointment with NARP: ". . . I think that you are probably the best transportation consumer lobby in the business. However, we felt pretty lonely fighting the battles on the Budget and Accounting Act, Route Criteria, quality of service, speed goals, and railbanking, while NARP was busy working for the route freeze."

He emphatically denied there was any possibility that Melcher's efforts to revive some trains would succeed, and said that, if any trains were revived, their operating costs would come out of Amtrak's funds needed for trains already in the basic authorized system. There was also some question about how much of Amtrak's capital authorization would actually be appropriated, and he urged NARP to focus its energies on helping win the appropriations battle.

NARP's Presidents (cont'd. from p. 1)

Those who have worked with Jack, first when he served as chairman of NARP's route structure committee and now as President, are constantly amazed at the amount of energy and knowledge he brings to the cause.

The President serves at the pleasure of the Association and without pay.

DON'T BE FOOLED BY OUR MASTHEAD!

Regardless of masthead date (Oct., in this case!), the News is usually mailed no more than 10 days after copy is sent to the printer. Late-flash items can be slipped in as few as 3 days before mailing. You can tell how long the mail takes (usually 6 days to 3 weeks) by checking the date shown at the bottom of the masthead box in the next issue.

Whenever it is important to reach NARP members quickly, we put out costly 1st class mailings (seven this year).

It is hard to imagine anyone better qualified than Jack to succeed Orren Beatty, whose mammoth contributions to the organization are well described by this resolution written by NARP Board Member Lorena F. Lemons and adopted by the Board also on Apr. 28:

"Whereas Orren Beatty has served as President of the National Association of Railroad Passengers with unselfish devotion since 1975;

"Whereas, for more than 10 years, Orren has given our organization national prominence through his long experience in Washington, his useful contacts and friendships with Congress, and his professional and personal interest in railroading;

"Whereas his reputation in Washington has opened doors to high officials for many members of NARP and thereby helped us to make leaders understand the importance of rail passenger service;

"Whereas both Mary and Orren Beatty have gone out of their way to keep our organization afloat in difficult financial times and have contributed their personal time to maintenance of the NARP office in Washington; and

"Whereas Orren has given his wise advice and leadership to the executive committee, to our staff, and to all of us who have met with him over the years.

"Be it resolved that Orren Beatty be honored and deeply thanked by the entire NARP membership."

In 1975, Orren served as President and Executive Director full-time. Soon after he started, it became apparent that NARP's income was not adequate to maintain the salary he was promised. Nevertheless, he continued to work full-time for more than a year, skipping many paydays so the organization could remain alive. After he took a different full-time job in 1976 and Ross Capon became Executive Director, Orren continued to devote countless hours to his non-paying work as President.

The NARP Board appointed Orren Beatty as President Emeritus in that he continues to serve as a member of our executive committee and as an adviser to the staff. His name will remain, therefore, on our letterhead.

What Are We To Make Of Amtrak Management?

Editorial

For the first time in Amtrak's history, Amtrak management, the Congress including key committee people, and the DOT secretary are all saying they are fully committed to improving and expanding Amtrak services even though they know profits are not close at hand.

We always defeated past attempts to cut routes. But we failed to get the capital dollars to provide a rapid improvement in service—and to signify a firm Congressional commitment to the longterm survival of the service.

This year, we won on capital and lost surprisingly little on operations in the eyes of most Washington observers if not the public at large.

The increased funding for state-supported services will make Amtrak less vulnerable to future budget-cutting efforts. It's increasingly hard to lobby in Washington for 100% Federally funded services. State and local dollars typically account for 75% of all highway expenditures, but they accounted for only about 3% of FY '79 expenditures on intercity rail passenger service. To convince Washington our movement has the grassroots support we claim, we are going to have to increase that percentage.

On Nov. 9, the Oregon Legislature's Emergency Board approved \$1 million for an 18-month trial of two new Amtrak Portland-Engene round-trips starting sometime in 1980 if officials show that the service would be economical.

More state funding will improve the economics of the entire system, as well as the politics, because new 403(b) trains will feed more passengers to basic system trains, and reduce the share of fixed costs that basic system trains must carry.

We believe that Amtrak could operate the pre-October system satisfactorily. But we don't run Amtrak, and we have nothing to gain by advocating the dismissal of Amtrak President Alan S. Boyd. His credibility in Washington is high and such a call would do more damage to our credibility than his—or it might convince some legislators that rail passenger service is unmanageable.

It is even possible that Boyd and NARP are not far apart on how much service can be provided—just on where trains should run. Amtrak, for the reasons cited above, may have wanted to cut the

AN OPTIMISTIC FAREWELL TO THE "FLORIDIAN"

A group of NARP members joined together to ride the "last" (pre-court order) "Floridian." In a ceremony at the Nashville station arranged by NARP Member Dan Prince of Nashville and Roy Neel of Rep. Albert Gore's (D-TN) staff, NARP President John R. Martin introduced Rep. Gore, who addressed the group.

Amtrak President Alan S. Boyd sent the following telegram for the occasion: "This is the time to pay tribute to those people who fought to make sure Amtrak didn't become an endangered species. The Floridian may go as we know it, but rail passenger transportation is here to stay—it's been energized.

"Al Gore has been a true and valued champion of the cause. Because of his role, the debate on Amtrak was searching, knowledgeable, and eminently productive. Passenger trains are here to stay as a needed public service. They will get better. More people will ride them and the service will expand. When service is restored to the major cities on the route of the "Floridian," and it will be if I know Al Gore, it will be with new equipment, reliable service, and cooperative railroads. People like Al Gore and (Rep.) Wyche Fowler (D-GA) will be there to make sure no less happens."

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system to make equipment available for prompt startup of new 403(b) services, and to run more extra sections to improve that fixed-variable cost ratio.

Extra sections to watch for include the "Silver Meteor" (which Boyd promised at his Aug. 29 news conference and which was almost standard practice in summer and winter when the Champion was last eliminated two years ago), and the "Crescent," for which Southern always ran extra sections during the December holidays.

It seems to us that Boyd has been making a good-faith effort to save Amtrak. He figured out the approximate size of a basic network he felt able to operate. He then worked effectively—carefully controlling information—to get Congress to support it.

At first, this meant fighting DOT: promoting the "Crescent" and running it daily to New Orleans even after Adams advocated killing it; insisting that the full 284-car superliner order be delivered; fighting the Administration on the capital budget and on dissemination of the upbeat ridership data (which DOT wanted kept quiet); and producing the technical analysis that saved the "Southwest Ltd." Once it became clear that the danger to Boyd's plan was retaining too much rather than too little service, Amtrak began fighting the freeze advocates. Boyd, given an apolitical environment, probably would have preferred to save or eliminate trains strictly on economics. But the actual choice he faced was a freeze or the cuts he implemented.

Since most of the dropped routes were strong, it will be easy to make the case for their restoration. Loss of the "Floridian" may even help in getting a proper routing for it, since it seemed that rerouting through Atlanta was impossible if it meant taking a train away from Alabama. With a clean slate and workable Chicago-Indianapolis track, things may be different.

We suggest that Boyd's positive accomplishments have earned him the right to a "fair test" from NARP—a year of working with him to make the system better. We need to see what he can do with service quality while he has what he calls adequate resources and while he is not spending time fighting the world over what trains should be run. If Boyd fulfills his prediction ("Amtrak has bottomed out and is on the way up"), the gradual addition of missing links will become practical. If things don't improve, Boyd will have failed by his own standards and we would have to call for changes.

MORE NARP ALLIES

The United Electrical, Radio and Machine Workers of America (UE) has been one of NARP's most active allies this year in the fight to save passenger trains, and we sincerely regret their inadvertent omission from "NARP's Allies" (Sept. News). Their Washington Representative, Lance Compa, has worked hard on the Amtrak issue. Their newsletter, *UE News*, gave good coverage to the fight. The front page of its Aug. 6 issue featured a picture of a delegation from UE Local 610, representing Airbrake and Switch and Signal plants in the Pittsburgh area, in front of the Capitol while visiting Washington to lobby for rail transportation in general and Amtrak in particular.

In addition, the 1979 convention of the National Federation of the Blind of Illinois (NFBII), meeting in Jacksonville, IL, on Sept. 8, passed resolutions strongly urging "the Carter administration and the Congress to substantially increase this nation's commitment to comprehensive and quality intercity rail passenger service" and commending "the Illinois Department of Transportation, Amtrak, and the participating railroads for their efforts in initiating new intercity rail passenger service in general, and the Chicago-Peoria service in particular."

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