



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

Vol. 20, No. 7  July, 1986

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National Association of Railroad Passengers News (ISSN 0739-3490), is published monthly except November by NARP, 236 Massachusetts Ave., N.E., Suite 603, Washington, D.C. 20002. 202/546-1550. Membership dues are \$15/year (\$7.50 under 21 or over 65) of which \$4 is for a subscription to NARP News. Second-class postage paid at Washington, D.C.

Postmaster: send address changes to Nat. Assn. of Railroad Passengers, 236 Massachusetts Ave., N.E., Suite 603, Washington, D.C. 20002.

(This has news through July 21. No. 6 was mailed July 8.)

RETURN REQUESTED

NARP Pushes Amtrak Expansion



—Amtrak photo

Telephoning at 120 mph. Amtrak's New York-Washington Metro-liners now feature public pay phones. Cost is \$5 for 3 minutes, \$1 for each additional minute. Payment must be by credit card: American Express, Carte Blanche, Diners Club, MasterCard, or Visa. Transmission quality is good. Only outgoing calls are possible. There are presently four gaps where calls cannot be placed: Baltimore tunnels and station; Susquehanna River-Elkton, MD; Lawrenceville-New Brunswick, NJ; Passaic River-New York Penn Station.

TRAVELERS' ADVISORY

Cape Cod & Hyannis Rr. trains run July 12-Oct. 13 between MBTA's Braintree Red Line terminal and Hyannis: Mon.-Fri. 3 round-trips daily; Sat./Sun. 2. Additional on-Cape service; details: 617-771-1145.

Amtrak "Cape Codder" confusion: Though Amtrak's news release quoted very high one-way (OW) fares only, attractive round-trip (RT) fares are offered for travel between Attleboro-Cape Cod points and Trenton-Washington points (for example, Wash.-Hyannis \$78 RT=8¢/mile, but \$71 OW=14.5¢/mile). . . Due to computer limitations, reservation agents tell passengers from east of New York that they must change trains in Providence. Watch out! Passengers from the Sun. evening "Codder" must change in NY!!

(continued on page 4)

"The NARP Board at its spring meeting in Washington," wrote NARP President John R. Martin in a recent letter to Amtrak Pres. W. Graham Claytor Jr., "recommended that we propose to AMTRAK the following new routes and/or expansion of existing services:

"1. Daily Chicago-St. Louis-Arkansas-Texas Eagle.

"2. Daily Cardinal with an Indianapolis-Kansas City-Omaha connection which in turn would provide the opportunity for a St. Louis-Kansas City connection to the Zephyr. The River Cities would be re-routed to reduce train miles, operating into St. Louis as part of the Cardinal, the Cardinal then replacing the Mules between St. Louis and Kansas City.

"3. Daily New Orleans-Houston-Dallas-El Paso-Los Angeles service (a re-routed Sunset) with adequate connections to San Antonio; a connecting or through car arrangement that would link Houston and Dallas via San Antonio in each direction is a possibility. This service in turn should be a forerunner of an extension of the Sunset or a connecting service from New Orleans to Florida. Track improvements on the Southern Pacific's Houston-Dallas line apparently are an integral part of this option. We understand that trackwork has begun.

"4. Restoration of Midwest-Florida service including connections to Ohio cities and Detroit.

"5. Restoration of Chicago-Oklahoma-Texas service.

"6. Joining Pittsburgh and Cleveland as part of an expanded New York and Washington service through Pittsburgh that would serve Cleveland, Toledo and Detroit. A number of connecting patterns are available through Pittsburgh, offering substantially greater city-pair options for a relatively small number of additional train miles.

"7. A second Chicago-Denver-Salt Lake City service operating through Wyoming on a faster schedule than the Zephyr, connecting in Salt Lake City with the Zephyr. This service would increase capacity on an already crowded route and provide flexibility for St. Louis-Kansas City-Omaha connections.

"8. A second daily round trip on the Los Angeles-Seattle route, possibly operating overnight between Los Angeles and Oakland with through cars to Reno.

"9. Denver-Dallas-Houston service."

Martin's letter began by laying some background for the above proposals: "As AMTRAK continues to make progress and to receive greater recognition of that progress, I believe we face a unique opportunity—an opportunity to shape AMTRAK's future growth and to guarantee its expansion into the truly national rail passenger system that it should be.

"Recent events make it opportune to propose a future agenda for AMTRAK—one that will take advantage of:

"1. The continuing progress at AMTRAK and the story of that progress that can now be told—a reliable service that is here to stay.

"2. The broader reception AMTRAK is now getting among the traveling public and travel agents.

"3. The growing awareness among national, state, and local officials of the benefits of rail passenger service.

"4. Improved economies brought about by contemporary work rules, particularly those realized as AMTRAK takes over the train and engine crews.

"5. Enhanced revenue and individual route financial performance improvements that will be realized [from] the increased mail and express handling capabilities brought about by delivery of the new material handling cars.

"6. The economies of scale that can be realized by adding new AMTRAK services without the need for new stations or other facilities.

"7. Enhanced revenues and load factors achieved through greater connecting train opportunities and additional city-pair travel options."

After listing the 9 routes as quoted earlier, Martin's letter, dated June 25, concluded, "Of course, there are not enough cars to implement such an expansion program at this time, and there will not be enough for a full program until a major capital program for new equipment is well underway. However, in the next round of testimony before

LEGISLATIVE UPDATE

The House Appropriations Transportation Subcomm., chaired by William Lehman (D-FL), on June 25 recommended FY '87 Amtrak appropriations of \$602 mill. in new budget auth. plus a transfer of \$11 mill. in unobligated Conrail labor protection funds plus \$16.962 mill. for the Northeast Corridor Improvement Project (NECIP). Though not enough to allow Amtrak to do the things we want, this is more than many observers expected and deserves our strong support, as does the subcommittee's transit recommendation: \$3,482 mill. (vs. \$3,531 mill. this year).

Congress approved on June 26 a FY '87 budget resolution with \$591 mill. for Amtrak and \$12 mill. for NECIP (same as FY '86 levels.) For mass transit, the budget resolution cut Sec. 3 (discretionary grants) and the operating subsidy portion of Sec. 9 (formula grants) by 10% from FY '86 but left Sec. 9 capital funds unchanged.

As the foregoing suggests, "our" programs may get more money than the budget resolution reflects if the full House Appropriations Comm. and the Senate uphold Lehman's levels—Sen. Andrews' appropriations subcomm. expects to act in Sep. (Appropriations committees can reallocate funds within the overall budget targets.) On the other hand, higher appropriations levels may simply dampen the impact of across-the-board cuts Congress might approve to reach the Gramm-Rudman-Hollings \$144 bill. deficit target.

TRANSIT AMERICA MAY GO OUT OF BUSINESS

Transit America Inc. (TA), formerly Budd Co.'s rail car building division, "has not won a contract to make subway or [intercity] rail cars since 1981. . . . Both managers and union leaders say the odds are growing slimmer all the time that the troubled company will survive" (Philadelphia Inquirer, July 6). TA is now the only rail passenger car-maker headquartered in the U.S.

"In part because of cutbacks in federal urban mass transit funds, for the next few years most of the work . . . will be in overhauling and rehabilitating rapid-transit cars." Because New York's MTA is the industry's biggest customer, companies "are locating plants in New York state to try to capture a piece of the rehab business."

TA's plant, at 1 Red Lion Road in Northeast Phila., has a reputation for high quality work—and very high costs. TA labor costs are high "because contracts traditionally were tied to national auto-worker contracts at all Budd Co. facilities, plus the fact that TA now has a relatively old work force, with more retirees on pensions now than active workers, company officials said." Workers have rejected "wage and benefit concessions as a way to keep the plant operating."

the appropriate House and Senate committees, testimony for FY 1988 and future years, AMTRAK should begin to lay the groundwork for expansion—expansion that could be achieved while continuing to reduce operating subsidy needs. The program for capital funding to address future equipment needs, or for creative funding opportunities through legislation, should be advanced. Indeed, there might be a sufficiently favorable reaction to the expansion opportunities to provide interim funding or a mechanism for funding to permit converting the remaining 108 Heritage cars that are candidates for HEP, thus making possible implementation of two or three of the recommendations within a year, long before a major equipment acquisition program would produce results.

"There are numerous other opportunities for expansion as well as for closing the gaps in existing service—for example (a) operating a portion of the 'Southwest Chief' from Barstow to the Bay area, (b) extending the 'Night Owl' to Newport News (which incidentally Bill Norman has agreed to look at at our request), and (c) extending the 'Crescent' as an overnight service to Houston and possibly San Antonio, which might in turn fit logically with the re-routed 'Sunset' pattern.

"I have not attempted to outline the many supporting thoughts behind each of the recommendations that our board has offered. I know some of the routes, for example, reinstating the Midwest-Florida service, may have to overcome some historical corporate skepticism on AMTRAK's part. I believe this can be done, however, if each route is approached with an open mind. Those factors that combined to kill the 'Floridian' in 1979—frequent schedule changes, poor track conditions, inability to serve Indianapolis, unacceptably long running times, and failure to serve Atlanta, the major southeastern market—all have been overcome or can be overcome.

"We believe it is incumbent on AMTRAK to present a picture of potential growth at lower unit cost, and we believe the time for such a presentation is now." ■

Critical Transit Action Pending

Actions by Congress over the next three months will determine if the federal government continues its commitment to mass transit. The existing federal transit and highway programs expire on Sep. 30 and multi-year authorizing bills must be enacted by then to continue these programs. These bills will set transit and highway funding levels and policy through 1990 and determine whether the U.S. moves towards a more energy-efficient, balanced and safe transportation system or towards more highway congestion and demand for costly new highways and road widenings.

Mass transit—like Amtrak—has proven its success. In 1984, transit provided 8.4 billion passenger trips. A single track of heavy rail transit in U.S. cities typically carries as many people as 6 lanes of highway and has the capacity to carry 15 highway lanes' worth of traffic. Had all the transit trips in 1984 been taken by auto, 5.6 billion additional auto trips or more would have clogged our already congested highways.

Rather than reward success, the Administration's 1987 budget calls for a 65% cut in the federal transit program and replacing the existing program with a highway/transit block grant under which transit monies could be diverted to highway projects. The Discretionary Grant Program (Sec. 3 of the transit program), which funds new rail starts and extensions, would be eliminated, as would all federal funds for transit operations in large urban areas.



—Photo by Barry Williams

Rail transit in Washington. This year, Congress is working on a new 4-year federal mass transit reauthorization. Pres. Reagan's FY '87 budget proposes cutting transit spending by 65%.

Shortly after the President's proposal was announced, NARP wrote members of the Senate Banking, Housing & Urban Affairs Committee, which has jurisdiction over transit authorizing legislation, expressing our strong opposition to the transit proposals. Our letter, co-signed by 7 other public interest groups (NJ Environmental Lobby, Straphangers Campaign, CT Transportation Coalition, Friends of the Earth, Environmental Policy Institute, NYC Clean Air, and Contact U.S.), said the Administration's proposal would have "devastating impacts on the future of transit in this country. . . Enacting the Administration's proposal is tantamount to abandoning efforts to establish a balanced transportation network. . ."

We urged the committee to "reauthorize essentially the same transit program as currently exists with formula grants continuing to support both capital and operating needs." Funding from the Mass Transit Account—funds generated by the 1¢/gallon (of the total 5¢/gallon gas tax increase en-

acted in 1982) for transit "should be increased from the current \$1.1 billion/year to \$1.9 billion/year, a level that the Congressional Budget Office (CBO) indicated is available for transit without raising taxes."

Fortunately, the Administration's proposals have not garnered strong support in Congress, where transit appears to have considerable bipartisan support—though not enough to prevent federal transit cuts of 24% from 1981 to 1986 while highway spending authority soared 60%. It is critical that the transit authorizing bills that have been introduced in the Senate (S. 2543) and House (Title III of H.R. 3129) be enacted with strong funding levels.

S. 2543 was introduced June 11 by Sen. Alfonse D'Amato (R-NY) and John Heinz (R-PA) and co-sponsored by Sens. Specter (R-PA), Bradley (D-NJ), Lautenberg (D-NJ) and Moynihan (D-NY). The bill would provide transit funding

"It is important to note that mass transit is available to virtually everybody—9 out of 10 people in the U.S. That is important because mass transit provides clear public benefits to the many people who do not use its services directly."

Senator John Heinz, *Congressional Record*, June 11

levels with small annual increases through 1990: \$3.9 billion in 1987, \$3.95 in '88, \$4.01 in '89 and \$4.06 in '90. Authorizations generated by the transit penny would be increased from current levels of \$1.1 billion/year to \$1.75 billion/year based on CBO's findings.

S. 2543 rejects the Administration's proposal to require all transit systems to include a fixed percentage of private participation as a prerequisite to receiving federal support. Instead, it encourages private sector involvement where transit authorities deem appropriate. S. 2543 also proposes creation of a Balanced Investment Fund under which \$200 million/year is set aside for small urban and rural area discretionary capital grants. S. 2543 awaits mark-up in the Senate Banking Committee and no date has been set as of mid July.

While the Senate transit bill provides the language and funding for continuing a strong federal commitment to transit, a provision in the Senate highway authorizing bill, S. 2405, threatens transit's future. Sec. 129 would undermine the current use of the transit penny—to support new rail starts and extensions and other discretionary capital projects—by requiring all states to get back 85% of the transit dollars they contribute, regardless of the state's transit needs. Sec. 129 would also allow transit monies to be used for highways.

In a strongly-worded letter to the Senate Environment & Public Works Committee, Sen. Frank Lautenberg (D-NJ) and 19 colleagues expressed their opposition to this provision. NARP also voiced opposition to Sec. 129. This provision may be dropped when the full committee acts on S. 2405 on July 22-23.

NARP expressed concern about other issues in S. 2405 in a letter to members of the Environment & Public Works Committee. The letter, co-signed by 5 other public interest groups, urged the committee to reject efforts by the trucking industry to attach to the bill a "pinwheel amendment," so-called because it would allow states within a 750-mile radius of Salt Lake City to issue permits for truck carrying weights far in excess of the federal 80,000 lb. maximum weight limit. We urged opposition to the Administration's proposed highway/transit block grant; maintenance of the integrity of Sec. 4(f) of transportation law which safeguards

the nation's public lands and historic sites against intrusion by unnecessary transportation projects; and inclusion of language comparable to that in S. 1494 introduced by Slade Gorton (R-WA), which puts controls on billboards.

Sen. Robert Stafford (R-VT), Chairman of the Environment & Public Works Committee, responded to NARP: "Generally I agree with your analysis of the specific concerns you have raised. . . . The existing size and weight of trucks cause safety concerns and highway deterioration in my view and I will oppose any increase in truck size or weight." The chairman also indicated support for Sec. 4(f) and the S. 1494 billboard reforms.

In the House, highway and transit authorizing legislation both fall under the jurisdiction of the Public Works & Transportation Committee and thus are part of the same bill (H.R. 3129). Championed by James Howard (D-NJ), the committee chairman, and Bud Shuster (R-PA), ranking minority member, H.R. 3129 passed the full committee on June 25 with strong bipartisan support.

Title III, which reauthorizes the transit program, continues a strong federal commitment to transit, providing \$20 billion over five years (1987-1991): \$3.24 billion in 1987, \$4.0 in '88, \$4.05 in '89, \$4.10 in '90 and \$4.15 in '91. The bill greatly increases authorizations from the transit penny—to \$1.8 billion/year beginning in 1988—and, like S. 2543, it reaffirms the right of transit agencies to determine private sector participation in providing transit services according to local needs and conditions. H.R. 3129 also provides "such sums as may be necessary" for funding of highways traded-in for mass transit. Full House action is expected sometime in August.

While NARP supports both S. 2543 and Title III of H.R. 3129 because the strong federal role they provide is essential to the continued success and progress of transit, we recognize these bills will not alter the current imbalance in our ground transportation system. Annual funding authorized for the federal-aid highway program is equal to 3-1/2 years of transit funding in the proposed bills. NARP believes that correction of this imbalance is essential if we are ever to have a safe and efficient transportation system. We are working to meet that challenge. ■

Amtrak Executive Update

There have been a number of changes in Amtrak's top management personnel since our last newsletter report (Oct. 1982). Here is a snapshot of the current management team.

● **William Graham Claytor Jr.**, President and Chairman of the Board.

Under Claytor are two executive vice presidents and three vice presidents:

● **Henry R. Moore**, Executive VP & Chief Operating Officer (replaced **Thomas P. Hackney Jr.**, who retired in Jan. 1986). Moore had worked with Amtrak as a part-time consultant in the transportation and engineering fields since 1982, when he retired from Southern Railway. Moore's Southern career began in 1940; he served as General Manager, Eastern Lines, 1968-1982.

● **William S. Norman**, Executive VP Marketing & Business Development.

● **James H. English**, VP Government & Public Affairs (the old Corporate Communications Dept. became "Public Affairs" and was moved into Government Affairs upon the Apr. 1986 departure of **Cathy A. Goldstein**, Asst. VP Corp. Comm.).

● **Harold R. Henderson**, VP Law (replaced **Paul F. Mickey Jr.**, who left in Jul. 1985).

● **Charles W. Hayward**, VP Finance & Treasurer (this post replaced Executive VP Finance & Administration in reorganization following Apr. 1986 retirement of **Don R. Brazier**).

Under Moore are three vice presidents:

● **Dennis F. Sullivan**, VP Operations & Maintenance (replaced **Frank D. Abate**, who retired in May 1985)

● **Eugene N. Eden**, VP Passenger & Operating Services.

● **VACANT**, VP Labor Relations. (**Charles Thomas**, Asst. VP, assumed the responsibilities upon the Feb. 1986 departure of **George F. Daniels**. Daniels is now Vice Chairman, National Railway Labor Conference, with responsibilities for national-level collective bargaining on behalf of most major U.S. railroads. Amtrak expects to name a successor soon.)

Under Norman are five vice presidents:

● **Timothy P. Gardner**, VP Passenger Marketing (formerly VP Corporate Planning & Development).

● **Robert E. Gall**, VP Sales & Advertising (formerly VP Transportation Marketing).

● **George E. Gautney Jr.**, VP Information Services.

● **Elyse G. Wander**, VP Planning & Development.

● **John N. Stulak**, VP Personnel & Administration. ■

COMMUTER & TRANSIT NEWS

Miami is the site of the nation's first *urban* "people mover" transit system. On Apr. 17, MDTA opened its \$148 million Metromover—a 2-mile, dual-track aerial loop through downtown, which feeds passengers to/from Miami's heavy rail transit line at Government Center Station. Automated (driverless) rubber-tired vehicles circulate at 1½-minute intervals at a top speed of 30 mph, serving 9 stations. The only other U.S. "people movers" are at the Univ. of West Virginia-Morgantown, and at several airports (e.g., Atlanta, Dallas, Tampa, Orlando).

Atlanta's heavy rail system opens a 1.5-mile, 2-station, \$28 million South Line segment between Lakewood and East Point Aug. 16. Next year, MARTA hopes to complete the remaining 2.6 miles between East Point and Hartsfield Int. Airport.

Portland (OR) plans to open its 15-mile, \$212 million light rail line Sep. 5. Track is essentially finished now, and all 26 trolley cars have been delivered.

Sacramento plans to open its 18-mile, \$160 million light rail system next year; some of the system may open as early as March. Track is more than one-third finished, and over half of the trolley cars have been delivered.

TRAVELERS' ADVISORY (continued from page 1)

On the other hand, no change is required Fri. (the 2 PM Metroliner from Wash. runs through) . . . All "Coddler" coach and club seats are reserved.

Altoona, PA, dedicated a new \$4 million multimodal transportation center July 11, housing Amtrak, Greyhound, city buses and taxis. Funding came from federal Urban Mass Transit Admin., Pennsylvania Dept. of Transportation and Dept. of Community Affairs, Altoona, Amtrak. Amtrak had been using a temporary trailer on same site since 1974.