



from
**NATIONAL ASSOCIATION OF
RAILROAD PASSENGERS**

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Transportation And \$\$\$\$ Who Gets What?

The federal government has stacked the deck against the railroad passenger by distributing transportation money in lopsided amounts.

To run a nationwide passenger system, Amtrak was given a \$40 million direct grant and \$100 million in government loans.

Not long ago, *Railway Age* reported that New Jersey has invested \$26 million of its own funds in new equipment for Erie-Lackawanna commuter routes, suggesting that Washington should attach the same importance to the millions of Amtrak riders as New Jersey attaches to the well-being of its 14,000 E-L commuters.

A brief run-down of federal spending for transportation reads like this:

- Nine local service and four Alaskan air carriers will receive \$53.6 million in the 1971-72 budget just approved by Congress.
- The Coast Guard plans to request \$59 million for one icecutter to be used on the Great Lakes.
- Each year for the next five years, \$530 million will be spent for aviation improvement projects and air navigational facilities under the auspices of the Federal Aviation Administration. The five year total is \$2.650 billion.
- The 1971-72 cash appropriation for federally-aided highway construction will be \$4.661 billion; \$99.4 million is for salaries and expenses of the Federal Highway Administration.
- Some 42.62 billion has been spent on the Federal-aid Interstate program since it began in 1956.
- The Arkansas River waterways project will cost \$1.2 billion before it is completed.
- Each moon shot costs approximately \$400 million (not part of the transportation budget).
- The National Aeronautics & Space Administration (NASA) plans to ask Congress to subsidize development of Short Takeoff and Landing (STOL) aircraft for commercial service. The government's share might range between \$20 and \$30 million.

Space limitations preclude listing other items in the Transportation budget. Since much of this money is available only in matching grants, local governments are encouraged to raise additional funds for projects. Spending for transportation facilities at all government levels will approach a record \$25 billion.

NARP RAIL TRIP

As this newsletter goes to press, final details on NARP's first rail excursion over the scenic Western Maryland on Saturday, Oct. 9, are being worked out. Final information will be sent to Eastern NARP members by special letter shortly. Plan to be with us. It promises to be a gala outing!

AMTRAK SELECTS BEST PASSENGER CARS FOR SYSTEM; BEGINS LIMITED ADVERTISING CAMPAIGN

Roger Lewis, President of Amtrak, has announced plans to purchase 1,200 passenger cars and 12 new *Metroliner* cars at a total cost of \$16.8 million. The *Wall Street Journal* reported that the average price of \$14,000 was "surprisingly low". Lewis promises that rail passengers will see the affect of this action by September 15.

The 1,200 assorted passenger cars will be redistributed throughout the Amtrak system to replace old, poorly maintained equipment. NARP applauds this move and sees it as the first tangible sign of relief for rail passengers.

The 12 new *Metroliner* cars, built by the Budd Company in the late 60's, are electrically powered and capable of speeds of up to 160 mph. This addition will bring to 61 the number of *Metroliner* cars serving the high-density Northeast Corridor.

IN MEMORIAM

Member of NARP Advisory Board

The Honorable Winston L. Prouty, Senator from Vermont

It was chiefly on Senator Prouty's initiative that the DOT Railpax (Amtrak) proposal was considered, revised, and finally passed by the U.S. Senate. Without his efforts, there would be no Amtrak today.

Picked from 3,000 cars used by 24 railroads prior to May 1, the 1,200 passenger cars will come mostly from the Western railroads. From Santa Fe will come 447 cars including 73 hi-level coaches, diners and lounges with an average age of only 10 years.

Of the 64 cars purchased from the Union Pacific, half were built in 1965.

Over 1,000 of the cars acquired are of stainless steel construction or have stainless steel sheathing, which will save Amtrak several millions of dollars in maintenance costs.

Six hundred of the new cars will be put into service in the mid-west and along the east coast, areas which in recent years have seen some of the worst equipment running on their lines. Over the next year, the equipment will be rotated through the shops, emerging in prime condition and bearing the Amtrak insignia.

Included in the purchase are 90 dome cars, 188 luxury coaches, 244 overnight coaches, 288 sleeping cars, 50 lounge cars, and 140 dining cars.

Amtrak has also initiated its first real advertising campaign. The promotion effort will include radio spots in Washington and New York aimed at attracting passengers to the high speed *Metroliner* service and a newspaper campaign in Chicago.

An experimental daily train service between Washington, D.C. and Parkersburg, West Virginia began on Sept. 7. The beginning of the *West Virginian* coincides with the re-opening of several schools and colleges along the route.

(cont'd, on p. 3)

TRANSPORTATION AND THE ENVIRONMENT

RAILROAD WORKERS, ENVIRONMENTALISTS JOIN TO FIGHT PITTSBURGH BUSWAY

For the first time in the history of this Nation, railroad rank-and-file have vowed to picket the construction site of a highway-oriented project — a busway.

In Pittsburgh, the Port Authority Transit (PAT) of Allegheny County plans to annihilate main-line, high-speed, heavy-duty Penn Central railroad tracks for bus-only highways. The tracks are signalled to permit passenger train speeds of 70 mph.

The route passes through the most densely-populated part of the city and used to be the backbone of Pittsburgh's once-extensive commuter rail network. Numerous citizen groups which are genuinely pro-transit staunchly oppose the busway.

Edward Johns, chairman of the United Transportation Union's Association of Lodges, claims PAT has consistently ignored rail facilities and let area trains expire, even when jammed with commuters.

Joining the UTU in the picket threat are locals of other rail unions — Brotherhood of Railway and Airline Clerks, Transport Workers Union, and Brotherhood of Locomotive Engineers.

Additional support will soon be announced from five other unions.

Work Rules Change

Labor has not expressed a preference for either a conventional commuter or high-speed transit operation. Mr. Marion Lococo, TWU Local 2044 President said that if PAT wanted a commuter rail operation, "I think the unions would be willing to give somewhat in their rules to get some of the trade."

A high-speed rail operation could be similar to the Delaware River Port Authority's Philadelphia-Lindenwold transit line which occupies former railroad right-of-way.

The PAT proposal in Pittsburgh — dubbed the "Early Action Program" — consists of two busways and a rubber-tired, electrically-propelled "Skybus". The plan has been opposed by town councils of 27 communities, 38 taxpayers leagues, the Antipollution League, numerous community associations and civic clubs, and even several local corporations.

The Federal Highway Administration claims that busways have been successful on Shirley Highway in Washington and on I-495 in New Jersey.

However, the Pittsburgh transit dissidents say that such busways utilized existing highway lanes and median strips and should not be used as a model for their city, with its hilly topography and strategically-placed existing rail lines.

A rail network could encourage persons to locate in population "clusters", thereby limiting suburban sprawl, preserving green areas, and thwarting needless paving of valuable inner city land.

"Delayed Action Program"

Environmentalists charge that the busway is too little and much too late. Construction of the busway is impossible until PAT acquires PC's right-of-way around Jan. 1, 1973.

For citizens concerned about intolerable traffic conditions, that is a dismal timetable for an "Early Action Program". Ironically, PAT admits that the busway is an "interim" facility which must eventually be replaced by a fixed-facility transit line.

The quality of Pittsburgh's air is also an issue. The busway will pass through thickly-populated areas. Diesel bus emissions are likely to be irritating to neighboring residential areas. Electric trains would not have the liability.

Cost is a big factor. PAT's proposed expenditures have led to a nationally-publicized taxpayers revolt led by Mrs. Dorothy Charles, president of the Concerned Taxpayers League of Allegheny County. She, too, favors a rail system.

(cont'd. next column)

One 6.5 mile busway on PC right-of-way will cost \$18,756,000, excluding parking lots. The price tag for a similarly-routed, medium-density rail system is \$12,640,500, including parking lots.

Meanwhile, Toronto built a 54-mile commuter train network for \$15-million by utilizing existing rail facilities.

PAT's busway has a severe technical problem. Penn Central tracks would cross the busway at several locations. With a rush hour frequency of one bus every 30 seconds, Penn Central freight trains blocking the busway for even a short period of time could prove disasterous.

While giving the welcoming address at Pittsburgh's Fifth International Conference on Urban Transportation on Sept. 7, Democratic Mayor Peter F. Flaherty said, "I differ with local transit plans. There is still something to be said for rails and rehabilitation of existing lines."

Hunt — Stokes

The fate of the PAT plan probably will be decided this November, when Allegheny County voters elect a new commissioner.

Dr. William R. Hunt, Republican county commissioner, is seeking re-election by campaigning against PAT's plan. He is joined by another Republican, Robert F. Stokes.

If elected, Stokes and Hunt promise to force PAT to design a medium-density rail system which can be completed faster and at less cost.



Pittsburgh groups are pushing for construction of a high-speed rail system like the Lindenwold line pictured here, instead of a busway on railroad right-of-way.

In spite of the controversy, DOT Secretary John A. Volpe announced at the Pittsburgh Transit Conference "the largest single grant ever made by the Department's Urban Mass Transportation Administration." PAT received \$60 million for its Skybus and busways. Volpe said PAT "has enlisted solid community support and confidence."

The DOT emphasis on busways is not surprising. The widely-syndicated columnist Jack Anderson reported on Sept. 11 that "opposition to rail transit" within DOT "has been instigated by the powerful highway lobby, which represents the gasoline and cement tycoons."

Who Wants Busways?

Federal Highway Administrator Francis Turner, according to Anderson, has drafted a memo to Volpe which discourages "construction of entirely new rail-transit systems in cities that presently do not have any existing or under construction." Turner's choice for transit: busways.

In Pittsburgh, the chairman of the PAT board of directors is William L. Henry, who is also an executive vice-president of the Gulf Oil Co. Henry prefers busways, too.

NARP is concerned about retention of vital track and station facilities necessary for the Amtrak system. If PAT rips up main-line PC tracks, Amtrak trains might have to be re-routed extensively around the city. Data is not available regarding potential impact on Amtrak's schedules.

CORRECTION: In the July NARP News, we reported that Rep. Jack F. Kemp (R-Buffalo) had 26 co-sponsors on a Joint Resolution which provides for an additional \$290 million for Amtrak. The correct number of co-sponsors is 50. Our apologies.

SUMMARY OF AMTRAK FLEET

(By Original Owner)

	Total	ATSF	B&O C&O	BN	L&N	N&W	RF&P	SCL	SP	UP
Baggage	103	90		11				2		
Baggage-Dormitory	40	10		6			1	19	4	
Baggage-Lounge	4		1	2		1				
Baggage-Coach	1		1							
Coach-Overnight	244	129		21					30	64
Coach-Luxury	188	12			18	6	18	134		
Coach-HI Capacity	14			13		1				
Coach-Dome	48		2	43		3				
Coach-HI Level	61	61								
Coach-Snack Bar	10		1	2	3					4
Coach-Lounge	8	2						6		
Coach-Diner	4		2	2						
Coach-Diner-Dome	2			2						
Dorm.-Diner-Dome	5			5						
Diner-Lounge	18		3	6	3	1				5
Diner	95	37	3	11	1	1		37		5
Diner-HI Level	6	6								
Parlor-Lounge	4			4						
Parlor-Dome	7			6		1				
Lounge	32	11	1					15		5
Lounge-Dome	12	6		6						
Lounge-HI Level	6	6								
Sleeper Lounge	16		3			2			11	
Sleeper Dome	16			13				3		
Sleeper 10 Roomettes 6 Double Bedrooms	152	45		23				21	20	43
Sleeper 11 D. Beds & 7 D. Beds 2 Drawing Rooms	81	32		5				20	7	17
Slumbercoach	23			15				8		
TOTAL	1200	447	17	196	25	16	19	276	80	124
Cars for Salvage	40									
GRAND TOTAL	1240									

Amtrak's Passenger Cars (from p. 1)

The train will enable residents from the Washington area to take one-day excursions to historic Harpers Ferry.

Recent appointments at Amtrak include Roger W. Brown, Director of Personnel, and Elmer E. Jones and Joe G. Matthews, Directors of Congressional Relations.

RIDING WITH AMTRAK

"We trust that in trying to attract people back to the trains the next thing Amtrak will do is to re-think its fare structure. . . we don't understand why it costs an additional \$41.29 to rent a sleeping room between Washington and Chicago when it costs only \$19.20 to rent one for 11 hours longer and 500 miles farther between Chicago and Houston. Nor do we understand why a sleeper costs \$21 more than first class air travel between Washington and St. Louis and \$24 less than first class air between Chicago and Denver. These are some of the reasons why we are inclined to give Amtrak only a little cheer for shifting passenger cars around the country. There is much to be done and it is being done so slowly." — Washington Post editorial, Sept. 9, 1971.

"The other day at the Grand Central Terminal information desk I was surprised to hear two separate requests, within minutes of one another, for service to Montreal. Of course, the clerk's reply to them was "we don't go there." — letter to Amtrak by Tim Phelps, New Brunswick, New Jersey.

"IT DOESN'T EXIST: A Penn Central employee, who answers telephone number 521-0158, is having a hard time getting any work done. His telephone is ringing off the hook and callers are seeking information about the Amtrak train which comes through Erie. The employee said the train is Amtrak's and Penn Central in Erie can answer no questions on it. His telephone number was the one published as the point where answers can be obtained. He said, 'There is no number in Erie to call for information on these trains.'" — Erie Times, Aug. 27, 1971.

ANOTHER ENTHUSIAST

Editorial

The more things change, the more they stay the same. At least the coming of Amtrak and the TurboTrain to the San Francisco Bay area have made no dent in the anti-passenger philosophy of Southern Pacific top brass. President B. F. Biaggini's comment on these untoward intrusions was as follows:

SP once had trains as comfortable [as Turbo], but they didn't attract riders. It would be pretty silly to put a lot of [these] trains in service if nobody would ride them.

I doubt very seriously if this train has a future — except in the dense population corridors of the East. I think Amtrak will preside over the passenger business as it sort of gracefully goes out of business.

Isolation from the facts is an old story of One Market Street. The SP-financed Stanford Research Institute "report" of 1966, which concluded that there was no future for passenger trains in the west, made no mention of the TurboTrain despite the fact that there had been substantial publicity about it, and that the Government had already contracted for its operation. At least SP now admits that it exists.

We're confident that most NARP members would agree that Mr. Biaggini would make a splendid replacement for either Mr. Menk, Mr. Moore, or Mr. Quinn on the Amtrak board of directors, should their enthusiasm for the job ever begin to flag.

AMTRAK JOINS NARP IN CALLING FOR REVISION OF DOT TRACK STANDARDS

The July NARP News reported that NARP had objected to track standards proposed by DOT which could be detrimental to the operation of passenger trains.

Shortly after NARP had written the Federal Railroad Administration, Amtrak's Vice President-Operations, Harold Wanaselja, remarked in a letter to FRA that "adoption of the standards as proposed would result in a wholesale reduction of maximum authorized speeds for Amtrak passenger trains."

"In fact," he continued, "many of our trains could be restricted to 40 mph. Even in places which are maintained at higher standards, it would appear that the maximum speed would be only 60 mph. This contrasts with the present 70 to 79 mph which most generally prevails."

"The proposed standards do not differentiate between speeds authorized for passenger trains compared to those for freight trains. Normal practice has been for passenger trains to run considerably faster than freight trains in any given territory. Since I don't think this has led to any serious problems in the past I wonder why this practice is not being continued," declared Wanaselja.

Use This Coupon To Bring in a New Member Today!

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. I understand I will receive a membership card and a monthly newsletter to keep me informed of developments.

Enclosed is my remittance for the category checked. I understand that \$3.00 of this amount is for a one-year subscription to the newsletter.

- Contributing \$10
- Participating \$25
- Sponsoring \$50
- Sustaining \$100
- Life, \$500 or more

(Please Print)

Name _____
Address _____
City _____
State _____ Zip _____

Note: NARP members should not use this form to renew. It would be helpful if members wait until they receive the renewal reminder, and use the special coded envelope enclosed with it.

A NARP CAMPAIGN PICKS UP STEAM

The Association's efforts to rejuvenate the Washington-area commuter train network are beginning to bear fruit.

The expanded commuter train plan has been described as "attractive from a number of vantage points" by DOT Secretary John A. Volpe in a letter to NARP.

The drawback according to Volpe is the lack of responsible public authority to finance the required one-third local share of the costs of capital improvements and to support any operating deficits.

"Perhaps some combination of agencies such as the Northern Virginia Transportation Commission and the Maryland Dept. of Transportation would be a qualified applicant," said Volpe.

Joseph Vranich, NARP executive director, is pleased with the letter and said the new service could begin within 16 months after a suitable local agency was found to handle the funding.

A committee has been formed as a result of a meeting of DOT officials and commuter group representatives to devise methods of raising money from the States and Congress for the local share of the funds. Vranich, temporary chairman of the group, said in a press statement that "Commuter train service probably will die here if our effort fails."

Other committee members are Neal Potter, Montgomery County councilman; David A. Sutherland, Virginia legislator; Edmond H. De L'Ecluse, citizen member of the D.C. Traffic Board, and a yet-unnamed DOT representative.

Another boost for the plan came from Rep. Paul S. Sarbanes (D-Balt.) who issued a letter to DOT saying "failure to prevent the demise of rail commuter service would be particularly short-sighted" since "clear documentation" is available that it is feasible to provide better service for the area.

"As a frequent commuter between Baltimore and Washington, I myself can attest to the urgent need to revive this service. I would therefore urge you to consider the NARP proposal favorably," said Sarbanes.

Senator Harry F. Byrd, Jr., (Ind.-Va.) also sent DOT a letter of support, but it was not available at press time.

Another enthusiast is John A. Nevius, deputy assistant secretary of the Dept. of Housing and Urban Development and recent Republican congressional candidate for the District of Columbia.

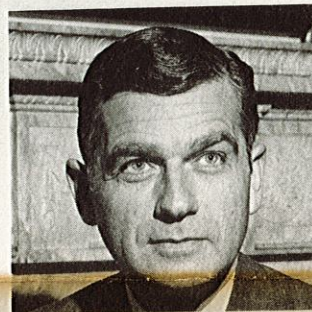
The Citizens' Transportation Coalition for Metropolitan Washington, made up of numerous organizations, has already promised to assist in efforts to modernize the commuter service.

FRIENDS OF THE RAILROAD PASSENGER

Senator Mark O. Hatfield

A strong supporter of railroads can be found in Mark O. Hatfield, Republican Senator from Oregon. As a member of the Senate Commerce Committee and the Subcommittee on Surface Transportation, he occupies a key position to shape rail legislation.

Hatfield, a supporter of the Amtrak bill, was deeply disappointed by the December DOT announcement which did not include north-south service along the west coast. Through his efforts, and those of others who would have been seriously affected by this omission, DOT included west coast service in its final "basic system" report.



Son of a Southern Pacific blacksmith, Hatfield has a real affection for rail passenger service, and an understanding of the factors which contributed to its decline in the United States.

In a Senate speech in April he said, "We have found almost an arrogance — more than indifference — as far as the Southern Pacific is concerned, which goes throughout our entire State and as it relates to passenger service over the last 15 or 20 years — railroad stations not providing the service for passengers to buy tickets, the attitude of the people who are serving passengers on those few trains that are left. All of this would indicate almost a deliberate policy by the Southern Pacific to discourage passenger service in hopes that they can abandon the service entirely."

More recently he has been concerned with the rail strikes and, during the last walkout, contacted administrative officials and union and management negotiators urging around-the-clock sessions until a satisfactory conclusion was reached.

TANGERINE-COLORED SEAT COVERS are replacing tattered covers on Jersey Central commuter coaches. The CNJ has embarked on a \$120,000 coach rehabilitation program aimed at making 52 of its older cars more attractive for the line's 15,000 regular passengers. The New Jersey Dept. of Transportation will reimburse the railroad for the costs involved.

NEWS from NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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