



## NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

Vol. 13, No. 9

Dec. 1979

417 New Jersey Avenue, S.E., Washington, D.C. 20003  
202-546-1550

**OFFICERS:** John R. Martin, President; George Tyson, Secretary  
Joseph F. Horning, Jr., Treasurer

**STAFF:** Ross Capon, Executive Director; Barry Williams,  
Assistant Director; Kay Stortz, Circulation Manager

Membership dues start at \$15/year (\$7.50 for those under 21 and over 65) of which \$4.00 is for the subscription to NATIONAL ASSOCIATION OF RAILROAD PASSENGERS NEWS, published monthly except in November.

(No. 8 was mailed Dec. 3)

Second Class Postage Paid  
At Washington, D.C.

RETURN REQUESTED

# JUSTICE SUES SP

Amtrak President Alan S. Boyd called a news conference Dec. 20 to announce that the U.S. Department of Justice, at Amtrak's request, filed suit that day against Southern Pacific Railroad. The suit alleges that SP violated federal law by favoring freight trains over passenger trains on the New Orleans-Houston segment of Amtrak's New Orleans-Los Angeles "Sunset Ltd." run.

This is the first such suit ever filed by the Justice Department. In a memorandum filed with the suit, the Justice Department asked for a temporary restraining order immediately directing the SP to prevent any avoidable interference with Amtrak trains by freight trains, noting that "holiday ridership will suffer serious delays and inconvenience," without such an immediate order.

The "Sunset" did not finish a single trip on time during July, August, September or October, according to the complaint filed in U.S. District Court in the District of Columbia. During the first two weeks of December the train was late every day and on four occasions the delay amounted to more than nine hours.

The train is routinely four to six hours late and has been known to miss its **ten hour** eastbound connection in New Orleans with the New York-bound "Crescent." Boyd said no other Amtrak train has such a bad performance record.

[SP agreed on Dec. 21 to give the "Sunset" priority over freights—but claimed it had been doing so all along. SP also agreed to an Amtrak demand that SP report in detail on any delay of more than 10 minutes caused by freight train interference between New Orleans and Houston. The agreement came in a consent order filed in Washington before U.S. District Court Judge John Garrett Penn, who set a Feb. 4 hearing date on Amtrak's request.]

Boyd emphasized his hopes that the action against SP would send a message to some other railroads providing unsatisfactory service, and that it would not be necessary to seek the support of the Justice Department again. He said good passenger service requires a cooperative partnership between Amtrak and the railroads, and he praised these railroads for providing good service: Milwaukee, Seaboard Coast Line, Southern, Union Pacific, and—in recent months—Conrail. He said Conrail has a positive attitude towards overcoming some remaining obstacles to good service on its lines.

Boyd announced a series of legislative proposals to be introduced when the Congress returns in January: "We have discussed our legislative goals with the Department of Transportation and key members of Congress and have received their strong encouragement. . . . We expect to seek new laws providing for:

- penalties for those railroads which cause passenger trains to be late either at end points or intermediate stops; on-time performance is especially important at intermediate points because as many as 80% of passengers on some of our trains get on or off at such points.
- clearer assignment of responsibilities and rights regarding setting of train schedules, especially when new trains are added to a schedule;
- better methods for getting a dependable, independent source of information about the on-time performance of the trains we run (we now must depend on the railroad's own reports to us); and
- more effective methods for evaluating the efforts of the railroads to maintain track quality."

## New England Service Grows

By mid-1982, passenger service in New England is expected to return to 221 route-miles of freight-only rail lines and 160 more route-miles will get increased service levels. Short commuter lines north and west of Boston are expanding into mini-corridors, including the first rail passenger service in New Hampshire since 1967. Massachusetts has applied to Amtrak for operation of three daily round-trips on the "Inland Route" through Worcester, Springfield, and Hartford; Massachusetts Gov. Edward J. King is committed to restoring service to Cape Cod by 1982. There is new commuter service planned for Hartford, and Connecticut may get the nation's first cross-platform transfer between Amtrak and a steam tourist railroad.

**North Station.** During the past 25 years, Boston's North Station declined from a significant long-distance terminal (trains went 329 miles to Montreal; 454 to St. John, NB; 485 to Van Buren, ME) to a hub for mini-corridors to a center for short commuter runs only—the longest run in 1979 was 35 miles to picturesque Rockport. The present restoration of mini-corridors may be the first step in completely turning around that decline.

On Dec. 17, the 12-mile run to Reading was extended via Andover and Lawrence to Haverhill, 33 miles from Boston. The new segment has five round-trips Monday through Friday.

On Jan. 13, the 25-mile South Acton line will be extended via Ayer and Fitchburg to Gardner, 65 miles west of Boston. 2½ Monday-through-Friday round-trips will serve the entire line (a total of 4 will run Boston-Fitchburg); 3 on Saturdays and 2 on Sundays.

Sometime early in 1980, the 26-mile Lowell line will be extended via Nashua and Manchester to Concord, NH, 73 miles northwest of Boston and more than half the way to White River Jct., VT, where a Boston section could hook up with Amtrak's "Montrealer."

Two more short Massachusetts service extensions are planned in 1980: over 4 miles of a Lawrence, MA-Manchester, NH branch via Methuen to a new park'n ride station at Route 213; and 2 miles beyond Haverhill to a park'n ride station at I-495, Boston's outer beltway, within sight of New Hampshire and 80 miles from Portland, ME.

The Commonwealth of Massachusetts and the U.S. Urban Mass Transportation Administration are funding the intrastate extensions on a 50/50 basis and the services are administered through local transit authorities. But the restoration of New Hampshire service will be 100% Federally financed for about the first two years, thanks to the creative genius of New Hampshire Gov. Hugh (continued on page 2)

### TRAVELERS ADVISORY

Since Nov. 26, the westbound Washington-Cincinnati "Shenandoah" has departed Washington at 6:25 PM instead of 6:40. Although a corrected timetable card is available along the route, Amtrak will continue to distribute its National and East-Midwest timetables with the wrong information until the Feb. 3 timetable change. Compared with the Oct. 28 timetable, the correct times are 15 minutes earlier: Washington-Harpers Ferry, 10 minutes earlier at Martinsburg, and 12 minutes earlier Cumberland-Cincinnati. Auto-Train Corporation, which carries passengers and their cars between Lorton, VA, and Sanford, FL, is very slow in issuing refunds. As of Nov. 15, A-T owed \$695,000 in customer refunds, about \$185,000 of which was to customers who had waited 3 months or more for their money. On Dec 6, the U.S. Office of Consumer Affairs filed a formal protest with the ITC over the long delays. (To ride on A-T, you must pay \$50 within 10 days of making your reservation, and the full amount 30 days prior to departure; A-T requires full payment within 10 days if you plan to travel less than 40 days after making your reservation.)

In an Aug. 27 letter, NARP President John R. Martin urged Secretary of Transportation Neil Goldschmidt to follow A-T's financial difficulties closely and to support Federal aid if it proved necessary. Martin noted that, since A-T has survived without subsidy for so long, it is probable that the economics of its operation compare favorably with most Amtrak routes. He said the concept should be expanded to other routes because of its relevance to energy conservation and its widespread success in Europe.



# Senior Citizen, Handicapped Fares Cut

Amtrak introduced 25% discounts for elderly and handicapped travelers on Jan. 1. The discounts apply to any trip where the regular one-way coach fare is \$40 or more, but not to travel on Metroliners. (Check to see if you can get a better deal with another plan such as family fare or round-trip excursion.)

"The new discount is the largest in the industry, is the most hassle-free and is the only one which applies to handicapped travelers as well as senior citizens," said William Norman, Amtrak's Vice President for Marketing. He added that the plan is intended to encourage long-distance travel.

Federal law defines senior citizens as being 65 or older; Amtrak accepts a driver's license, birth certificate, or other official documents showing age as identification. Handicapped persons should have certifying cards, such as those issued by government agencies or organizations representing handicapped persons or a letter from a physician. Amtrak no longer discounts fares for attendants traveling with handicapped persons.

James Sullivan, of the American Association of Retired Persons and the National Retired Teachers Association, said his associations "would like older people, and in fact all citizens, to take another look at Amtrak. We think Amtrak is an institution that ought to be preserved."

## WELCOME, OPRA!

To join the new Oklahoma Passenger Rail Association, send \$5 to the treasurer, J. Kirker Stephens, 1206 Classen Blvd., Norman 73071 (or \$10 Contributing Member; \$15 + Sustaining Member). President of the group is Roger Elliot Carter, 1120 S 21st, Chickasha 73018. OPRA hopes to get Amtrak to add an Oklahoma City section to the "Southwest Ltd." as a demonstration train under Section 119(g) of the new authorization, and is also working to permit state action to save some rail lines threatened with abandonment and to permit formation and funding of regional transit districts.

The new discount is in response to Sec. 105 of the latest Amtrak authorization, which was promoted by Sen. Jim Sasser (D-TN) and Rep. Claude Pepper (D-FL). New Amtrak stations are barrier free, new cars are accessible to the handicapped, and Amtrak will spend \$27.1 million in the next two fiscal years to alter older cars and stations to make them more accessible. Amtrak's current services to elderly and handicapped travelers are described in a booklet, Access Amtrak, which is available free of charge from Amtrak Public Affairs, 400 N. Capitol St., NW, Washington, DC 20001.

## New England Service Grows (cont'd. from p. 1)

J. Gallen. It will be a demonstration project comparing the operation of a conventional, locomotive-hauled train, which will run for the first several months, with that of an experimental lightweight self-propelled diesel car imported from the U.K.

Hopefully, public acceptance of the Concord service will be strong enough to justify continued support by New Hampshire after the 100% Federally funded demonstration ends.

At the initiative of Maine Gov. Joseph E. Brennan, and with the support of Massachusetts and New Hampshire, this year's New England Regional Commission budget includes \$25,000 for rail passenger studies primarily focused on restoring Boston-Dover, NH-Portland, ME service.

**The Inland Route.** Amtrak's first "403(b)" (state-assisted) service in 1971 was a single daily round-trip over this line, which follows the route of Amtrak's present "Lake Shore" between Boston and Springfield, thence via Hartford and New Haven to New York over former New Haven RR lines now owned by Amtrak and regional transit agencies. The old "Bay State" failed, but for a number of obvious reasons: there was only one daily round-trip—and thus frequent schedule changes in a fruitless attempt to improve parcentage; Worcester, principal beneficiary of the service, had a station unfit for human habitation and particularly for use after dark as required by perhaps the most logical schedule attempted (late afternoon from New York); the service was slow and unreliable and used old cars; information was scarce by advertising and hard to get by telephone during the first two years.

The new operation will have several advantages over the previous failure: three round-trips should permit covering major schedule alternatives and give passengers good choices; Amtrak built an attractive new Worcester station in conjunction with the 1975 startup of the Boston-Chicago "Lake Shore"; the Framingham station, previously closed, will have a restaurant and a small inside waiting area for passengers; toll-free telephone information has been available along the route since 1973; and new Amfleet and SPV-2000 cars will be used. It remains to be seen whether the service will be any faster or more reliable or better promoted, and how much the gasoline crunch will help cancel out any such problems.

**Cape Cod.** Budd's SPV-2000 prototype self-propelled rail diesel car carried passengers for free between Buzzards Bay, Falmouth, and Hyannis last summer. An Aug. 11 VIP run kicked off the seven-day demonstration project, with Massachusetts Gov.

Edward J. King and Secretary of Transportation Barry M. Locke, U.S. Sen. Paul E. Tsongas, and State Rep. Louis R. Nicklinello, chairman of the House Transportation Committee, in attendance.

The single, 86-seat car handled 2,729 passengers for an average load of 93% of capacity; ridership on the last two days was at 100% and 102% of capacity. The one-way ride was free and inexpensive return bus service was provided. The demonstration cost \$10,000; half was paid by the Commonwealth of Massachusetts; the other half was jointly contributed by the towns of Barnstable, Sandwich, Bourne, and Falmouth. The U.S. Army Corps of Engineers allowed

**"I think it's great. The car is brand new; it's clean, and there is enthusiasm here."**

—Massachusetts Gov. Edward J. King, at the controls of the first demonstration run

**"In my many years of public service on Cape Cod, I have never experienced such widespread enthusiasm as shown by the general public to the Rail Demonstration Program. The press coverage . . . vividly confirms this overwhelming support by the Cape Cod community for restoration of rail passenger service."**

—Gaston L. Norgest, Chairman, Cape Cod Regional Transit Authority

**"Tourism is to the Cape what cotton was to the south in the thirties. The boll weevil destroyed the cotton industry and gasoline could become Cape Cod's boll weevil."**

—Bob Warren, Cape Cod RTA, Cape Cod Times, Aug. 21, 1979

the car to be stored at night at its Buzzards Bay headquarters, eliminating the need for security personnel at night.

Gov. King is committed to restoring regular passenger service from the Boston area to Cape Cod by 1982; this will probably be a shuttle from the Braintree rapid transit station which will then be open. MBTA will shortly let a consultant contract to study in detail the feasibility of restoring direct passenger service between both Boston and New York and both Falmouth and Hyannis. Massachusetts is negotiating purchase from Conrail of the segments of right-of-way which remain in "private" (if that's what you call Conrail!) hands—east from Attleboro and south from Brockton. But Cape Codders can't wait until 1982. Mrs. James W. Sinclair of West Falmouth is spearheading a massive petition campaign supporting 1980 restoration of New York-Cape Cod service.

Thousands have signed her petition, which includes a commitment by its signers that "we'll ride the trains and pay the fare."

**Boston's New Intercity Bus Link.** In July, 1980, Trailways and its private carrier tenants are scheduled to move into a new \$620,000 interim terminal adjacent to South Station. This is an important step in easing life without the automobile. Trailways has the only surface public transportation between Boston and several popular New Hampshire resort areas: Laconia, Plymouth, Litterton, Colebrook, Wolfeboro, North Conway, and Berlin. When the \$90 million Transportation Center is completed in 1985, all Boston intercity bus services will be centered at South Station.

**Connecticut.** Hartford-New Britain-Bristol-Waterbury service is scheduled to resume in the summer of 1981 for the first time since 1957. The state has already appropriated money to upgrade the 26-mile line between Waterbury and Newington on Amtrak's Springfield line. The entire run between Hartford and Waterbury is 31 miles.

On Dec. 10, 1979, the four daily round-trips on the 28-mile Bridgeport-Waterbury line resumed after a 14-month shutdown due to bad track conditions. Speed limits in some places had dropped to 10 mph in 1978 but, after a state investment of \$750,000 in trackwork, are now as high as 60 mph.

The first of 13 Budd SPV-2000 diesel coaches ordered by the state is scheduled for delivery beginning this spring; eventually the cars will permit expansion of New Haven-Hartford-Springfield service from 9 to 14 round trips and release some of the Budd cars now on the line to serve Waterbury and other Connecticut points as needed.

**The Valley Railroad.** This steam tourist railroad leases 21.7 miles of ex-New Haven Railroad track from the State of Connecticut between Old Saybrook and the south end of Middletown. It offers steam excursion rides on an 11-mile round-trip along the west bank of the Connecticut River from Essex to Chester and return. Like all tourist roads, and many freight-hauling railroads, the Valley is heavily dependent on the private automobile.

But the Valley hopes to solve that problem by this summer. It upgraded the 4 miles of track between Essex and the Amtrak station at Old Saybrook to passenger standards. Amtrak gave a sympathetic response to Valley's request for permission to use part of the Amtrak-owned wye at Old Saybrook, and the two railroads are working together towards an agreement which may permit Valley to operate diesel-powered shuttle trains between the Amtrak Old Saybrook station and Valley's main terminal at Essex.

In an energy-short era, both Amtrak and Valley stand to gain from this connection. A large share of Valley's market would rather go all the way by train, and Amtrak offers frequent service through Old Saybrook on the Boston-New York mainline.

Three NARP Board members are also on the Valley's Board: Oliver Jensen, who is President; James M.S. Ullman; and Rogers E.M. Whitaker. Ullman, in surveying all the new services outlined here, said: "We're really excited that New England is finally getting the trains it needs after our many years of fighting for them, but we're not happy about service cuts elsewhere in the nation and want to work to get those trains restored."



# Rail Groups Attack FRA "Safety" Proposals

NARP has charged that revisions proposed by the Federal Railroad Administration to its track safety standards "would virtually kill Amtrak outside the Northeast Corridor." Testifying at a Dec. 10 hearing, Ross Capon said "the proposed revisions make a mockery of the President's directive that regulations be improved to achieve legislative goals effectively and efficiently and without imposing unnecessary burdens." He criticized FRA for not looking at the impact of the regulations on total transport safety and suggested that the diversion of freight and passengers to highways which would be caused by FRA adoption of its proposals would lead to more highway fatalities.

**"The principle safety problem with regard to passenger trains in the U.S. is that there are not enough of them."**

—NARP Executive Director Ross Capon,  
before the Federal Railroad Administration

Amtrak Attorney Frederick C. Ohly claimed that no safety problem exists and noted that, from Jan. 1, 1975 to Sept. 30, 1979, only 11 track-related Amtrak derailments involving no passenger fatalities and the death of one railroad employee took place on track where FRA estimates to reduce the speed limit. On the other hand, Amtrak estimates the speed reductions would cause the loss of 800,000 passengers, 167 million passenger-miles, and over \$12 million in revenues per year. Hardest hit by the standards would be New Haven-Springfield (31.6% or 30 minutes slower), Washington-Montreal (21.9% or 3:37 slower), and Chicago-St. Louis (19.1% or one hour slower). Chicago-Seattle would be 6:43 slower, Chicago-Texas 3:39 slower, and Chicago-Oakland 3:02 slower. Metroliners would only be slowed one minute!

The Association of American Railroads led off the day with an extensive presentation of the severe impact the proposed regulations would have on the freight railroad business, but also defended passengers "in the interest of technical accuracy." Mike Rougas, chief engineer of the Bessemer and Lake Erie RR, stated on behalf of AAR: "Passenger equipment in general has a center of gravity lower than many freight cars and by virtue of fully equalized and damped trucks together with lower axle loads imposes reduced forces on the track structure. These factors have been recognized for years by railway engineers in setting permissible passenger train speed higher than for freight trains on the same track. We feel that the distinction is valid and should be continued. No competent railway engineer would support trains of today's conventional freight equipment to operate at speeds of 110 or 125 miles per hour. Yet without a distinction between freight and passenger operation, that is just what is authorized by proposed 213.9. We request that FRA reconsider and reinstitute a suitable differentiation between freight and passenger operation as is in the current rule."

The proposed regulations were published in the Sept. 6 Federal Register.

## Service Changes

On Feb. 3, a second daily Oakland-Bakersfield round-trip will be added, departing Oakland southbound at 7:25 AM and Bakersfield northbound at 3:50 PM. The rather early departure from and late (10:25 PM) arrival in Oakland results from the need to use the same equipment in both directions, the refusal of Santa Fe to tighten the schedule 30 minutes as requested, and the insistence of SP that the southbound train leave Oakland at least 15 minutes before the southbound "Coast Starlight" is due to arrive there. The Starlight-to-new-San Joaquin connection can be made at Richmond or Martinez. Both San Joaquin round-trips are partly state-funded. (The Greyhound-Orange Belt Stages bus—shown in Amtrak's timetable only between Barstow-Bakersfield—remains the fastest connection between Fresno-San Francisco and the "Southwest Ltd." to/from Albuquerque-Kansas City-Chicago.)

For both "San Joaquin" trains, Caltrans will offer dramatically improved Los Angeles-Bakersfield and Stockton-Sacramento bus connections, and the latter service will be extended to Marysville and Chico. Buses specifically for train passengers will replace extra stops at train stations by regular Greyhound services. This means no waiting for connections and fewer intermediate stops. The night ride from Fresno to Los Angeles will be 65 minutes shorter and will arrive Los Angeles 90 minutes earlier (2:30 AM), though the train itself will only operate 25 minutes earlier (5:30 PM from Oakland). At Stockton, Sacramento-Chico passengers will have 5-minute connections north instead of 100 minutes as at present, and 10-minute connections south instead of 40 minutes. This means those getting the 8:05 AM train from Fresno will arrive Sacramento more than two hours earlier (11:25 AM vs. 1:30 PM) and arrive Fresno 25 minutes earlier (10 PM) southbound.

Los Angeles-Chico passengers who now face a bus ride of almost 14 hours will be able to do it in 9¼ hours, including bus-rail transfers at Bakersfield and Stockton. Caltrans buses will also handle passengers locally on the Stockton-Sacramento-Chico buses which will be faster than regular Greyhound buses (90 minutes faster just between Sacramento and Chico).

Feb. 3 may also see startup of bus service to connect Vancouver, BC, and Bellingham, WA, with the southbound Seattle-LA "Coast Starlight" and northbound Portland-Seattle "Mt. Rainier." This is to help undo the damage caused by the Oct. 28 loss of the southbound Vancouver-California connection as the Vancouver train was rescheduled and combined with the "Mt. Rainier" to cut operating costs.

On Dec. 1, Amtrak restored slumbercoach (budget sleeper) service to the New York-Miami section of the "Meteor."

Earlier changes not previously noted here: La Plata (for Kirksville) and Marceline, MO, formerly served by the "Lone Star," gained direct Los Angeles service Oct. 1 on the "Southwest Ltd.," on Oct. 28, the "Shenandoah" was rescheduled to run 80 minutes earlier eastward (breaking the connection from Chicago via the "Cardinal") and 60 minutes earlier westward; on Nov. 26, the westbound "Shenandoah" was rescheduled again (see front page); and modern, all-electric coaches began service Oct. 29 on the two weekday commuter round-trips between Valparaiso and Gary, IN, and Chicago when Amtrak took that service over from Conrail.

**Changes NARP Would Like:** NARP has urged Amtrak to

—reschedule the southbound Chicago-Texas "Inter-American" to leave Chicago in late afternoon instead of at 11 AM, giving Chicagoans a more attractive time and providing many more connections, notably from Michigan and the Boston/NY-Cleveland-Chicago "Lake Shore." Only two long-distance trains now connect in Chicago with the southbound "1-A": the "Broadway" from NY/Washington and "North Star" from Duluth and Twin Cities;

—switch the "1-A" Houston section at Longview, TX, instead of Temple, and operate it via Palestine. This would cut 241 route miles and six hours from trips between Houston and Little Rock-St. Louis-Chicago. Amtrak management will inspect this route in late January;

### NEW SECTION 403(B) SERVICE APPLICATIONS

Six states met the end-of-November deadline for applying for new Section 403(b) "state-assisted" Amtrak services to start during the present fiscal year, which ends Sept. 30, 1980.

Missouri has applied for a second St. Louis-Kansas City round-trip and Pennsylvania for new Altoona-Pittsburgh, Philadelphia-Pittsburgh, and weekend-only Hoboken, NJ-Scranton trains. California's bid for a 7th San Diegan has met initial rejection by the Santa Fe Railroad. Virginia wants a 2nd Washington-Newport News train but must go to its state legislature for funding approval. Other applications were from Oregon (Oct. News), Massachusetts (separate story this issue), and California (2nd "San Joaquin" starts Feb. 3, see "Service Changes").

Preliminary inquiries which may lead to service in FY '81 came from Florida, Georgia, and North Dakota. Deadline for formal applications for FY '81 service is the end of March, 1980.

—advance the Washington departure of the westbound "Cardinal" from one to 4½ hours to give the train better-timed Cincinnati and Chicago arrivals and more connections in Chicago. NARP and Retain the Train of Beckley, WV, have vigorously opposed a "12-hour flip" of the "Cardinal" schedule. This change, which has some support within Amtrak, would provide unmarketable times in Washington and other Northeast cities heavily used by passengers connecting with the "Cardinal." September ridership on the present schedule was 33% higher than in September, 1978. Flip will be no earlier than Apr. 27;

—consider restoring stops on the "Cardinal" route at Waynesboro (17,000) and Covington, VA (10,000) and Ronceverte, WV. Covington is the closest town on the line to the highway to Hot Springs, which has suffered from airline deregulation;

—reschedule the St. Louis-Kansas City train to leave St. Louis in late afternoon and leave Kansas City earlier in the morning, approximating the old "National Ltd." schedule. This would provide more attractive times in St. Louis and better connections in Kansas City with the "Southwest Ltd." It fits in with plans of Missouri, which partly funds the train, to have morning and afternoon departures from both St. Louis and Kansas City, but NARP believes the change in the present schedule should be made now.

### NEW LOW-LEVEL CARS

Design of Amtrak's new low-level long-distance cars was the subject of a Dec. 4 meeting among Samuel E. Stokes, Jr., Chairman of the recently-formed Equipment Committee of the NARP Board, the NARP staff, and J.F. Simpson, Amtrak's Director of Equipment Planning. Amtrak is now consulting with various manufacturers to see what is practical. The rounded Amfleet-style car body has not been ruled out, although it would have larger windows if used as the long-distance design. It is unclear whether economy ("slumber-coach") rooms will have toilets, and whether roomettes (first-class single rooms) will have toilets that are accessible without raising the beds. The NARP representatives pressed the consumer viewpoint on those two matters particularly strongly, and a later conversation suggested we may be successful at least regarding the roomettes.

No domes or observation cars are contemplated.



# NARP Regional Meetings

Candidates for election to the NARP Board of Directors in 1980 are listed below with some meeting dates and locations. For more information, see the next News or contact the first person listed in each region (Region IV members call NARP office).

All NARP members can vote. If you cannot attend the meeting in your region, mail a letter with your name and address and the person(s) for whom you wish to vote to the first name listed below for your region (Region IV members mail proxies to NARP office). At its Oct. 20 meeting, the NARP Board approved moving Indiana from Region VII to Region VI.

Please note the need for more candidates is especially great in Regions II and XIII where available positions outnumber those now running.

## I. New England, Seven Directors.

Sat., Feb. 2, 1 PM (for arrivals of #192 and #175), Biltmore Plaza Hotel, Providence (across from RR station).

James M.S. Ullman, 95 E. Main St., Meriden, CT 06450; Ken Bird, 171 Baldwin Rd., Billerica, MA 01821; Carl R. Byron, 81 Westwood Dr., W. Springfield, MA 01089; Henry Ferne, II, Daybreak, Box 346, Wiscasset, ME 04578; Kevin Gregoire, 131 Elizabeth St., Pittsfield, MA 01201; Thomas A. Kenetick, III, 483 Dickinson St., Springfield, MA 01108; Roy G. Poulsen, 1286 Kingston Rd., Kingston, RI 02881; F.T. Richardson, West Rd., PO Box 663, Manchester, VT 05254; Eugene K. Skoropowski, 24 Pine St., Melrose, MA 02176; Samuel E. Stokes, Jr., Alstead, NH 03602.

## II. New York, Seven Directors.

Sat. Mar. 15, New York City.

Stephen Linde, 500 E 77th St., #2516, New York 10021; George Foreman, 806 Marine Trust Bldg., Buffalo 14203; G.J. Gerard, 75 First Ave., Gloversville 12078; George Lovi, 100 Middleton Rd. #6, Bohemia 11716; Charles R. Treuhold, 200 E 66th St., New York 10021; Philip Weinberg, 34-44 82nd St., Jackson Heights 11372; Lance Ringel, 87 Columbia Heights, #22, Brooklyn 11201.

## III. New Jersey, Pennsylvania, Delaware, Nine Directors.

Sat., Mar. 1, 10:30 AM, Trenton, NJ.

Lawrence T. Joyce, Mounted Route, Enola, PA 17025; Andrea S. Banks, 101 Jefferson Ave., Cheltenham, PA 19012; James F. Farry, 12 Squirrel Lane, Newark, DE 19711; Paul R. Hart, 1308 Watson St., Scranton, PA 18504; William H. Hubbard, II, RD #5, Bethlehem, PA 18015; Edwin C. Hutter, 54 Van Dyke Rd., Princeton, NJ 08540; Harry Hyde, Jr., PO Box 47, Bryn Mawr, PA 19010; Michael Kaplan, PO Box 415, Washington Crossing, PA 18977; John R. Pawson, 3505 Moreland Rd., K-424, Willow Grove, PA 19090; David D. Reel, 3107 Harvard Ave., Camp Hill, PA 17011; Frank T. Smith, 2226 Woodlawn St., Allentown, PA 18103.

## IV. Maryland, Virginia, West Virginia, D.C. Six Directors.

Sat., Mar. 15, location to be announced.

John Dawson, 1312 4th St., SW, Washington, DC 20024; John D. Heffner, 604 W Windsor Ave., Alexandria, VA 22302; Joseph F. Horning, Jr., 1730 Rhode Island Ave., Suite 714, Washington, DC 20036; Lorena F. Lemons, 14653 Tynwick Terr., Silver Spring, MD 20906; Bonni McKeown, PO Box 720, Beckley, WV 25801; James D. Robertson, 1304 Merrimac Dr. #202, Hyattsville, MD 20783; George Tyson, 1825 N Forest Park Ave., Baltimore, MD 21207; John T. Young, 208 Homewood Terr., Baltimore, MD 21218.

## V. NC, SC, Georgia, Florida, Kentucky, Tennessee, Alabama, Mississippi, Louisiana, Six Directors.

Sat.-Sun., Mar. 29-30, Downtowner Motor Inn, 201 W Oglethorpe, Savannah, GA. Business meetings 9-5 on Sat. (election of directors in the morning) and 9-1 on Sun.

John R. Martin, 4183 Paron Pines Dr., NW, Atlanta, GA 30327; Lawrence E. Brennan, 8654 U.S. 1 North, Jacksonville, FL 32219; Charles A. Dunn, 1131 Catalonia Ave., Coral Gables, FL 33134; W.Y. Ellis, 2208 Lafayette St., Shelby, NC 28150; James R. Herron, 2016 North Village Ave., Tampa, FL 33612; R. Dan Trotman, 2126 Cedarbark Ln., Birmingham, AL 35216; Ned S. Williams, Box 213, Sevierville, TN 37862.

## VI. Ohio, Michigan, Indiana, Seven Directors.

Sat., Mar. 22, 2 PM, Hillcrest Hotel, 16th & Madison, Toledo. (11 AM separate state meetings; 12:30 PM lunch with NARP President John R. Martin as speaker)

John DeLora, 709 Ashland, Detroit, MI 48215; Dean E. Denlinger, 1500 DuBois Tower, Cincinnati, OH 45202; Richard A. Green, Sr., 3712 Broadway, Gary, IN 46408; Howard Harding, 489 Overwood Rd., Akron, OH 44313; Nicholas Noe, 6917 Rue Lorraine, Indianapolis, IN 46260; Nancy Vetere, 576 Shoreham, Grosse Pointe Woods, MI 48236; Robert G. Wickens, 170 Villanova Circle, Elyria, OH 44035.

## VII. Illinois, Wisconsin, Six Directors.

Sat., Feb. 23, Drake Hotel, 140 E. Walton, Chicago. Noon.

J. Michael Morrison, 7306 N Ashland Ave., #1-D, Chicago 60626; Ronald Peck Boardman, Jr., 338 Board of Trade, Chicago 60604; James Clark, RR #2, Galena, IL 61036; George E. McCallum, Dept. Economics, St. Norbert College, DePere, WI 54115; Scott Rogers, RR #3, Freeport, IL 61032; David A. Schwengel, 615 Decora Rd., West Bend, WI 53095; William J. Sunderman, Courthouse, Charleston, IL 61920; Ronald VanderKooi, 9656 S Seely, Chicago, IL 60643.

## CONNECTING AMTRAK TO ST. LOUIS

Since vacating Union Station in October, 1978, Amtrak has been using a small, temporary facility in St. Louis. In 1976, NARP began a successful campaign to prevent Amtrak from going through with its ill-conceived plan to build a new station in an isolated warehouse area. Subsequently, NARP has continued working to see that any permanent station in St. Louis has safe, convenient access for "walk-on" passengers and local transit users. This could be done by integrating a station into the new 14th Street Bridge (just east of today's platform) on which construction is to begin in 1980. A drawing by NARP Assistant Director Barry Williams incorporating this concept was published in the Dec. 11 Post-Dispatch and the Dec. 12 Globe-Democrat with articles reporting NARP's concern and Amtrak's need for city funding to construct an aerial concourse spanning several tracks.

As a minimum, NARP is urging Amtrak to build any new station close to the bridge, and to see that the new bridge has a stairway leading directly to the station below. This would make the station a safe, convenient walk from downtown, helping Amtrak and creating commuter rail possibilities.

Amtrak cannot logically call itself part of a solution to the energy crisis while going ahead with yet another new big-city station reachable only by private automobiles and taxis. We are pleased to report a positive initial response from Amtrak to a proposal that Amtrak eventually return to the downtown Jacksonville, FL, station which is undergoing commercial redevelopment by an organization which includes NARP Director Lee McIrvine. NARP has written to the mayor of Richmond, VA, seeking his help in restoring Amtrak to a good downtown location in that city.

## BETHEHEM SERVICE THREATENED

Commuter service on the 57-mile ex-Reading Railway Philadelphia-Bethlehem line may cease north of Bucks County soon if county commissioners or local officials take no action. Thus far, the commissioners of the affected counties, Lehigh and Northampton (county seats: Allentown and Easton, respectively), have not favored the use of county funds to preserve the service. The counties did not acquire the track when Conrail was created; the track is not being kept up and the trains are slow and late.

Bethlehem, Hellertown, and Centre Valley stand to lose service. Quakertown, 40 miles from Philadelphia, is the northern-most station within Bucks County (the SEPTA area).

## VIII. Iowa, Nebraska, Minnesota, Dakotas, Three Directors.

Sat., Mar. 8, 2 PM, Fort Des Moines Hotel (North Room), 10th & Walnut, Des Moines.

Catherine Johnson, 242 Ferson Ave., Iowa City, IA 52240; Brian Cutter, 7114 Newton, Minneapolis, MN 55423; Bob Gulla, 3151 29th Ave. S, Minneapolis, MN 55406; Thomas F. Simpson, 2616 Jameson N, Lincoln, NE 68512.

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

Sat., Mar. 1, 8:30 AM, Camelot Inn, Markham & Broadway, Little Rock, AR, concluding with "Hoboes' Barbeque" in train station lobby ending prior to departures of north- and southbound "Inter-Americans." On Fri., Feb. 28, there will be a tour of area rail facilities.

M.D. Monaghan, PO Box 40609, Garland, TX 75040; Thomas Mathey, 12207 Old Oaks Dr., Houston, TX 77024; John A. Mills, 2825 Burnett Rd., Topeka, KS 66614; Bill Polard, 413 Brahma St., Conway, AR 72032; R.E. Waters, Box 845, Wichita Falls, TX 76307.

## X. Colorado, Wyoming, Utah, One Director.

Sat., Feb. 2, 1 PM, Epiphany Lutheran Church, 790 S Corona St., near Washington Park, Denver.

G. Alvin Williams, Jr., 3065 S. Flamingo Way, Denver 80222; W. W. Seymour, 5253 Thrill Pl., Denver 80207.

## XI. Arizona, New Mexico, El Paso, TX, One Director.

Robert H. Bohannon, 5108 E 2nd St., Tucson, AZ 85711.

## XII. California, Nevada, Hawaii, Nine Directors.

Sat., Feb. 9, 10 AM, Marines Memorial Club, 609 Sutter St., San Francisco.

Robert W. Glover, 832 Elizabeth St., San Francisco 94114; George Falcon, 9648 Odessa Ave., Sepulveda, CA 91343; Jack Kemp, 908 S Bay Front, Balboa Island, CA 92662; John H. Kirkwood, 1665 Green St., San Francisco 94114; Arthur Lloyd, 20 Arapaho Ct., Portola Valley, CA 94025; Dan Lovegren, 201 1/2 N Rosemont Ave., Los Angeles 90026; Joseph P. Lyons, 4664 W 3rd St., #302, Los Angeles 90020; Lowell Majors, 1933 S Broadway #504, Los Angeles 90007; Helen R. Nelson, 125 Stonecrest Dr., San Francisco 94132; Byron Nordberg, 1617 Ridgeway St., Oceanside, CA 92054; Robert A. Ramsay, PO Box 385, Arcadia, CA 91006; Stanley C. Sofas, 436 Stanley Dr., Santa Barbara, CA 93105; E.J. Von Nordeck, PO Box 2768, Riverside, CA 92516.

## XIII. Oregon, Washington, Idaho, Montana, Alaska, Three Directors.

Sat., Feb. 23, 1:30 PM, Union Station (Rm. 208), Portland.

Kenneth McFarling, 7417 SE 20th Ave., Portland, OR 97202; Paul Phillips, West 444 21st, Spokane, WA 99203.