

NARP IS 20!
May 18, 1967—May 18, 1987



**NATIONAL ASSOCIATION
OF RAILROAD PASSENGERS**

Vol. 21, No. 5  24 May, 1987

John R. Martin, Pres.; John Kirkwood, V. Pres.; Andrea Banks, Sec.; Joseph Horning, Jr., Treas.; Ross Capon, Exec. Dir.; Barry Williams, Asst. Dir.; Jane Colgrove, Membership Dir.; Harriet Parcells, Transp. Assoc.

National Association of Railroad Passengers News (SSN 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 June 2. No. 4 was mailed April 30.)

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Claytor Addresses NARP Board

NARP TURNS 20!

NARP is 20 years old. The organization was incorporated in Illinois by Chicago attorney Anthony Haswell on May 18, 1967. Initially named the American Railroad Passengers Association, Haswell changed the name to the National Association of Railroad Passengers the following week.

At the outset, NARP consisted of a 3-member board of directors and a handful of members. Today, NARP has a 79-member board, and a membership of nearly 12,000.

Haswell, who served as NARP's chairman for the first 8 years, and who is still a member, writes, "Congratulations to NARP on its 20th Anniversary!" Of course, NARP never would have made it this far had it not been for the tremendous amount of time, energy, and money contributed by Tony in those early years.



Tony Haswell

TRAVELERS' ADVISORY

Important notice: Amtrak has suspended Washington-Montreal "Montrealer" north of Springfield indefinitely, due to bad track. In lieu of train, Amtrak is running daytime Springfield-Burlington bus, serving all train stations except Essex Jct., St. Albans, Montreal. Bus serves Burlington's Radisson Hotel, 60 Battery St., and is scheduled to connect in Springfield with Trains 470, 475, 647. No bus-only local traffic, and bus ticket must be bought in advance. 5-hour bus trip includes 30-minute meal stop. "Montrealer" continues to run south of Springfield, but minus sleeper and Le Pub lounge.

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"I want this group to know how much all of us at Amtrak appreciate all the things you've done. Not only the assistance you give us, but the direction you give us. And we do pay attention. We don't just say, 'We'll do it our way and you do it your way.' We pay great attention. [For an example, see the "Pioneer" item below.]

"I have testified eight times this year before Congress—that's the record for me [at Amtrak]. [NARP Exec. Dir.] Ross [Capon] has been up there almost every time . . . backing us up and providing extremely helpful testimony. And believe me, most of our problems are right there on the Hill. If we had the money we think we ought to have, you wouldn't have any problem with us about tri-weekly trains or about not putting on new service, or about anything else. But we've got to get that, and Ross has been doing a yeoman's job getting us that money."

Thus began Amtrak President and Chairman W. Graham Claytor Jr.'s address to the spring meeting of the NARP Board of Directors in Washington Apr. 25—his third address to our board since he came to Amtrak in July 1982.

Mr. Claytor also told the board:

● Amtrak intends to operate the Seattle-Salt Lake City "Pioneer" on a daily basis permanently: "[NARP Pres. Jack Martin] told us he wants the 'Pioneer' to be daily. And guess what? The 'Pioneer' is daily and it's permanently daily as a result of what Jack told us!" Claytor said this results partly from savings from train and engine crew takeovers, but added that, because of tight finances, "I would have been inclined" to return the train to tri-weekly operation next winter until the money situation improved, had it not been for "what Jack told me was your solid view. You can thank Jack for having done that."

● Amtrak is studying the desirability of rerouting its "California Zephyr" within Iowa, from the Burlington Northern route to the Chicago & North Western, and plans to announce the results of its study in June. If Amtrak decides in favor of the rerouting, the move "will be conditioned on having the communities that will be served provide the stations." The move wouldn't occur before spring, 1988.

● Amtrak is studying the possibility of adding a Meridian-Dallas-Ft. Worth section to the New York-New Orleans

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NARP Says Thanks at Chase

NARP went to Chase, Maryland, on Apr. 23 to formally thank the many local residents who helped passengers involved in Amtrak's worst accident—the Jan. 4 "Colonial" crash (Jan. News). Representing NARP was Assistant Director Barry Williams, who presented NARP's George Falcon Golden Spike Award to the people of Baltimore County.

Williams spoke at an evening ceremony in which a number of officials, including Amtrak President W. Graham Claytor Jr. and Rep. Helen Bentley (R-MD), also expressed gratitude to area residents. NARP Directors Glen Mendels (MD), Jim Churchill (VA), Kevin Gregoire (MA), and Bob Hall (NH), also attended.

Williams' remarks follow:

"The President of the United States has thanked you, a number of other elected officials have thanked you, the president of Amtrak has thanked you—and there's someone else who would like to thank you: the nation's railroad passengers. I'm proud to speak here tonight on their behalf, and my own.

"Millions of Americans travel by train each year, and each of us was stunned and greatly saddened by what happened here on Jan. 4. And while only a few of us can be here tonight, I know I speak for all rail passengers in saying that in the hours and days which followed the accident, as we watched you on our televisions and read about you in our newspapers, we were deeply moved by your many acts of kindness and generosity.

"Those of us who were not aboard the 'Colonial' that day will never know the horror of that moment—I know I can't even begin to know. But this much I'm sure of: you folks had to have been one of the most beautiful sights those 600 passengers had ever seen in their lives. They will never forget you.

"The National Association of Railroad Passengers is a nonprofit organization representing railroad travelers in this country. We're the only nationwide rail passenger group. During our 20 years, we have worked hard to preserve passenger train service, and to promote, improve, and expand it. From time to time, we have also given what we call our 'George Falcon Golden Spike Award' to those who have helped our cause. Over the years, we have given this award to a variety of people, ranging from Hollywood entertainers to members of Congress. Tonight, we'd like to add you—the people of Baltimore County—to that list.

"Now, we have a slight problem, in that there are many of you, but only the one plaque! So I think the best thing would be to give this award to [Baltimore County Administrator Melvin Cole], who will find a suitable location for it in the county. I would like to ask Dr. Glen Mendels, one of our Baltimore directors, to read the inscription on the award."

Mendels then came to the podium and read the inscription:

"This award is presented with deep gratitude to the people of Baltimore County, and in particular to the residents of Chase, who came to the aid of hundreds of rail passengers involved in the January 4, 1987, Amtrak accident near the Gunpowder River. On behalf of railroad passengers throughout the nation, we thank you for your many acts of courage, generosity, and kindness. We salute the emergency response teams and hospital personnel who cared for the injured, the local residents who assisted with rescue efforts and opened their homes to passengers, and the countless individuals throughout the region who



—Photo by Kevin Gregoire

NARP Asst. Dir. Barry Williams, left, presents Golden Spike Award to Baltimore County Administrator Melvin Cole at Apr. 23 ceremony in Chase, MD. The award was given to thank county residents who helped rail passengers in the Jan. 4 "Colonial" crash.

donated blood when it was so desperately needed. Had it not been for your extraordinary response, this tragedy surely would have been even worse." ■

AUTOMATIC TRAIN CONTROL DEVICES. . .

. . . would be required on all trains operating in the Northeast Corridor within 2 years after a final Federal Railroad Administration order. FRA will hold a hearing on its proposal June 24 in Room 2230 of DOT Nassif Building, 400 7th St., SW, Washington, DC 20590. Written comments are due June 25. More information: S. H. Stotts Jr. or Mark Tessler, (202) 366-0495 or -0628. Sen. Frank Lautenberg (D-NJ) testified June 2 that ATC should be on NEC trains sooner—by Dec. 31, 1988.

TRAVELERS' ADVISORY (continued from page 1)

Seasonal New York-Hyannis "Cape Codders" resumed May 22 and will operate through Sep. 13. Most schedules are faster than last summer.

Amtrak has quietly ended practice of refunding the price differential when a Metroliner is more than :30 late. (Price differential refers to difference in fare between conventional trains and Metroliners.)

\$88,000 renovation of Macomb, IL, station, funded by city, state, Amtrak, was completed Apr. 11. \$335,000 renovation/alteration of Topeka, KS, station is underway, funded by Santa Fe. Amtrak loses space, but gains a more modern, handicapped-accessible facility within building.

Amtrak's All Aboard America (AAA) Fares permit a maximum of 3 stopovers, but "train-to-train transfers" were never regulated—until Apr. 27. Now, number of direct "train-to-train transfers" is limited to 3 each: between origin and a stopover; between stopovers; and between a stopover and final detrain-ing point. Thus, regular AAA Fares will permit a maximum of 3 stopovers and 12 transfers. Current special AAA "Coach Fares" (Mar. News) will permit a maximum of 1 stopover and 6 transfers. This rule replaces former rule that "travel may not take place over the same segment more than twice."

New Hertz-Amtrak rental car arrangement (Mar. News) is now available at these additional train stations: Anaheim, Baltimore, Denver, Ft. Lauderdale, Hartford, Lancaster, Milwaukee, New Orleans, Orlando, Philadelphia, Sacramento, San Diego, Santa Ana, St. Louis, Syracuse, Tampa, Wilmington.

Oil: DOT Policies Push Us Into OPEC's Clutches

President Reagan, in a May 6 message to Congress, said "Secretary [of Energy] Herrington's recent report points out 3 major concerns: (1) our increasing dependence on imported oil; (2) the sudden decline in oil prices in 1986, which has harmed significant segments of the U.S. petroleum industry; and, (3) the serious implications for national security raised by both of these these events. The Department of Energy (DOE) concludes that by the mid-1990s we may be importing more than half our oil." The President said our oil imports have risen one million barrels per day due to "increased consumer demand for oil" and reduced U.S. production (*Congressional Record*, May 6, pp. S6088-9).

Several other recent studies "warn that a severe oil shock could be just a few years away. . . . [A draft National Petroleum Council study requested by Secretary Herrington] contends that by the early 1990's the members of the Organization of Petroleum Exporting Countries, particularly those in the Persian Gulf, will probably be exerting greater control over the world oil market than they did in the 1970's" (*New York Times*, Feb. 23).

DOE figures show that from 1983 to 1986 U.S. oil consumption rose from 15.2 to 16.1 million barrels per day (MBD), with imports rising from 33.2% to 37.5%. (During 1978 and "energy crisis" year 1979, we consumed 18.8 and 18.5 MBD, respectively, of which 44.4% and 45.7% were imported.)

The President's response focusses on increasing domestic production and building up reserves but ignores conservation. As Prof. Amitai Etzioni, of George Washington University, said in an Apr. 3 *Christian Science Monitor* interview: "There's a limit to the amount of oil. . . . We found a lot more than expected, and the market [is doing] its wonderful thing. In the end, though, we're burning it up like mad, and nobody's adding a single barrel to the pool down there. So one of these days we'll have to deal with that issue again." When he sees another highway under construction, he said, "I ask myself, 'Has anybody sat down to ask whether in 40 or 50 years are we really going to be swimming in oil?'"

The administration "responds" by working to limit mass transit and Amtrak investments and ignoring opportunities to give individuals and state and local governments incentives for less auto dependence. To cite 2 items included in NARP's May 14 statement to the Senate Appropriations Subcommittee on Transportation:

- Under federal tax policies, employer-provided parking is widespread and tax-free; employer-provided transit

TRAIN CREW TAKEOVERS—PHASE V

On Apr. 29, Amtrak assumed train and engine personnel running its trains on Southern Pacific: Portland-Klamath Falls; on Union Pacific: Portland-Nampa; and on Burlington Northern: Portland-Seattle-Minot, Portland-Spokane.

On May 27, Amtrak completed Phase V when it took over crews on UP: Salt Lake City-Nampa, -Winnemucca, -Las Vegas; on SP: Winnemucca-Sparks; on BN: Lincoln-Denver; on Denver & Rio Grande Western: Denver-Salt Lake City; and on Atchison Topeka & Santa Fe: La Junta-Needles.

passes are scarce and only \$15 per month is tax-free.

- The urban peak-hour single-occupant-auto commuter is perhaps the nation's most heavily subsidized transport user, causing the need for much costly highway expansion, and yet federal transportation officials are silent on the need to make these commuters pay more for the use of the roads than the rest of us.

The tone of the federal attitude towards transit was well reflected in Secretary of Transportation Elizabeth Dole's Feb. 19 testimony before the House Appropriations subcommittee. She claimed there are "fewer people riding, not more. . . . mass transit is not going up, it's going down in terms of ridership." Actually, as NARP pointed out in a May 21 letter to the secretary, transit ridership rose from 6.9 billion in 1975 to 8.2 in 1985 and 8.3 last year.

The secretary said transit accounts for less than 3% of person-trips (NARP has asked her for supporting data), but Rep. Martin Sabo (D-MN) aptly responded: "What's important are margins and peaks. During the peak hour 50% of those riding downtown [ed.: in his Minneapolis district] are on transit. If they weren't, I'm not sure what we'd have to do to the freeway system to accommodate them."

When the subcommittee's ranking Republican, Rep. Lawrence Coughlin (PA) asked the secretary about a gasoline tax with some money going to transit, she answered: "I wouldn't understand the rationale." (Sen. Lowell P. Weicker, R-CT, introduced S. 798, which would increase the gasoline tax 30 cents—10 cents a year over 3 years—with half the proceeds going to deficit reduction and half to the Highway Trust Fund for roads and transit.)

Far from seeing anything wrong with current trends towards auto-dependent, sprawling development in the suburbs, DOT seems ready to use these trends to justify its anti-rail stance. In Apr. 30 testimony before the Senate Appropriations subcommittee, Urban Mass Transportation Administrator Ralph L. Stanley claimed the transit industry "has lost market share. According to U.S. Census data, in 1980 only 9% of all urban work trips were on transit, down from 13% in 1970." Given federal policies, of course, it's a wonder the losses haven't been worse.

In evaluating the 1987 Maryland Legislature during an Apr. 30 talk to the Action Committee for Transit (Montgomery County, MD), State Sen. Idamae Garrott said: "We did a very poor job this year on transportation. We have a lot of highway-happy legislators. Most of our legislators believe that building more and more superhighways is really the answer to the transportation problem." Sadly, her evaluation of Maryland might well be applied across the nation.

Fortunately, however, there's enough good news to encourage NARP members to keep up the pressure on public officials to change their "highway-happy" ways. Much of the good news relates to the fact that, since light rail is "in," its lower construction costs mean more miles of rail transit will be built.

- The Portland (OR) light rail system continues to be a success story. (See box.)

- Things are looking up for the two-state St. Louis light rail plan, with extensive use of existing bridges (including the old railroad deck of the Eads Bridge over the Mississippi), tunnels, and rail rights-of-way helping to minimize construction costs. NARP wrote in support of this project to House Appropriations Subcommittee Chairman William Lehman (D-FL) and to Rep. Coughlin.

- Maryland Gov. William D. Schaefer recently wrote: "I am very much in favor of using light rail to supplement our regular rapid transit system. It's a proven technology and it could be run on some of the existing rail rights-of-way. . . . The studies for the northern and southern corridors [ed.: towards Cockeysville and Annapolis] have been accelerated and will be completed by August. . . . I believe light rail is a promising alternative to congestion on our highways, especially where the rail corridors already exist."

- Montgomery County (MD) is seriously considering establishing a Bethesda-Silver Spring cross-county light rail service that would link two existing north-south Metrorail lines.

- In Phoenix, "while no plan has been proposed as yet, a fixed guideway rapid transit system of approximately 50 miles currently is being explored" (*Passenger Transport*, Apr. 6).

- Washington is starting to debate raising the gas tax.

Government often reacts only to crisis. Something approaching the kind of commitment we'd like to see may indeed await the next "oil shock." On the other hand, the progress already being made, combined with warnings about oil imports even from President Reagan plus memories of the 1970's crises means government's overall response to the case for transit may be better than one might normally expect.

If not Elizabeth Dole, then maybe her successor will pay more attention to the ideas in NARP's recent letter to her: "We are dismayed at the extent to which automobile- and highway-oriented policies discourage construction of rail transit systems that are best able to attract auto users, and encourage proliferation of highways and auto-dependent developments that are inconsistent with:

- energy conservation,
- safety (autos will remain by far the most dangerous form of travel),
- efficient land use and other environmental considerations (including the threat suburban sprawl poses to preservation of farmland and adequate food production), and
- provision of continued mobility for a population whose average age is steadily rising and in which many people of all ages cannot drive or do not own a car."

(For additional energy-related material, see NARP News feature stories of Apr. 1979 and May 1985. Send NARP \$3 for our 1979-81 paper on Amtrak's energy efficiency.) ■

NARP DIR. AL BROOM DIES

We regret to report the death on Mar. 28 of NARP Director Albert M. Broom, 57, of Champaign, IL. A travel agent for many years, Broom had been a NARP director since 1983.

CLAYTOR (continued from page 1)

"Crescent." "[It] looks possible, if we can get some mail, and this is something we might get mail on. . . . We're looking at that."

- Amtrak has concluded it would cost about \$14 million in additional annual operating expense to increase the frequency of the Chicago-San Antonio "Eagle" and the Los Angeles-New Orleans "Sunset Ltd." from tri-weekly to daily on their present routes. "That's operating costs—that's not counting any capital [i.e., equipment] costs. . . . And I'm sorry to say that that cost is not within our capability, unless we do something on [Capitol] Hill that we haven't been able to do. . . . so that we really have funds."

- "I'd like to make the 'Cardinal' daily, but we can't do

PORTLAND LIGHT RAIL: COST-EFFECTIVE

"In just six months, light rail has proven itself to be a cost-effective investment for this community. Today, it costs Tri-Met less than half as much to carry a MAX [light rail] passenger as it costs us to carry a passenger on a bus. . . . The cost of providing a ride on Tri-Met (i.e., the entire bus-and-rail system) during February was \$1.57, 9% lower than last February's figure of \$1.73." These are the observations of Tri-Met General Manager James E. Cowen, who recently predicted the fiscal year ending June 30, 1987, would show Tri-Met's best operating results since 1981, in part because light rail operating costs were under projections. He also noted total Tri-Met ridership in February was over 5% above the Feb. 1986 level.

that right now. But we are going to continue to look at the possibility of splitting the 'Cardinal' at Indianapolis and having a section go to St. Louis. To do that and get mail, it would have to be daily."

- The Amtrak Board has approved funds to convert 16 of the original Metroliner self-propelled cars into cab-equipped Amfleet coaches for push-pull trains. 10 will be assigned to Los Angeles-San Diego, 6 to Philadelphia-Atlantic City. The states of California and New Jersey are both helping to pay for these conversions. "We hope to start the first push-pull train in San Diego in October of this year, and to have all those trains push-pull between then and the next summer." Claytor said an eighth "San Diegan" will be added as soon as enough cab-cars are finished. Atlantic City service is scheduled to begin in Apr. 1989, and "it's going right on schedule and right on budget." The track work should be completed this season, but "the big delay in this is getting all the signal equipment. It just has a long lead time. It's all been ordered."

- The Amtrak Board has authorized the rebuilding of 3 Turboliner trains for New York's Empire Corridor. "These are 3 of the trains that have been stored out in the Midwest and are now being redone at Beech Grove. The first one will be in service on June 15, the second one in January '88, and the third in October '88."

- The West Side Connection on Manhattan Island, which would allow Amtrak to consolidate all its trains at New York's Pennsylvania Station, "is about 2 years away." Claytor hopes it will be ready by early 1989, but noted a "little problem": under the original contract between Amtrak and the State of New York, the state must pay 40% of any cost overrun; an overrun of \$15-20 million is now projected (due largely to "red tape delays" and funding uncertainties); and the state's willingness to pay the overrun is unclear. The original cost estimate was \$60 million.

- "We're building a new station in New Rochelle [to replace Rye, NY]. We hope to have that in service this fall." Claytor said Amtrak hopes to move into Boston's new Back Bay Station this summer or early fall, and that when the restoration of Washington Union Station is completed in the next 12-15 months, it will "be the prettiest station in the entire Northeast Corridor." ■

BYE BYE, B&O

The 160-year-old Baltimore & Ohio Railroad went out of existence Apr. 30, as did the Chesapeake & Ohio Railway. Both were merged into the CSX Railroad. The B&O, chartered in 1827, was the oldest railroad company in the U.S., and, for that matter, one of the nation's oldest corporations of any kind.