



from  
**NATIONAL ASSOCIATION OF  
RAILROAD PASSENGERS**

July, 1970



Vol. 4, No. 7

**DOT's Volpe: "Administration is  
Committed to Rail Transportation"**

*"Jackson may have been the first American president to ride a train, but you can bet your last commutation ticket that Richard Nixon is not going to be the last. This administration is committed to rail transportation — and I mean urban rail as well as rail 'roads' — as essential to balanced transportation for this country." —Secretary of Transportation John Volpe in speech to the Institute of Rapid Transit (Reprinted from the Minneapolis Star)*

**NARP FIGHTS NEW PC TRAIN-OFF BID;  
HAILS JUDGE'S CHOICE OF TRUSTEES**

Pleading bankruptcy and a severe cash shortage, Penn Central has asked the ICC to permit it to discontinue immediately 24 of its 34 east-west trains. NARP has strongly opposed the bid.

A decision on PC's plea earlier this year to drop all the trains is due on Oct. 1.

Under the new proposal, only the following trains would be continued until the Oct. 1 deadline: 48 and 49, and 27 and 28, New York-Chicago; 14 and 17, Chicago-Buffalo via Detroit; 4 and 31, New York-St. Louis; 25 and 54, Pittsburgh-New York.

NARP argues that PC is using the emergency atmosphere created by the railroad's reorganization as a device to rid itself of service required by the public. The PC petition offered no pledge to improve service on the trains that would remain or to cease its efforts to dump the whole fleet.

A central point in the discontinuance case involves the actual cost of operating these 34 trains. NARP and other protestants have successfully challenged much of PC's cost presentation.

With the appointment of four trustees to oversee the carrier's reorganization, NARP feels an opportunity will be provided to impartial overseers to take a fresh look at the whole PC mess without being bound by actions taken by the old public-damned management.

In appointing the trustees, Federal Judge John P. Fullam made it clear that the public interest should be paramount in their administration of the ailing carrier.

NARP Chairman Anthony Haswell and consumer-advocate Ralph Nader joined forces in a petition to Judge Fullam to appoint a consumer representative as a trustee.

While not appointing a representative so designated, the jurist said he expects all the trustees to be "fully cognizant of the public implications of their actions."

In a follow-up petition, representatives of Mr. Nadar urged the court to "advance community and consumer interests" by the appointment of a "Citizens' Advisory Committee" to advise and assist the trustees.

"Penn Central serves a region under siege by a massive transportation and environmental crisis," the petition declared. It pointed to congested highways and airways, rivers that are "open

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**LEADERS PUSH FOR HOUSE VOTE  
ON RAIL BILL IN SEPTEMBER**

As this issue goes to press, the House Transportation Subcommittee is continuing its work on the Senate-approved Rail Passenger Service Act.

Subcommittee Chairman Sam Friedel (D-Md) and Full Committee Chairman Harley Staggers (D-W.Va) are pushing to complete committee action before the August recess so that the bill will be ready for a House vote in September. Subcommittee members Brock Adams (D-Wash), J.J. Pickle (D-Tex) and Dan Kuykendall (R-Tenn) have made clear their endorsement of an independent corporation to run the trains.

Hearings on an Administration proposal for loans to ailing railroads, and other hearings on the cause of the Penn Central collapse, have delayed work on the bill. However, the PC debacle seems to have won new bi-partisan support for a new hand at the controls in regard to passenger service.

Congress seems particularly concerned about whether the PC was brought to financial disaster by the diversion of railroad assets to non-transportation ventures, and the possibility exists that there will be demands for legislation to bar railroads from diversifying themselves out of the railroad business.

While there isn't much chance that the loan assistance bill will pass in its present form, it seems most likely that if PC is faced with a shutdown, Congress will act decisively to prevent it.

**NARP's Bid Reopens Zephyr Case**

As a result of petitions filed by NARP, the ICC has ordered the reopening of the *California Zephyr* case "to resolve the issues regarding types of passenger interchange between the Denver & Rio Grande Western and the Southern Pacific at Ogden."

NARP's briefs were filed between March 6 and April 30. Following the ICC's reopening order, NARP filed another petition expressing dissatisfaction with the limited scope of the coming hearings.

NARP also challenged the ICC's procedure in opening only the D&RGW portion of the *Zephyr* case in light of a recent Chicago federal court order which found that the Commission should have handled the case in consolidated hearings at which the whole train would be evaluated. The *Zephyr*, before the Western Pacific was allowed to drop its portion, was operated by three railroads, the third being the now-named Burlington Northern. The court action was brought by the city of Chicago and officials of the United Transportation Union.

ICC contended the three segments were separate trains. The Chicago court order stated that federal law requires "that all three railroads which operate the *Zephyr* must proceed jointly before the Commission."

While continuing to urge the ICC to investigate D&RGW's and SP's "interchange" and "scheduling" arrangements, NARP has suggested that the Commission would be derelict in its duties if it did not consider the operation of all *City of San Francisco* and *California Zephyr* trains in one comprehensive proceeding, as our Association has continually urged.

## Former Northeast Corridor Project Chief Declares it is Possible for Railroads to Recapture Passengers

Robert A. Nelson, former director of the U. S. Office of High Speed Ground Transportation, told an ICC hearing in Chicago on Penn Central's bid to discontinue all its long-distance passenger trains that on the basis of the success of the *Metroliner*, the presumption that passengers will not come back to the railroads is unfounded.

Nelson, now a Federal Executive Fellow with the Brookings Institution, testified on July 29 as a private citizen at the request of NARP.

"The available statistical information from the Northeast Corridor demonstrations...points to marked increases in patronage with improvements in service, particularly with reductions in trip time," Nelson said.

Government studies showed that for all service in the Northeast Corridor, a one percent reduction in running time tends to increase patronage from 1.6% to over 4%. For the *Metroliners*, Nelson said, the attained 20% time reduction seems to have boosted patronage between some city-pairs by as much as 50%.

The studies also indicated, Nelson said, that the *Metroliners* — introduced in January, 1969 — attracted passengers who otherwise might not have traveled at all, as well as those "who switched to rail from other modes — airplane, regular train, bus or automobile."

While the studies dealt specifically with the Boston-Washington route, Nelson said he believed "that the findings about the importance of trip time to the Northeast Corridor travel market can be applied to travel markets elsewhere."

While taking no position on Penn Central's petition to drop all long-distance service, Nelson declared:

"Yet, it is highly likely that at least some of these markets could be served on an economically viable basis by passenger trains operated at appropriate high standards of service, embracing the basic concept of reduced trip time shown to be so significant in the *Metroliner* experience."

An analysis of *Metroliner* and regular train patronage in 1969 between New York-Washington, New York-Baltimore, New York-Philadelphia and Philadelphia-Washington showed that "introduction of *Metroliner* service resulted in a substantial increase in rail travel between the...four city-pairs and that a great deal of the *Metroliner* traffic is new," Nelson said.

Total coach passengers traveling between the four city-pairs was 3,662,000 in 1969, or an increase of 388,000 over 1968. Asserting "there has been no mass exodus from regular (non-*Metroliner*) rail service," Nelson explained that as patrons switch to the *Metroliners*, "their ranks on regular trains have been filled" by other riders.

Interviews of *Metroliner* patrons between New York and Washington showed that 19% of the passengers had traveled by air on their previous trip, Nelson said.

Nelson said that from government studies it was concluded that service improvements in the Northeast corridor "can be economically viable, whether or not passenger service was viable in the first instance."

He said he was not in a position to state whether improvements could be instituted in the markets served by the trains which Penn Central wants to discontinue.

"But if the discontinuance of these trains were to preclude or seriously impede the introduction of new service concepts and improved train operation in potentially viable markets served by the subject trains," Nelson asserted, "then, in my personal opinion, there is much to be said for undertaking an analysis of the travel market potential before any major changes are made in passenger facilities."

Help NARP's campaign by sending us the names of likely membership candidates. We'll do the rest.

## Important Notice

The NARP Board of Directors at its quarterly meeting on July 27 voted unanimously to revise the dues structure, effective immediately.

Revised categories are: Regular, \$5; Contributing, \$10; Participating, \$25; Sponsoring, \$50; Sustaining, \$100 and over. The \$1 General category has been eliminated, but existing memberships in this bracket will be honored until expiration dates are reached.

Regional chairmen and members are requested to clip the application coupon from the Q&A brochure and discard. Upon request, corrected solicitation envelopes will be supplied which may be inserted in the brochure. All other outdated solicitation material should be discarded. We will shortly produce corrected material.

## NARP FIGHTS PC BID (from P. 1)

sewers" and air that is "a potential source of epidemic asphyxiation."

The trustees are: Jervis Langdon, president of the Rock Island; Willard Wirtz, former Secretary of Labor; Richard Bond, retired Philadelphia merchant, and George Baker, retired dean of Harvard's Graduate School of Business Administration.

The type of men appointed indicates that Judge Fullam's prime concern is with insuring the railroad is properly run to serve the public. Certainly efficient operation of the railroad to give better service to passengers and shippers is the key to putting Penn Central back on its feet. Mr. Wirtz, with a long career in public service, is known as a tough-minded, articulate lawyer who will place the public interest first. Mr. Langdon is an outspoken critic of railroads' becoming conglomerates and is thought of as one of the industry's best operating men. NARP believes this "new management" will recognize that Penn Central is more than a financial empire; that it is the nation's largest railroad and biggest rail passenger carrier, and a transportation utility with broad obligations to the public.

## NARP Pins, Matches Win Wide Approval

The lapel pins / tie tacs and bookmatches being offered to members at cost have won enthusiastic approval. More than 600 orders have been placed to date.

Place your order while supplies are still available. Book-matches are \$1 in lots of 50. Men's and women's lapel pins/tie tacs are \$3.75 each. If you have misplaced your order form, order on your regular stationery. Be sure to enclose your remittance.

## ATTENTION, TRAVEL AGENCY MEMBERS

We have produced a logotype identifying your agency as a member of NARP which is suitable as a "drop in" for your advertising and other promotional material, such as brochures and flyers. (See illustration) Printed on glossy stock ready-for-camera, it shows our symbol with the words "Member" above and "National Association of Railroad Passengers" below. It comes in one size — but your printer can reduce or enlarge as needed.

We feel the use of this can be beneficial in providing additional exposure for NARP and bringing business from our members to agencies that support our cause.

Address your requests to NARP, Public Relations, 417 New Jersey Ave., S.E., Washington, D.C. 20003.





# MISCELLANY



**"EURAILPASS" SALES BOOM** — Americans and other visitors to continental Europe are buying Eurailpasses in record numbers. Sales of the pass, providing unlimited rail travel for one, two and three months at \$110, \$140 and \$210, are running 60% ahead of last year. The 1969 sales were 46% above 1968. There is an "Amerailpass," too, but this is a promotion of the Brazilian railways, not U.S.

**PILOT LIKES FLYING. . . BY RAIL** — Comment by an Air Canada pilot aboard Canadian National's popular Bistro Car, as reported by the Detroit News's James A. Treloar: "This is the only way to fly!"

**ITALIAN SERVICE MAKING DRAMATIC COMEBACK. . .** Italy will shortly put into service forty 125 mph advanced "Tartarughe" locomotives, built under a \$325-million modernization program, which will cut running time between Rome and Milan from 6½ to 4 hours, according to an Italian advertising supplement in the New York Times.

Ninety new self-service restaurant cars are also being introduced on main routes. "Considering the overall travel time, trains will again become competitive with the airplane. . .," the Italians say. Passenger and freight receipts have been rising since 1965, the low point, and registered a 6% gain to \$655 million in 1969.

The Italians apparently haven't quite kept up with U.S. passenger developments, however. They refer to their increasingly popular Milan-Rome luxury train, *The Settebello*, as "the equivalent of the 20th Century Limited." Let's hope not.

**ADVERTISING FIRST** — C&O/B&O and SCL have established something of a "first" by jointly sponsoring newspaper advertising in Akron, Youngstown and Pittsburgh for Florida passenger travel. A cartoon illustration shows a man and wife and two children sweating it out in their car. The headline reads: "The Drive to Florida. After You've Made It, You Really Need a Vacation." The ad points out that taking the train costs no more, and maybe less, than driving, after tolls, motels and other costs are taken into account.

**SWEDEN SPEEDS UP SERVICE** — A new suspension system being developed in Sweden permits passenger coaches to operate at speeds exceeding 125 mph, *Modern Railroads* reports. The system employs air suspension and a sensing mechanism to permit maximum speed on curves consistent with passenger comfort. United Aircraft's *TurboTrain* and British Rail's *APT* also are employing advanced engineering to provide higher speeds on curves.

## Canadian National Doubles Transcontinental Service

Canadian National Railways has doubled its summer transcontinental passenger service to take care of a "very heavy" demand from both Canadians and Americans, CN has announced.

"CN will operate two *Super Continental* trains in each direction daily between eastern and western Canada," the announcement said. "All trains will feature a full complement of modern air-conditioned coaches, standard and dormette sleeping cars, dining cars and lounges." One train will operate between Montreal and Vancouver and the other between Toronto and Vancouver.

U.S. passengers can connect with the *Supers* through Grand Trunk Western's *Canadian National Maple Leaf* or on CN trains from Windsor (Detroit) to Toronto. The *Maple Leaf* starts in Chicago and make major stops at Valparaiso and South Bend, Ind., and Battle Creek, Lansing, Flint and Port Huron, Mich.

### C&NW—MoPAC CASES

- NARP has protested the C&NW's bid to discontinue on Aug. 10 its trains between Chicago and Clinton, Ia., and has requested the ICC to schedule hearings.

"These trains serve a growing area west of Chicago, including Northern Illinois University at DeKalb," NARP declared. "Traffic congestion on both highways and airways in the Chicago area is steadily growing worse, necessitating an expansion and improvement of rail service rather than a reduction." NARP added that the loss of patronage stems from C&NW's neglecting its rail operations in favor of investments outside the transportation field.

- Final briefs have been filed in MoPac's bid to drop the *Texas Eagle* and a decision by the Texas Railroad Commission is expected shortly. In its new brief, NARP said that from the record "one is compelled to think" that MoPac has deliberately passed up passenger revenues in an effort to get the train cancelled. It cited poor on-time performance, abandonment of all advertising and the public's inability to communicate with MoPac ticket offices. NARP asked deferment of any decision until rail network legislation in Congress is acted upon.

NARP is the process of "cleaning" and correcting its membership lists.

With about 7500 membership cards in our files, it is impossible to avoid occasional errors. If you are in good standing and have received a renewal letter, please accept our apologies.

(Cut Here)

### MAY WE HAVE YOUR OPINION?

Your views on the contents of the monthly newsletter will help us serve you better. Kindly complete the following form and return promptly. Thanks for your help!

Below are four categories of news that regularly appear in the newsletter. Please rate your preference, with No. 1 indicating most liked and No. 2 least liked.

No. \_\_\_\_\_ Hard news (such as current reports on Congressional and regulatory actions).

No. \_\_\_\_\_ Membership news (member activities, personal mentions, etc.).

No. \_\_\_\_\_ "Miscellany" (brief feature and news items).

No. \_\_\_\_\_ Illustrations (photos, charts, cartoons, etc.).

Suggestions and criticisms: (Use separate sheet if needed) \_\_\_\_\_

USE THIS COUPON TO BRING IN A NEW MEMBER TODAY!

(NL 70)

**NATIONAL ASSOCIATION OF RAILROAD PASSENGERS**  
417 New Jersey Ave., S.E.  
Washington, D.C. 20003

Yes, I want to aid the cause of better rail passenger service. Enclosed is my remittance for the category checked:

Regular \$5 ( ) Sponsoring \$50 ( )  
Contributing \$10 ( ) Sustaining \$100 ( )  
Participating \$25 ( ) or more ( )

Mr. \_\_\_\_\_ (Please Print)

Miss \_\_\_\_\_

Mrs.: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Recommended by:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

**NARP IS HALF WAY TO  
15,000 MEMBERSHIP GOAL**

Membership in NARP during the first half of 1970 increased by 3149, bringing our roster to approximately 7500. This is half way to our goal of 15,000 for the full year.

Advertising, direct mail and publicity have all played an important part in our gains. However, the best means of swelling our ranks is through solicitation by our present members.

Our regional chairmen, now totaling 24, and our members in every part of the country have done a splendid job of interesting others in our cause through word of mouth, letters to newspapers and other means.

An incredible record for getting our message across through newspaper letter columns has been established by John J. Bowman, Jr., Lancaster, Pa. At last count, Mr. Bowman had dispatched letters to 605 newspapers. Many newspapers have headlined his letter and given feature treatment to his views. Mr. Bowman's efforts have resulted in inquiries and new members from all parts of the country.

Other letters that have come to our attention recently have been written by Mrs. Fred McConkey, Holland, Mich., in the *Detroit Free Press* (on pollution caused by autos and planes); Eliot C. Atwater, Haines Falls, N. Y., in the *Albany Times-Union* (on the PC mass discontinuance petition); and Edward Landy, Waban, Mass., in the *Boston Globe* (supporting the national rail corporation).

Members continue to give generously for the purchase of advertising space in their local papers. Two more ads have been paid for by our leading sponsor, Thomas A. Jackson, Decatur, Ga., in the *Gainesville (Fla.) Sun* and the *Atlanta Episcopal Diocese News*.

San Francisco Bay Area Regional Chairman Scott K. Schiechl purchased space in the *San Francisco Advertiser*, and Fred W. Scott, North Garden, Va., placed an ad in the *Charlottesville, Va., Daily Progress*. NARP expresses its deep appreciation to these and others whose sponsored advertising has not yet come to our attention.

Francis A. Guido, editor-publisher of *The Western Railroader*, San Mateo, Cal., has generously reproduced a NARP membership coupon on the back cover of his sprightly publication.

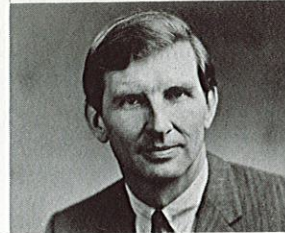
Northern Ohio Regional Chairman Ray Bottles has been invited by the Toledo City Council and mayor to make a formal presentation in Council chambers on the rail passenger situation and NARP's campaign to improve and expand it. Mr. Bottles will present the group with honorary memberships in NARP.

Those wishing to advertise in the *N.Y. Times* and *Georgia papers* may still do so by sending contributions directly to NARP.

**FRIENDS OF THE RAILROAD PASSENGER**

**9 - Sen. Joseph D. Tydings**

At a recent seminar at American University in Washington, Sen. Tydings told his listeners that during the past decade the U.S. has spent many billions on the interstate highway system, and added: "That's got to be changed in the 1970's to a balanced transportation system." He said the pending Rail Passenger Service Act is urgent because "there is nothing more vital to the survival of American cities than a vibrant railroad passenger system...It should be the responsibility of government not only to conserve the system but to put new modern trains into service." These comments of the youthful Democratic senator from Maryland are consistent with his forward-looking views since his entry into public life in 1955 as a member of the Maryland House of Delegates. He was elected to the U.S. Senate in 1964 and has served with distinction on the Judiciary, District of Columbia (chairman) and Commerce Committees. On the Surface Transportation Subcommittee of the latter, he played an important role in drafting the Rail Passenger Service Act and working for its adoption by a resounding 78-3 vote. He was an early supporter of the Office of High Speed Ground Transportation, which led to the development of the *Metroliner*. He has been the recipient of many awards for public service, including the Sierra Club Conservation Award for Maryland in 1969.



Upgrade your membership; bring in a new member; urge support for the Rail Passenger Service Act.

**RAIL TRAVEL IS SAFEST**

Going by train remains the safest means of travel, according to Department of Transportation figures.

In 1969, the railroads' fatality rate was .07 for each 100 million passenger miles. Commercial aircraft was next with a rate of .13. The bus rate was .22 and autos and taxis, 2.30. Actual fatalities were rail, 9; air, 131; bus, 150; autos and taxis, 37,200.

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3311 Baring

Ross B. Capon  
3611 Hamilton Street  
Philadelphia, PA 19104  
9/70-G



**NATIONAL ASSOCIATION OF  
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