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(This has news through July 31. No. 6 was mailed July 16.)

RETURN REQUESTED

The Motorization of the 3rd World

West Exporting the Road Mode to Developing Nations

TRAVELERS' ADVISORY

Extra Los Angeles-San Diego "San Diegan" trains 590 and 591 will operate Aug. 1-Sep. 13 on Sat., Sun. only (plus Labor Day, Mon., Sep. 7). Trains are scheduled to carry heavy Del Mar Race Track traffic: dp. Los Angeles 9:50 AM; dp. San Diego 6:45 PM.

Automatic power switches were placed in service last month at Port Chicago, CA, where Oakland-Bakersfield "San Joaquins" switch between Southern Pacific and Santa Fe. Previously, trains had to make several stops here so that crew could get off to throw switches manually. The \$1.2 million power switches, paid for by State of California, will cut :10 from "San Joaquin" schedules.

Amtrak assumed full responsibility for food service on Chicago-Toronto "International" in May, per an agreement with VIA Rail Canada. Previously, Amtrak had provided food service and personnel 4 days a week, VIA 3 days a week. More consistent service should result.

Madison, WI, has better access to Amtrak. Badger Bus now stops certain Madison-Milwaukee buses at Milwaukee Amtrak station upon request. Result is fast bus/rail service Madison-Milwaukee-Chicago. Southbound: bus dp. Madison 10:00 AM, ar. Milwaukee (Amtrak sta.) 11:55 AM; train dp. Milwaukee 12:15 PM, ar. Chicago 1:47 PM. Note: passengers must request bus driver to stop at Amtrak sta. Northbound: train dp. Chicago 10:30 AM, ar. Milwaukee 12:02 PM; bus dp. Milwaukee (Amtrak sta.) 12:10 PM, ar. Madison 2:10 PM. Note: passengers must request Amtrak ticket agent in Milwaukee to summon bus. Congratulations to ProRail (Wisconsin ARP's Madison chapter), which worked hard for this intermodal connection and promoted its establishment with a press conference and attractive brochures!

Amtrak is offering special \$82 one-way and \$89 round-trip fares for the Albuquerque-Los Angeles city pair. No blackout periods; children pay half fare.

Railfones on New York-Washington Metroliners

(continued on page 4)

The story is told about the foreign dignitary who stood at a corner in New Delhi trying to cross the street. After standing for over twenty minutes with no break in the traffic, he gave up and hailed a cab. This might well have been in Bangkok, Lagos or many other Third World cities.

Such tales make amusing cocktail conversation back in the U.S., but for the governments of developing nations, growing transportation problems pose a formidable challenge. Projections for significant population growth in many Third World cities, some expected to quadruple between 1980-2000, indicate that pressure on overburdened transportation systems will be greater still in the future.

Since the urban sector in most developing nations accounts for at least 50 percent, and as much as 70 percent, of Gross National Product (GNP), a well-functioning transportation system is vital to economic health of these nations. Moreover, traffic accidents have become a major

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LEGISLATIVE UPDATE

On July 13, the House of Representatives passed H.R. 2890, the Fiscal 1988 Transportation Appropriations Bill, 282-108. It also passed, 218-166, an amendment by Rep. Nancy Johnson (R-CT) to cut the bill 2% across-the-board, which cut Amtrak from \$614 to \$602 million, the NECIP from \$27 to \$26.4 million. But the House rejected, 221-171, an amendment by Rep. Alex McMillan (R-NC) aimed specifically at cutting Amtrak—from \$614 to \$574.8 million. The Senate's bill may not be ready until after the August recess.

Pres. Reagan signed the Fiscal 1987 Supplemental Appropriations Bill July 11. It provides \$5 million to restore the "Montrealer's" track north of Springfield, but prospects for the train's resumption are unclear, due to difficult negotiations between Amtrak and Boston & Maine Railroad regarding an acceptable track maintenance agreement.

VICTORY IN CHICAGO



—Photo by Illinois Dept. of Transportation

Amtrak station signs were erected last month on Interstate 90/94 in downtown Chicago, thanks to the intervention of Sen. Paul Simon (D-IL). After Illinois highway officials rejected repeated NARP requests for such signs, NARP turned to long-time Amtrak supporter Simon for help. In a Feb. 17 letter to Illinois Transportation Sec. Greg Baise, Simon wrote, "I think [NARP's] request is an appropriate one and in the public interest. Certainly, if we can direct those travelling on the Kennedy [Expressway] to the University of Chicago, the Museum of Science & Industry, and WGN Studios, I think it appropriate that some markers be provided [for Union Station] per NARP's request." Baise, in an Apr. 6 reply to Simon, agreed to install the signs.

MOTORIZATION (continued from page 1)

cause of death, second only to enteritis and equal to tuberculosis according to a study of 15 developing nations. Fatality rates from road accidents are often twenty times the rates in industrialized nations, despite far fewer automobiles. In Nigeria and Ethiopia, the fatality rate is 65 times the rate in the U.S.

Governments of developing nations have the opportunity to avoid the transportation policy mistakes of industrialized nations such as the U.S., whose heavy reliance on autos and trucks has led to a costly dependence on imported oil and inadequate investment in energy-efficient alternatives.

Powerful influences, however, are working to lead Third World nations down the same motorized route. The multinational automobile corporations, seeking new markets for their products, have targetted the more advanced developing nations for 60-70% of their growth potential over the next twenty years (Replogle and Hughes, *Alternative Transportation for Third World Development*).

And the influential multi-lateral development banks (MDB's), such as the World Bank, have approved a disproportionate amount of transport lending for highway projects. Energy-efficient alternatives and the basic transportation needs of the poor are being largely ignored. Since the MDB's are the largest public development lenders in the world (in 1984, MDB loans and credits totalled \$21.6 billion), their role in Third World transport development is pivotal. And within the MDB's, World Bank ("the Bank") lending towers above all others, accounting for 70% of the total.

Increased dependence by developing nations on autos

and trucks has serious implications not only for their long-term economic health, but for the economies and national security of industrialized nations as well. This trend will increase Third World nation payments for imported oil and autos, exacerbating already significant foreign debt problems, and it will bring increased "social and economic stratification" and "a continuing degradation of environmental quality" (Replogle and Hughes). For the industrialized

FREEWAYS: JUST WHAT THE PHILIPPINES NEEDS?

"Look at the expressways. Most of the cars that go through are private cars. Who owns the private cars in this country? The elite."

—Former Philippine Sen. Jose Diokno,
quoted by Replogle & Hughes (see text)

nations, this trend means increased competition for diminishing worldwide oil supplies and, ultimately, higher oil prices to be paid by all oil-importing nations. It is of interest that the U.S. Commerce Department announced in mid-July that the U.S. trade deficit worsened by \$1.1 billion (to \$14.4 billion), nearly half due to payments for foreign oil.

World Bank Highway Emphasis. In 1985, Bank transport lending totalled \$2.1 billion. Nearly \$1 billion was for highway projects. In the area of urban transport, approximately half of the Bank's lending from 1972-1985 has been for road construction, improvement and maintenance projects. By comparison, urban rail systems have received only 16%, bus equipment and facilities, 11.6% and pedestrian facilities, 1% of urban transport lending.

This, despite the statement in the Bank's recently issued Urban Transport policy study (April 1986): "Bank support is intended to help developing countries find inexpensive ways of increasing transport capacity and improving transport flows, with particular attention to the transportation needs of the urban poor."

ROAD PRICING IN SINGAPORE AND HONG KONG

In 1975, Singapore implemented an area licensing plan to restrain private cars and relieve growing downtown congestion. A fee (\$2.50/day or \$50.00/month) is charged to low occupancy vehicles entering the central business district (CBD) during morning rush hours. Private cars with four or more persons, goods vehicles and buses are exempt from the fee. Downtown parking fees were also raised. Area licensing has resulted in a 20% increase in downtown traffic speeds and a 25% reduction in traffic accidents. Revenues from the plan have more than covered costs.

Hong Kong has the highest vehicle density in the world: 280 vehicles per kilometer of road in 1981. To alleviate acute congestion, the government is pioneering an electronic road pricing plan. Approximately 5,000 vehicles (mostly govt.-owned) have been fitted with an electronic number plate (ENP) about the size of a cassette tape. Electronic loops have been buried under the road surface at designated charging points. When a vehicle with an ENP passes over a charge point, information encoded on the ENP is transmitted to a government computer, recorded on the vehicle's account and the owner is billed monthly (as with a phone bill). Fees at each charge point vary with time of day and location. After successful pilot-testing, the government intends to introduce the plan throughout Hong Kong.

Other statements from the Urban Transport study provide clear indications of the Bank's misguided emphasis on highways: "Only roads can meet the enormous variety of demands for freight transport and personal mobility required by the 20th century city" (emphasis added).

The study notes that access by roads to cheaper lands in the suburbs is leading developing nations down the same growth path experienced in Western nations. Most disturbing is the Bank's acceptance of the inevitability of this trend and its failure to emphasize investment in non-highway modes that can play a vital role in influencing more energy-efficient future development patterns in Third World cities.

There also seems to be uneven treatment of public transportation and highways when it comes to the issue of transportation subsidies. Stating that subsidies are to be discouraged, the study discusses in some detail the disadvantages of public transit subsidies and suggests that users should generally pay for the costs they incur. This factor appears to weigh heavily in Bank public transport lending decisions. By contrast, discussion of the need for road pricing schemes, such as those implemented in Singapore and Hong Kong (see box), points out how unpopular and difficult such actions are to implement. While the Bank encourages road pricing, its highway lending continues without any such requirements.

In a February 1987 speech before the International Mass Transit Association, Mr. Tony Ridley, Chairman of the London Underground, critiquing the study, stated:

- "The case made for new roads is strongest in the main radial corridors where experience shows that major road building is suspect and rail has real advantages.

- "Arguments concerning light rail are weakened by what appears to be a lack of understanding of the concept." Mr. Ridley noted further: "What is not clear is whether Bank attitudes do really allow proper trade-offs to be examined between short- and long-term impacts, the proper measure of externalities and what sort of city is to be developed over future decades."

Non-Motorized Transport: Non-motorized transport

TANZANIA-ZAMBIA RAILROAD

A July 7 *Washington Post* front page story reported that the 1,161-mile Tanzania-Zambia railroad carried more than 1.3 million passengers last year: "Perhaps twice that number would have ridden had there been room. While Western powers want the railroad to carry more freight, Africans demand more seats."

The railroad only exists because the nations it serves ignored the hostility of Western transportation experts and built the railroad using Chinese aid. Somewhat ironically, the railroad, located far enough from South Africa, has become a "strategic component of European and, most recently, American plans to ensure that South Africa cannot strangle the frontline states." Today, the railroad's reliability and capacity are being improved with Western aid, including \$36 million from the U.S. to supply 14 American (G.E.) locomotives and maintenance equipment.

While the World Bank does work well with established railways and has legitimate concerns about the lack of attention to efficiency by many Third World railways, NARP believes that the efforts currently applied to auto promotion and oversized highways should be applied instead to solving railway efficiency problems.

PITTSBURGH CELEBRATES



—Photo by Bruce Horowitz

Pittsburgh residents celebrated completion of \$542 million light rail modernization project on May 22, at Castle Shannon station. 10.5 miles of Pittsburgh's 22.5-mile trolley system were totally reconstructed during 6-year project. Trolley service on new downtown spur into Amtrak station has not yet commenced, but may by year's end. Port Authority Transit (PAT) of Allegheny County now plans to seek funds to rebuild remaining 12 miles.

modes are virtually ignored by the World Bank. Bicycles are not even mentioned in either the Bank's Urban Transport study or its major transportation sector study of China! Non-motorized traffic is "something seen to pose safety problems and congest streets. . . to be inefficient and to be restricted by improved traffic management techniques" (Replogle and Hughes). The Bank's failure to promote improvement of non-motorized modes is quite remarkable when one considers their overwhelming importance for several hundred million Third World inhabitants.

- In China, there are some 400 million bicycles—or 4 for every 10 people;

- In India, there are some 30 million bicycles—25 times as many per capita as there are motor vehicles;

- Walking trips have accounted for two-thirds of total trips in large African cities such as Kinshasa and Dar es Salaam.

New Transport Investment Policies: New directions in transport investment for developing nations were recommended in a Bank research publication (Linn, *Cities in the Developing World*), but many have been given little more than lip-service by the Bank. Noting that traditional investment policies have neglected commuter trains, bus and non-motorized facilities, Linn's recommendations include the following, supported by NARP:

- Congestion pricing for private cars as in Singapore;
- Use of other taxes on auto use and ownership (i.e., fuel taxes, import taxes, license fees);

- Emphasis on improved existing mass transit;
- Improved credit facilities for purchase of public transportation vehicles;

- Support for pedestrian and bicycle facilities (i.e., construction of bike paths, sidewalks, pedestrian bridges and malls);

What You Can Do: Influencing U.S. policy within the Bank is vitally important because the U.S. has by far the largest share of the votes—20%—in final policy decisions by the Bank (a government's voting share is based on its financial contribution and the U.S. is by far the largest contributor). In 1984, the U.S. provided some \$1.3 billion in budget authority and more than \$2 billion in "callable capital"—

money pledged but not actually paid into the Bank (*Bankrolling Disasters*, Sierra Club publication).

Thus, the U.S. Congress, particularly the House and Senate Appropriations Subcommittees on Foreign Operations, play a key role in U.S. participation in the Bank, even though it is the Treasury Department that actually represents the U.S. in the Bank.

Authorizing legislation is the jurisdiction of the House Banking, Finance & Urban Affairs Committee and the Senate Committee on Foreign Relations.

You may wish to write to Congress and express your opposition to the heavy emphasis on highway projects in World Bank transport lending and urge funding of more energy-efficient and environmentally-sound alternative modes. You may also express your concerns to Mr. Barber Conable, President of the World Bank (1818 "H" Street, NW, Washington, DC 20433).

AMTRAK'S NEWEST PARTNER, THE CM&W

Amtrak's Chicago-St. Louis trains have been riding over a "new" railroad since late April: the Chicago, Missouri & Western Railway, one of America's newest "short lines."

The Amtrak trains haven't changed course—they're still running through Springfield and Bloomington as they always have. But the tracks they use have changed ownership.

On Apr. 28, Illinois Central Gulf Railroad completed the sale of 631 miles of railroad to the Venango River Corp. for \$81 million. Sold were ICG's Joliet-Springfield-St. Louis and Springfield-Kansas City lines (Joliet-Chicago trackage rights were included). Venango, which already owns the Chicago, South Shore & South Bend, created a new subsidiary, the CM&W, to operate the ex-ICG routes.

The new owner plans to invest \$65 million over the next 5 years to upgrade the lines. The May 11 issue of *Traffic World* reported: "Although the Kansas City to Springfield segment needs the most attention, turnout and road crossing work will also be done on the Joliet to St. Louis segment to address the ride quality problem experienced by Amtrak trains which use that line. Plans call for eventually welding the rail, which should resolve the problem."

By selling off track to new short line or regional railroads like the CM&W, the ICG has pared its route-mileage from nearly 10,000 miles in 1972, to about 3,000 today.

TRAVELERS' ADVISORY (continued from page 1)

now accept Choice credit card and can be used to place international calls. 85,000 calls were made during Railfone's first year (12 months ended June 2).

Amtrak station agents were eliminated June 15 at McCook, NE; June 30 at Gallup and Deming, NM. McCook also lost checked baggage service. Lafayette, LA, will lose agent and baggage service Aug. 15.

Conrail is rebuilding its Detroit-Kalamazoo main-line (and converting it from double- to single-track). 3-year project, begun last year, has necessitated the temporary addition of time to Amtrak schedules for sake of reliability. Upon project completion, Amtrak schedules should be even faster than before, as maximum passenger speed will be increased to 79 mph from 70 mph.

BACK FROM RETIREMENT



—Photo by Amtrak

The first Rame Turbine Gaz (RTG) Turbotrain to be rebuilt by Amtrak will soon go into service on the New York City-Albany route. Two additional trainsets are currently being rebuilt at Amtrak's Beech Grove Shops, and should be in service by early 1988. These French trains were originally acquired by Amtrak in 1975. They had been in storage for several years prior to rebuilding.

U.S. HIGHWAY SUBSIDIES—STILL GROWING

Our June 1985 feature, "Huge Highway Subsidies are Mostly Invisible and Untouchable in Washington," reported that in 1983, highway non-users paid \$13.5 billion in taxes (to all levels of government) to subsidize highways. New Dept. of Transportation (DOT) figures reveal this subsidy grew to \$14.7 billion in 1985.

Highway Receipts Paid by Non-Users, In Billions

	1970	1980	1983	1985	% Change: 1980-1985
Federal	\$0.6	\$2.4	\$2.1	\$2.1	-12.5%
State	\$0.4	\$1.9	\$2.7	\$2.8	+50.4%
County	\$1.1	\$2.5	\$2.8	\$3.4	+33.5%
City	\$1.6	\$4.2	\$5.9	\$6.5	+54.9%
TOTAL	\$3.7	\$11.0	\$13.5	\$14.7	+34.7%

[The above table excludes a huge category, "Investment Income & Other Receipts" (\$4.2 billion in 1985), which is essentially the interest earned on user-tax payments between the time they are collected and actually spent. Highway trust funds, of course, get free banking services from all levels of government.]

Non-user payments for highways accounted for 27% of total current highway income in 1985, up from 26.6% in 1984 and 18.8% in 1970.

One wonders if highway advocates who question the "morality" of spending road user fees for non-road purposes are aware of the extent to which roads benefit from payments by non-users.

Though federal funds account for a relatively small share of non-user monies (14.3% in 1985), federal policies encourage growing highway subsidies by lower levels of government.

To get your copy of the 193-page *Highway Statistics 1985*, phone 202/366-5022 or write Federal Highway Admin., Attn.: Carolyn Edwards, HPM-10, 400 7th St., SW, Washington, DC 20590. The annual book normally becomes available around Thanksgiving of the year after the cover date. The 260-page *Highway Statistics Summary to 1985* is also available; it covers more years (in some cases back to 1921) in less detail but includes all the data cited above. *Summary* is published every 10 years.