



from  
**NATIONAL ASSOCIATION OF  
RAILROAD PASSENGERS**

Vol. 6, No. 8



December, 1972

## **HARRIS POLL SHOWS 64% FAVORING GOV'T. AID TO AMTRAK**

### **WILL THE NEXT TRANSPORTATION SECRETARY BE ANTI-AMTRAK?**

*Editorial*

It is rumored that Transportation Secretary John A. Volpe, a friend of railroad passengers, would like to step aside, possibly to become Ambassador to Italy.

Reportedly, Secor D. Browne, Chairman of the Civil Aeronautics Board (CAB), would like Volpe's job.

That worries us. Mr. Browne was recently quoted in *Astronautics & Aeronautics* magazine as being "upset about the continuing amounts of money apparently required to subsidize Amtrak and its advertising campaign directed against what is essentially a free-enterprise transportation system."

(The ad campaign Browne referred to promoted the *Metro-liner* by saying "Think of the *Metro-liner* as a Plane That Never Leaves the Ground.")

What jarred us was Browne's characterization of the airline industry "essentially a free-enterprise transportation system."

In reality, the airline industry has been the recipient of one of the largest Federal assistance programs ever established. Here are the facts:

Under Mr. Browne's leadership, the CAB sharply boosted direct operating subsidies to airlines from \$33 million in 1971 to \$65.4 million in 1972.

The cash subsidy to domestic airlines 1939 to 1971 has totaled nearly \$1.3 billion. This includes subsidies to domestic trunk, local service, and helicopter airlines (but excludes mail payments), according to a study based on official government budget reports by the Association of American Railroads.

Furthermore, the Federal Government has spent \$13.4 billion for the establishment, administration, maintenance and operation of the Federal Airways System from 1925 to 1972. Expenditures in this category for 1972 are estimated to be \$1.5 billion. This does not include costs of military airway facilities.

Finally, combined Federal, State and local expenditures for civil airport construction, modernization and expansion have gone over the \$14 billion mark.

That's a grand total of \$28.7 billion in public funds granted to what Mr. Browne considers "essentially a free-enterprise transportation system."

Not included are the billions spent by the military to build bigger and faster airplanes, which has saved the aviation industry from conducting much of its own research and development.

Come off it, Mr. Browne.

The American people by a margin of 64% to 22% favor continuing intercity passenger train service "even if it means federal subsidies," according to a nationwide public opinion survey conducted for Amtrak by Louis Harris & Associates.

A 53% majority of the public also feel the federal government has "a responsibility to see that vital and important passenger services are improved."

Amtrak President Roger Lewis hailed the findings: "This survey shows clearly that there is a strong public mandate to provide modern and efficient passenger train service between cities."

According to the Harris survey, Americans feel that passenger rail service must be maintained, improved and expanded:

- By a large majority, the public believes it must have the option of passenger rail travel (82-10%).
- By a large majority, the public feels railroads "are vital for the country" (90-4%).

*(continued on p. 3)*

### **RAIL FOUNDATION CONTRIBUTIONS ARE TAX DEDUCTIBLE**

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## **AMTRAK NEWS ROUNDUP.....**

**SOCK IT TO 'EM, ROGER:** According to the *New York Times*, Greyhound President James L. Kerrigan took the occasion of the restoration of the *Montrealer* to declare that Federal subsidy of Amtrak "was a total waste of taxpayer dollars." Amtrak President Roger Lewis replied to newsmen, "When was the last time Greyhound built a highway?"

**WHITE HOUSE HOLDS PURSE STRINGS AGAIN:** *There's a big difference between \$9.1 and \$57 million. In the Oct. issue of the NARP News, it was reported that "Amtrak is seeking an additional \$57 million from Congress, and just might highball around the Nixon administration budget office to get it."* NARP has learned that White House budget officials quietly told Congressional leaders that Amtrak needed only \$9.1 million to expand service to the San Joaquin Valley and to pay for the International routes and the Southern Montana and West Virginia trains. Consequently, \$9.1 million was all that was approved for Amtrak. Now Amtrak cannot undertake track and roadway improvements nor purchase several Turbo-Trains.

*(continued on p. 3)*



## TRANSPORTATION AND THE ENVIRONMENT

### AIRPORTS DEVOUR LAND

Railroad stations are far more efficient than airports in terms of the amount of land required to move a given number of people.

A comparison of the busiest airport with the busiest train station in the United States is quite revealing.

In New York during 1970, Penn Station — which occupies 82 sq. acres — handled 67 million people.

In Chicago, O'Hare International Airport — the world's largest and busiest commercial airport — handled 25 million people and occupies 6500 sq. acres.

An even more forceful picture is presented by a comparison of all New York area facilities:

Facility	Passengers Handled	Space Occupied
Penn and Grand Central Stations	107 million	124 sq. acres
Kennedy, LaGuardia & Newark Airports	37 million	7800 sq. acres

By adding the land area of Teeterboro airport to those above, the total area required for airports becomes about 13½ sq. miles, which is just about equal to the entire land area occupied by the 950-mile-long, 75-foot-wide Penn Central right-of-way linking New York with Cleveland and Chicago.

Furthermore, much of Penn Station's acreage is underground. Such an arrangement permits "air rights" development of commercial and recreational facilities directly above the rail station and trackage.

Unfortunately, the Nation is spending tremendous sums of money to construct airports, but nearly nothing for railroad terminals.

The Kansas City International Airport which opened on Nov. 11 cost over a quarter-billion dollars, according to Robert Macy of Associated Press. Almost as much has been spent for highway access construction in and around the area.

Officials of the new Dallas-Ft. Worth airport have pointed out that their facility will cost \$500 million when finished.

If Federal transportation spending ever takes adequate notice of environmental considerations, rail passenger service should be a prime candidate for intensive development.

### CHICAGO RAIL CRASH

On Oct. 30, 45 people were killed and more than 200 injured when an electric Illinois Central commuter train was rammed from behind by another during the morning rush hour. Officials told newsmen that the first train was trying to back up after apparently overshooting a station. It was the nation's worst railroad wreck since Sept. 14, 1958, when 48 persons were killed in a crash at Elizabethport, N.J. The National Transportation Board in Washington sent specialists to investigate.

Four weeks before the tragic accident, John W. Ingram, Federal Railroad Administrator, said "The railroad passenger in the United States is one of the safest travelers in the world." He released figures which showed that, for the first time since 1966, no passenger fatalities due to train accidents occurred during the first six months of U.S. railroads. However, two people did lose their lives getting on and off moving trains.

### TEXAS NARP MEMBERS ORGANIZE

Friends and proponents of rail passenger service are invited to join the newly established Texas Association of Railroad Passengers (TARP). The aim of the organization is to work together with Amtrak and various governmental agencies from local to federal level on behalf of improving Amtrak service in Texas.

To express a desire to join, write to Alfred E. Ehm, TARP, 433C E. Olmos Dr., San Antonio, TX 78212. Please state what specific recommendations TARP should pursue and the kind of assistance you can contribute to the organization. If possible, please enclose a self-addressed stamped envelope.

### PENN CENTRAL GETS 'TRAINJACKED'

When their train broke down, irate commuters in New York revolted against the Penn Central by nearly commandeering another. According to a UPI dispatch, a local from Stamford broke down on Oct. 19 in Mt. Vernon. The conductor said repairs might take two hours and hinted that commuters might walk the quarter-mile down the tracks to the Pelham station. The commuters did and waited in the snow as expresses kept whipping by them. None would stop because Pelham is a local stop. "One of the commuters suggested aloud that it might be possible to stop the next train," according to UPI. Within seconds two dozen commuters were standing on the express tracks brandishing umbrellas. The next express stopped and the engineer told the commuters to move. The commuters told the crew to open the doors. The commuters won and about 400 jammed onto the train. It was so crowded the conductors suspended ticket-taking and the train pulled into Grand Central 71 minutes late. Meanwhile, commuters at another nearby station threw wood across the tracks, stopping another train to permit about 20 persons to board. A PC spokesman blamed the uprising for making 13 other trains up to 40 minutes late. "By doing what they did, they just compounded the situation," the PC man said.

### STATION PAINTED BY NARP MEMBER!

David Marshall of South Bend, Indiana, did the whole thing by himself.

Did what?

Repainted the entire Penn Central station in Niles, Michigan with paint purchased with his own funds.

Marshall, working for approximately two months, painted the station's interior a combination of white and gold. He slapped gold and black on the outside.

He also replaced two broken windows that the PC "didn't care about."

Penn Central employees "looked at me kinda funny," said Marshall, but nobody tried to stop him from his one-man crusade to spruce up the station.

### POST OFFICE STATEMENT

Statement of the ownership, management and circulation of "News from National Association of Railroad Passengers," published monthly except November at Washington, D.C., required by the Act of Congress of August 12, 1970; Section 3685, Title 39, U.S.C.

Chairman of the board, Anthony Haswell, Editor, Joseph Vranich.

Owner: National Association of Railroad Passengers (NARP).

Stockholders: NARP, a membership organization, is an Illinois not-for-profit corporation and has no stockholders or other security holders.

I hereby request permission to mail the publication named above at the reduced postage rates presently authorized by 39 U.S.C. 3626. (Signed) Joseph Vranich, Executive Director.

11. Extent and Nature of Circulation	Average No. Copies Each Issue During Preceding 12 Months.	Actual Number of Single Issue Published Nearest to filing date.
A. Total No. Copies printed (net press run)	73,000	7,500
B. Paid Circulation		
1. Sales through dealers and carriers, street vendors and countersales	None	None
2. Mail subscriptions	6,800	5,757
C. Total Paid Circulation	6,800	5,757
D. Free distribution by mail, carrier or other means		
1. Samples, complimentary, and other free copies	1,000*	1,000*
2. Copies distributed to news agents, but not sold	None	None
E. Total Distribution (sum of C and D)	7,800	6,757
F. Office use, left-over, unaccounted, spoiled after printing	311	743
G. Total (sum of E & F—should equal net press run shown in A)	8,111	7,500

\* by first class mail.

I certify that the statements made by me above are correct and complete.

Joseph Vranich, Executive Director

## HOW DID THEY VOTE?

NARP has available to its members reprints of Congressional Record reports on floor debates and roll call votes on the Amtrak legislation. Write for your free copy.

### Amtrak News Roundup, continued

**HEADING FOR MEXICO:** Passenger service will probably be restored from St. Louis to Mexico partially via the old *Texas Eagle* route to Dallas, then to Waco, Temple, Austin, San Antonio and Nuevo Laredo.

**FRIDAY THE 13TH:** On that day in October, Amtrak once again began operating the Fun Trains to Reno, Nevada. Arthur Lloyd, Amtrak's Manager of Agency & Tour Sales said, "The trains have been sellouts for years, and ticket sales are brisk again this year." The trains were conceived by the Reno Chamber of Commerce as a way to get people safely to Reno during winter snows that make driving hazardous.

**ADVERTISING:** An Amtrak advertising campaign promoting *Metroliner* service has captured a coveted award given annually by the *Discover America Travel Organizations*. They are the same ads that the Chairman of the Civil Aeronautics Board (see p. 1) is "upset" about. Amtrak no longer uses them.

**NEW SCHEDULES:** New winter timetables feature improved schedules and running times on several long-distance runs. The *Floridian* between Chicago and Florida has been shortened by 1 hour and 25 minutes northbound and 1 hour southbound. The saving comes by speeding up the schedule on Penn Central between Chicago and Louisville. Twenty minutes were shaved from the Montreal-Washington *Washingtonian* and 50 minutes on the *Montrealer*. The Amtrak premier train on the New York-Florida route this year is the refurbished *Silver Meteor*. A completely new train, the *Vacationer*, was added. The *Florida Special* has disappeared, at least for this year.

**CINCINNATI'S NEW STATION:** This facility opened on Oct. 29 and enabled Amtrak to cut 45 minutes each way in the *James Whitcomb Riley* schedule. Using the smaller station will save Amtrak \$500,000 annually.

**VERMONT SKI TRAINS:** Amtrak is considering operation of ski shuttles from New York, Philadelphia, Baltimore and Washington, according to James Keating, Amtrak's public relations spokesman in New York. He said Amtrak has already consulted with ski resort management about special package deals for midweek skiers. Meanwhile, the restoration of the *Montrealer* did not cause Amtrak to restore ticket clerks along the route. Instead, Amtrak arranged for travel agents to handle Amtrak ticket stock and sell them directly to passengers. Everyone seems to have benefited.

**AMTRAK'S UGLIEST STATION:** Amtrak officials admit that the Springfield, Mass. terminal is the worst in the entire country. Amtrak is planning a \$100,000 cleanup of part of the facility, with the most mediocre sections of the building to be sealed off.

**THREE MORE CREDIT CARDS:** Amtrak now accepts BankAmericard, Carte Blanche, and Diners Club. Now six major cards can be used in its 400 ticket offices throughout the U.S. This gives 39 million cardholders access to charging Amtrak tickets and tours.

**'FREE WHEELS' SUCCESSFUL:** John Lombardi, Amtrak's Director of Market Development, told NARP that its "Free Wheels" plan in Florida has been successful and will continue. Under the program, travelers receive a free car for a week provided at least three round-trip fares between New York or Chicago and Miami are purchased. In the May-Sept. test period, 1000 cars have been rented. "We're trying to give passengers more of a total product by offering this program and we think we are successful," said Lombardi.

### Harris Poll, continued

- By a large majority they hold the view that "long distance passenger travel is essential in a national emergency" (75-15%).
- Nearly three out of every four people surveyed feel "train travel is a very important part of America's transportation system" (73-19%).
- A majority of 56% believe that trains "pollute the air the least of any form of transportation."
- A majority of 54% think it is "a very important priority for the nation to improve the quality and availability of rail passenger travel," more than bus travel, faster air travel, or new airport facilities.
- A majority of 52% believe that rail travel uses the "least amount of fuel" in a time of growing shortage of energy resources.
- It is "very important to develop fast, comfortable, intercity passenger trains," say 56% of those surveyed.

Louis Harris, head of the firm, cited what he said was a "willingness on the part of the public to put up the money to achieve a better system of intercity train service for passengers."

He said, "By 69-19%, the public wants to see federal assistance for loans to buy new equipment. By 56-27%, the public favors federal investment for fundamental changes in track and equipment."

Mr. Harris added, "This massive public support for the Amtrak approach is all the more significant because currently this country is characterized by a dominant public mood of deep suspicion of nearly all major institutions, and distrust of more federal participation in many areas of national life. It is clear that one major exception the American people approve is that the Federal government become deeply involved in supporting and rebuilding the nation's intercity passenger train service."

"Basically, by 60-25%," he reported, "a majority support a federal investment to make American intercity rail service as good as any in the world. And by an overwhelming 70-9%, the people say, if intercity passenger service by rail were abandoned, it would do more harm than good. However, the public also wants to see passenger service ultimately pay for itself. By only a slim 44-40% margin is the public willing to pay for operating cost deficits on a continuing basis."

"But people are willing to make the bedrock investments in dollars to improve the rail system and passenger service. There is a deep and sentimental attachment to rail service between cities in this country that goes back a long way and is likely to extend far into the future," Harris declared.

The survey conducted by the Harris organization covered 3000 households nationwide, plus oversamples of 1000 train and 500 bus travelers. In all, more than 20,000 homes were visited to turn up the sample of intercity train travelers, making it one of the most comprehensive studies of its kind ever undertaken.

### Support NARP — Bring In A New Member

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.

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(NARP members should not use this form to renew. It would be helpful if members wait until they receive the coded renewal reminder.)

## RECENT NARP NEWS.....

WELCOME, GOVERNOR!...Massachusetts Gov. Francis W. Sargent has agreed to serve on the Advisory Board of NARP. Chairman Anthony Haswell said Gov. Sargent, "Since taking office in Jan., 1969, has firmly established himself as the most progressive governor in the campaign for improved rail mass transit.

*STAND UP FOR THE SOUTH...*The Association has issued a "Special Report" to its Southern members which concludes that rail passenger service is too infrequent and inadequate to be useful to most travelers in the South. To remedy the situation and facilitate service expansions, NARP called upon the Southern Ry. to exercise its March 1, 1973 option and join the Amtrak system.

METROLINERS TO RICHMOND?...NARP Chairman Anthony Haswell has urged Amtrak to extend Boston-Washington train service south to Richmond, Va. In a letter to Amtrak President Roger Lewis, Haswell said, "Updated demographic data indicates that heavy population growth is spreading southward to Richmond. Amtrak should consider Boston to Richmond as the 'new' corridor, and expand its services accordingly." Amtrak was urged to undertake a study of electrification of the RF&P Railroad to permit operation of high-speed *Metroliners* to Richmond.

### FOR THE RECORD

Shortly after the inception of Amtrak in May 1971, NARP reported that Penn Central President William H. Moore was not exactly enthusiastic about passenger service and Amtrak. In 1970 shortly after his appointment as head of the bankrupt PC, Mr. Moore told a news conference that "there is absolutely no future for long distance passenger trains".

Mr. Moore now tells us that this remark was taken out of context in the newspaper story in which it appeared. The point he intended to make was that in his opinion, no long distance passenger train could be operated profitably, and that PC could not afford to continue losing operations. "Penn Central is doing everything possible to assure the success of Amtrak service", Mr. Moore now assures us. "Penn Central is fully committed to meeting all of its contractual obligations with Amtrak and to operate the highest possible level of passenger service. This is our railroad's policy and it has my continuing and vigorous support."

## FRIENDS OF THE RAILROAD PASSENGER

### Rep. Richard W. Mallary

It was a seven month fight, but Vermont Congressman Richard W. Mallary helped to win it.

On March 15, the Vermont Republican began speaking up on behalf of restoration of train service to his state.

In a House speech, Mallary hammered away at the theme that rail passenger service is necessary to promote tourism and help stem the economic decline of New England.



He said the area had established itself as a year-round vacation spot. "In 1970, summer tourists spent \$84 million and winter tourists, primarily skiers, spent \$52.6 million in the State of Vermont," said Mallary.

"Restoration of the Montreal route via Vermont would be an asset to all of southern New England as well as Vermont. According to an ICC report, a daily average of 258 passengers traveled by train through Vermont in 1966," said the Congressman.

His persuasive arguments, along with the vigorous activity of the Vermont Association of Railroad Passengers and efforts of an alert Amtrak marketing dept., resulted in the selection of the Vermont route. The *Montrealer* began operation on Sept. 29.

### IN NEW HAMPSHIRE...

The New Hampshire Association of Railroad Passengers has been formed and is seeking affiliation with NARP.

According to its newsletter, the group first met in May and since that time has been working to restore the *Montrealer*.

"Now that this effort has been rewarded, we have many new objectives," said Dwight O. Sargent, NHARP Chairman.

The organization will now campaign for a daytime train over the *Montrealer* route, and for a Boston to White River Jct. connection with the *Montrealer* through Concord, Manchester and Nashua.

The group also wants commuter service restored between Boston and the Concord and Portsmouth areas.

NHARP's address is P.O. Box 851, Hanover, NH 03755.

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At Washington, D.C.

## NEWS from NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

417 New Jersey Avenue, S.E., Washington, D.C. 20003

Published monthly except during November by the National Association of Railroad Passengers at the above address. Phone 202-546-1550.

Vol. 6, No. 8

December, 1972

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Joseph Vranich, Executive Director  
Diane Gordon, Executive Secretary

Subscription is through payment of a membership fee to NARP, \$3.00 of which applies to a one-year subscription to this publication.

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