



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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(No. 8 was mailed September 7)



RETURN REQUESTED

More Access to Amtrak

Rep. Samuel Stratton (D-NY), New York State Transportation Commissioner William C. Hennessy, and Schenectady Mayor Frank Ducci were on hand Sat., Oct. 28, when the NY-Detroit "Niagara Rainbow" made a five-minute stop in downtown Schenectady in honor of the resumption one day later of regularly scheduled passenger service to that city for the first time since 1969.

The four daily round-trips (including the Boston/NY-Chicago "Lake Shore") which used to run around the city now stop downtown—and their route has been shortened by .4 miles. It took a \$3.9 million investment by the State of New York to rejuvenate a 13-mile segment of the old NYC "Water Level Route" which Penn Central had downgraded because it was not required for through freight trains. The route Amtrak used before Oct. 29 was not only longer, but hampered by poor track conditions and freight train interference.

The site is now served by a small, unstaffed shelter. The planned permanent 3,500 square foot station will have a passenger lounge, ticket office, baggage room and parking space for 114 automobiles. An elevator to the platform will be provided for elderly and handicapped travelers. The station, located on the site of the old NYC passenger station, is expected to be completed in the fall of 1979.

Also Oct. 29, Amtrak inaugurated service at Denmark, SC, on the NY-St. Petersburg "Champion", and at Henderson, NC, on the NY-Miami/St. Petersburg "Silver Star". The North Carolina DOT simultaneously launched a 12-month bus-train market research and promotion campaign aimed at getting auto travelers

"Someday, perhaps, the entire (Interstate) highway system will be finished; only 8 percent of it remains to be built. Perhaps Congress will then do what it should have done long ago—eliminate the trust fund and put both the taxes that feed it and the projects it funds in the regular legislative process where real needs can be weighed against each other without the artificial restraints the trust fund has imposed for more than two decades."

—The Washington Post Editorial, November 8

out of their cars. Amtrak paid half and the state paid 25% of the \$28,600 cost of the Henderson facility. As evidence of the regional benefits of a railroad station, the cities of Henderson, Oxford and Soul City and Vance County are providing the remaining 25%. The result: a 275' platform, an enclosed, heated, passenger shelter and signs, lights, and a parking lot.

The state will advertise the "Star" and the 17 daily Greyhound departures from Henderson and, on the basis of pre- and post-campaign passenger counts and telephone sample surveys, will decide whether to try similar promotions elsewhere in the state.

NARP BOARD APPROVES ROUTE PLAN

At its Oct. 21 meeting, the National Association of Railroad Passengers Board of Directors endorsed a short- and long-range plan for the Amtrak route structure.

In the map on page 4, the solid lines are recommended for immediate implementation; the dashed lines are believed to be needed for a complete national system and are recommended for implementation as soon as possible.

The Board recommends: serving the "Rio Grande Zephyr" route with an extended "Pioneer" or with the "San Francisco Zephyr", should the RG Zephyr be cut back or discontinued; using the C&NW across Iowa if The Rock's tracks aren't repaired; summer-only service Pocatello-W. Yellowstone and NY-Cape Cod; running Chicago-Milwaukee via C&NW and consideration of running one Chicago-Twin Cities train via Fond du lac, Oshkosh, Neenah, and Eau Claire, WI; Chicago-Indianapolis via the Gary area; Indianapolis-Cincinnati via Richmond, IN, and Hamilton, OH, until the direct Shelbyville line is upgraded; several Boston-NY trips serving Grand Central Terminal; a direct rail link between North and South Stations in Boston; and Bangor, ME-St. John, NB service if VIA will pay costs in Canada.

This project is significant because it is the state's "first effort in the intercity passenger arena and may pave the way for more involvement at a later date", according to David C. Robinson, Director of the North Carolina DOT Public Transportation Division, in a letter to NARP.

Oct. 29 also saw the start of a bus connecting the Detroit Amtrak station with the "Lake Shore" in Toledo for passengers traveling to and from points East, including Cleveland, New York, and Boston. The bus is paid for by Michigan DOT, operated by Greyhound.

Amtrak has announced plans to inaugurate service in the near future at two Ohio cities, Dennison and Hamilton, on the "National" and "Cardinal", respectively.

The number of daily round-trips on the New Haven-Hartford-Springfield line will rise from nine to fourteen, under an agreement reached between Connecticut Governor Ella Grasso and Amtrak President Alan Boyd. The state plans to buy 12 self-propelled rail cars, possibly Budd's SPV-2000's. "The equipment will be operated and maintained by Amtrak under a lease arrangement with the state, and the new services will be provided by Amtrak without any operating subsidy from the state," according to the agreement.

The new equipment will replace and expand the current fleet of old Budd cars. The package "would include additional (service) specifically scheduled to accommodate New Haven and Hartford commuters during morning and afternoon rush hours" as well as additional through service between this route and New York.

NARP Election Time Again

Listed below are candidates for election to the NARP Board of Directors in 1979 (* = non-incumbent), and some meeting dates and locations. Meetings not listed will be in the next newsletter, and information is also available from the first person shown below for the region. All NARP members can vote; Canadian members may vote in the region adjacent (or closest) to their residence. If you cannot attend the meeting in your region, mail to the first name listed below for your region a letter giving your name and address, and listing the person(s) for whom you wish to vote.

Any member who wishes to run is welcome to declare his candidacy at any time until just before the voting takes place.

This page reflects two changes approved by the NARP Board at its Oct. 21 meeting: placing all of Louisiana in Region V; and establishing 70 as the number of elected directors, to be allocated among the regions each year in proportion to the number of NARP members in each region. Previously, each region was entitled to one director for each 100 members or major fraction thereof. There are currently 67 elected directors. Following the elections, the Executive Committee appoints a small number of "Directors At Large"; there are now 12, all included below.

We strongly encourage any resident of Colorado, Wyoming, or Utah, who might be thinking about running to do so! There are two slots and only one candidate, "Buzz" Williams, who would appreciate help in setting up the meeting and in drumming up more interest in NARP.

I. New England. Seven directors.

Sat., Jan. 27, 1 PM, South Station, Boston.

Eugene K. Skoropowski, 24 Pine St., Melrose, MA 02176; William Ensign, III, 324 Little River Rd., Westfield, MA 01085; Henry Ferne, II, Daybreak, Box 346, Wiscasset, ME 04578; Oliver Jensen, P.O. Box 620, Fenwick, Old Saybrook, CT 06475; Thomas A. Kenefick, III, 483 Dickinson St., Springfield, MA 01108; C.N. Monaghan, 86 N. Main St., St. Albans, VT 05478; Roy G. Poulsen, 1286 Kingston Rd., Kingston, RI 02881; Samuel E. Stokes, Jr., Alstead, NH 03602; James M.S. Ullman, 95 E. Main St., Meriden, CT 06450.

II. New York. Seven directors.

Sat., Mar. 31, Albany, details to come.

G.J. Gerard, P.O. Box 1345, Gloversville 12078; Lettie Gay Carson, Carson Rd., Millerton 12546; Stephen Linde, 33 Washington Square West, Apt. 11J, New York 10011; George Lovi, 100 Middleton Rd., #6, Bohemia 11716; Henry Luce, III, Time & Life Building, New York 10020; Charles R. Treuhold, 200 E. 66th St., New York 10021; Philip Weinberg, 34-44 82nd St., Jackson Heights 11372; Rogers E.M. Whitaker, The New Yorker, 25 W. 43rd St., New York 10036.

III. New Jersey, Pennsylvania, Delaware. Nine directors.

Lawrence T. Joyce, Mounted Route, Enola, PA 17025; Dorothy Eweson, Larger Cross Roads, Far Hills, NJ 07931; James F. Farny, 12 Squirrel Lane, Newark, DE 19711; William H. Hubbard, II, RD 5, Bethlehem, PA 18015; Edwin C. Hutter, 54 Van Dyke Rd., Princeton, NJ 08540; Harry Hyde, Jr., P.O. Box 47, Bryn Mawr, PA 19010; Michael Kaplan, 101 Canal Run Drive West, Washington Crossing, PA 18977; Richard M. Scaife, P.O. Box 1138, Pittsburgh, PA 15230; Thomas C. Southerland, Jr., 282 Western Way, Princeton, NJ 08540; William L. Staiger, 4229A King George Dr., Harrisburg, PA 17109.

IV. Maryland, Virginia, D.C., West Virginia. Six directors.

(Mail proxies to NARP office.)

Lawrence B. Battle, 2780 N. Quincy St., Arlington, VA 22207; Peter B. Bell, 1913 23rd St., NW, Washington, DC 20008; John D. Heffner, 604 W. Windsor Ave., Alexandria, VA 22302; Joseph F. Horning, Jr., 1730 Rhode Island Ave., NW, Suite 714, Washington, DC 20036; Lorena F. Lemons, 14653 Tynewick Terrace, Silver Spring, MD 20906; Glen E. Mendels, 5733 Rockspring Rd., Baltimore, MD 21209; James D. Robertson*, 1731 New Hampshire Ave., NW, Washington, DC 20009; Alfred Runte, 700 7th St., SW,

#104, Washington, DC 20024; George Tyson, 1825 N. Forest Park Ave., Baltimore, MD 21207; John T. Young, Jr.*, 208 Homewood Terrace Baltimore, MD 21218.

V. N.C., S.C., Georgia, Florida, Kentucky, Tennessee, Alabama, Mississippi, Louisiana. Six directors.

Sat., Mar. 31-Sun., Apr. 1, Atlanta.

John R. Martin, 4183 Paran Pines Dr., NW, Atlanta, GA 30327; Charles A. Dunn, 1131 Catalonia Ave., Coral Gables, FL 33134; Steven T. Evans, 2124 Sound View Drive, Gautier, MS 39553; C. Melville Hazen, 474 Laurina St., Jacksonville, FL 32216; James R. Herron, 2016 North Village Ave., Tampa, FL 33612; Lee E. McIlvaine, 900 Brookwood Rd., Jacksonville, FL 32207; O.F. Hernandez-Campos, 2500 Peachwood Cir. #2, NE, Atlanta 30345.

VI. Ohio, Michigan. Five directors.

John DeLora, 709 Ashland, Detroit, MI 48215; Dean E. Denlinger, 1500 DuBois Tower, Cincinnati, OH 45202; Howard Harding*, 489 Overwood Rd., Akron, OH 44313; William H. Snorteland, 2122 Overbrook Ave., Lakewood, OH 44107; Nancy Vetere*, 576 Shoreham, Grosse Pointe Woods, MI 48236; Robert G. Wickens, 637 N. Abbe Rd., Elyria, OH 44035.

VII. Illinois, Indiana, Wisconsin. Eight directors.

J. Michael Morrison, 1815 West Touhy Ave., Chicago 60626; Edward H. Bennett, Jr., 332 S. Michigan Ave., Chicago 60604; Ronald Peck Boardman, Jr., 338 Board of Trade, Chicago 60604; James Clark, RR #2, Galena, IL 61036; George E. McCallum, Dept. of Economics, St. Norbert College, DePere, WI 54115; Scott Rogers, RR #3, Freeport, IL 61032; William J. Sunderman, Courthouse, Charleston, IL 61920; David A. Schwengel, 615 Decorah Rd., West Bend, WI 53095; Ronald VanderKooi, 9656 S. Seeley, Chicago 60643.

VIII. Iowa, Nebraska, Minnesota, Dakotas. Three directors.

Sat., Mar. 31, 11 AM-4:30 PM, Twins Motor Inn, 1975 University Ave., St. Paul (near the new Amtrak station).

Dan Lovegren, 1445 W. Shryer Ave., Roseville, MN 55113; J. Ford Bell, 10,000 Highway 55 West, Suite 450, Minneapolis, MN 55441; Brian Cutter*, 7114 Newton Ave. So., Richfield, MN 55423; Stephen Wylder, 449 N. Riverside Dr., #406, Iowa City, IA 52240.

IX. Texas (less El Paso), Oklahoma, Arkansas, Kansas, Missouri. Five directors.

Fri. eve.-Sat., Mar. 23-24, Sheraton Hotel, Oklahoma City.

M.D. (Dan) Monaghan, P.O. Box 40609, Garland, TX 75040; F. Travers Burgess, 317 N. 11th St., St. Louis, MO 63101; James R. Gough, 3025 Glen Haven Blvd., Houston, TX 77205; Raymond E. Hannon, P.O. Box 6228, Dallas, TX 75222; Perry S. Huntoon*, 6023 Golden Forest, Houston, TX 77092; Patrick L. Mehlick, 13 Gandy Drive, Creve Coeur, MO 63141; John A. Mills, 2825 Burnett Rd., Topeka, KS 66614; Bill Pollard*, 413 Brahma, Conway, AR 72032; R.E. (Doc) Waters, Box 845, Wichita Falls, TX 76307.

X. Colorado, Wyoming, Utah. Two directors.

G. Alvin Williams, Jr., 3065 S. Flamingo Way, Denver 80222.

XI. Arizona, New Mexico, El Paso, TX. One director.

Charles Montooth, Taliesin West, Scottsdale, AZ 85258.

XII. California, Nevada, Hawaii. Nine directors.

Arthur Lloyd, 20 Arapaho Ct., Portola Valley, CA 94025; George Falcon, 9648 Odessa Ave., Sepulveda, CA 91343; Robert W. Glover, 832 Elizabeth St., San Francisco 94114; John H. Kirkwood, 1665 Green St., San Francisco 94123; Helen R. Nelson, 125 Stonecrest Dr., San Francisco 94132; Philip K. Reiner-Deutsch, 161 South St., Andrews Place #302, Los Angeles 90004; E.J. (Ed) Von Nordeck, P.O. Box 2768, Riverside, CA 92516.

XIII. Oregon, Washington, Idaho, Montana, Alaska. Two directors.

Kenneth McFarling, 7417 S.E. 20th Ave., Portland, OR 97202; Richard L. Day, 415 Residence St., Moscow, ID 83843; Paul Phillips, West 444 21st, Spokane, WA 99203; Robert W. Rynerson, 10716-107 St., #103, Edmonton, Alberta, Canada T5H 2Z1.

Election Aftermath

NARP members should waste no time in writing to congratulate new legislators who will be going to Washington for the first time, and acquainting them with the case for rail passenger service. Alert them to the significance of the DOT's final report due at year's end, and to the possibility you will be asking them to vote disapproval of it. Particularly in states which now help pay for Amtrak or commuter trains, you should also let new governors and state legislators know of your support for better public transportation, of which rail passenger is an indispensable element.

The Nov. 7 elections saw the defeat of the two House Subcommittee chairmen with jurisdiction over Amtrak: Fred B. Rooney (D-PA) of the Interstate & Foreign Commerce Subcommittee on Transportation and Commerce (which handles authorization bills), and John J. McFall (D-CA) of the Appropriations Subcommittee on Transportation. Rooney's successor will be elected next year by the subcommittee members, while Appropriations subcommittee chairmen must be elected by the Democratic caucus.

Since selection is on the basis of seniority, barring unusual controversy, McFall's post would go to Tom Steed (D-OK) if he gave up his Treasury-Postal Service chairmanship. Steed voted for the Amtrak authorization in June but against the conference report in September, the latter roll call coming on the heels of the California Prop. 13 vote.

Lionel Van Deerlin of San Diego could succeed Rooney by giving up chairmanship of the Communications Subcommittee. Other possibilities, in order of seniority: David E. Satterfield, III (Richmond, VA), who wants the Health Subcommittee chairmanship; Bob Eckhardt of Houston, who would have to relinquish his position as head of the Consumer Protection & Finance Subcommittee; and Richardson Preyer (Greensboro, NC), who may be urged by liberals to contest Satterfield for the Health position. Van Deerlin, Eckhardt, and Preyer all voted for Amtrak in September, Prop. 13 notwithstanding. Satterfield did not vote on Amtrak in September, but voted against the authorization in June and has not supported Amtrak in the past.

NARP members who live in the districts of Van Deerlin, Eckhardt, and Preyer should urge these men to seriously consider taking Rooney's post. It will be a crucial position, since major decisions on the future of both Amtrak and Conrail are likely in 1979.

DOT's Final Report: A Rumor

DOT will say nothing, of course, until its final report on the Amtrak route structure is released Dec. 31. But, since the chances are good that whatever DOT recommends will actually be adopted next Oct. 1, it seems appropriate to apprise NARP members of the rumors going the rounds in Washington, so you can write directly to Secretary Adams if you have strong evidence—or feelings—against what DOT appears to be seriously considering.

Simply because something appeared in the preliminary report

FLAGSHIPS HELP THE WHOLE RAILROAD!

The operating discipline and pride which once enabled people to set their clocks by the IC's "Panama Ltd." had a positive impact on the quality of the entire railroad, passenger and freight.

Now, according to John Mitros of the Rock Island, a depressing discovery is that much of railroad middle management today "has forgotten the basics of the trade of running a railroad. They don't know how to block a train, how to transfer power, and so on. Perhaps this is owing to the fact that they no longer have the discipline imposed by passenger trains on strict schedules." (*Traffic World*, Nov. 6, reporting from the 19th annual meeting of the Transportation Research Forum.)

RAIL PASSENGER WEEK—NARP MEMBERS PLEASE HELP!

The NARP Board voted to ask President Carter to declare the week of April 22-28, 1979, National Rail Passenger Week. NARP members can help by urging their state governors and legislators to make similar declarations as well as by writing to the President. This will give you many opportunities to educate people regarding the benefits of rail passenger service.

does not guarantee it will stay in the final report. Thus we hear both the Chicago-Charleston, WV-Washington "Cardinal" (the first report's only West Virginia service) and the NY-Kansas City "National Ltd." may be dropped from the final report, along with the earlier proposal to upgrade the Los Angeles-New Orleans "Sunset" from tri-weekly to daily.

Several proposed trains take round-about routes. The "Southern Crescent" would run daily west of Atlanta again, but via Birmingham, Montgomery, and Mobile. The Chicago-Florida "Floridian" is back, via Cincinnati, Louisville, Nashville, Birmingham, and Atlanta. There is a Detroit-Cincinnati train (presumably a "Floridian" connection), via Toledo, Columbus, and Dayton. There is one Chicago-Seattle train, via northern North Dakota, southern Montana (making the link via the Williston, ND-Glendive, MT freight line), Spokane, Pasco, Hinkle, and Portland. The only Chicago-Texas train, the "Lone Star", would run Chicago-Kansas City via St. Louis instead of direct over the Santa Fe.

One train gets a shorter route: the Washington section of the NY-Chicago "Broadway" runs direct via Cumberland, MD. West of Pittsburgh the "Broadway" runs via Youngstown and Cleveland. West of Buffalo, the NY/Boston-Chicago "Lake Shore" would run via Detroit instead of Cleveland.

No word about restoring the Chicago-Denver-Oakland "San Francisco Zephyr", the connecting Salt Lake City-Seattle "Pioneer", the St. Louis-Laredo "Inter-American", or the NY-Florida "Silver Star".

We emphasize the above is a rumor, but one heard often enough that circumstances seemed to warrant printing it. DOT is still weighing the pros and cons.

DISAPPEARING TRAINS?

Effective Jan. 31, Denver & Rio Grande Western plans to discontinue the tri-weekly Denver-Salt Lake City "Rio Grande Zephyr" west of Grand Junction. This would kill the through service while not giving Amtrak the legal right to take it over. Protests should be addressed to the Interstate Commerce Commission, Washington, DC 20423. The "Zephyr" connects westbound in Salt Lake City with Amtrak's "Pioneer" for Boise, Portland, and Seattle.

It appeared Rock Island's Chicago-Peoria and Chicago-Quad Cities trains would cease after Nov. 18 as the result of an ICC decision. Amtrak has offered to operate a "403(b)" train (50% state-supported) Chicago-East Peoria via Joliet and Pontiac if Illinois will pay all capital costs.

The future of Buffalo-Toronto service is in doubt because of a Conrail application to the Railway Transport Committee, 15 Eddy St., Hull, P.Q., Canada for permission to end direct Welland-Buffalo service, apparently stimulated by Amtrak's removal of mechanical people from Buffalo Central Terminal. NARP has urged RTC to deny the application, and asked Conrail to use Buffalo's Exchange St. The ultimate solution may be a VIA/Amtrak agreement to run the "Niagara Rainbow" through NY-Toronto after the Detroit segment is shifted to overnight.

CORRECTIONS

Ronald VanderKooi, whose appointment as an At-Large member of the NARP Board was reported last issue, had moved from Grand Rapids and now resides at 9656 S. Seeley, Chicago, IL 60643.

If you never received the July News (headline, WE NEED MORE TRAINS!), let us know and we will mail you one promptly. You were the victim of a "problem with the tape" experienced by the computer firm that provides our mailing labels. We're sorry!

- PRIORITY RAIL PASSENGER ROUTES
- ADDITIONAL NATIONAL SYSTEM ROUTES
- SERVICE TO BE RELOCATED
- ||||| PRINCIPAL INTERNATIONAL CONNECTIONS

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS
PROPOSED NATIONAL RAIL PASSENGER ROUTES

