



# NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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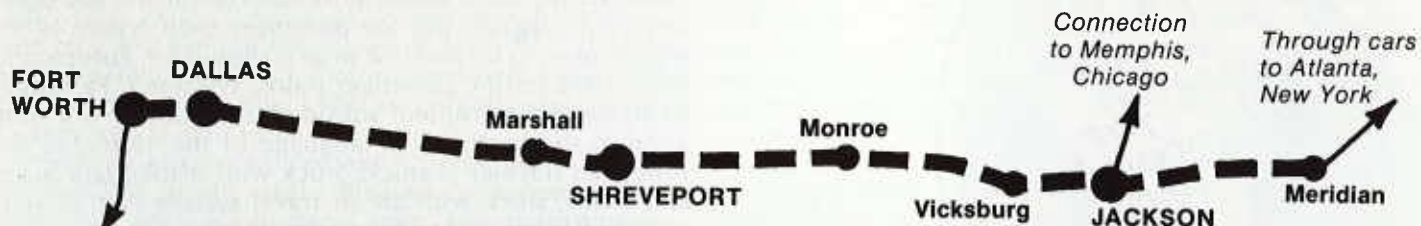
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(This has news through September 30. No. 8 was mailed September 15.)

RETURN REQUESTED



## Daily Texas-NY Service Possible...



—Barry Williams/NARP Graphics

### ... But a Mail Contract is Needed

Efforts to expand Amtrak's long-distance network reached an important milestone this summer with Amtrak's finding that a valuable new service could be added without increasing Amtrak's subsidy needs: daily Ft. Worth-Dallas-New York cars via a new Ft. Worth-Meridian, MS, section of the New York-New Orleans "Crescent." The catch is that Amtrak has been unable to secure the mail contracts whose revenue Amtrak's analysis says is needed for the train to cover its costs.

The train would make Ft. Worth, Dallas, Longview, and Marshall the first Texas points with daily Amtrak service since 1981. The train would also provide benefits Amtrak has never offered before:

- daily direct East Coast-Dallas/Ft. Worth travel with no change at or passage through Chicago, and daily direct Atlanta-Dallas/Ft. Worth service;
- service to Vicksburg, MS; and Delhi, Monroe, Ruston and Bossier City/Shreveport, LA;
- convenient connections for passengers (and mail) at Jackson, MS, between points north and east, permitting single-overnight Chicago-Atlanta, Chicago-Tuscaloosa, and Chicago-Meridian trips; and
- convenient thrice-weekly connections between most "Crescent" points and "Eagle" Texas points below Ft. Worth (e.g., Atlanta-Austin). One could change trains at Dallas' marvelous Union Station/ReUnion complex (see *NARP News*, June, 1981) or at Ft. Worth, Longview, or Marshall. By "convenient" connections, we mean a layover of a few hours when trains are on time, and thus a reliable connection when the first train is late.

The train would also permit single-overnight Chicago-  
(continued on page 4)

#### TRAVELERS' ADVISORY

Now on sale: reduced-price *All Aboard America Fares*, good for travel between Oct. 1, 1987, and May 26, 1988. \$138 for 1 zone, \$188 for 2 zones, \$238 for all 3 zones. Usual rules apply (e.g., 45 days' of travel, 3 destinations, valid in sleepers, etc.). Also, \$7 *Return Fares* are again available, generally wherever one-way fare is \$60 or more.

Tempe, AZ, is at last a stop for Los Angeles-New Orleans "Sunset Limited." Service began Sep. 8. This Phoenix suburb first appeared in Amtrak's April 1984 timetable with footnote "service to commence on date to be announced." Also Sep. 8, Oakland-Bakersfield "San Joaquins" began serving Denair, CA, 4 miles east of Turlock. Neither station is staffed.

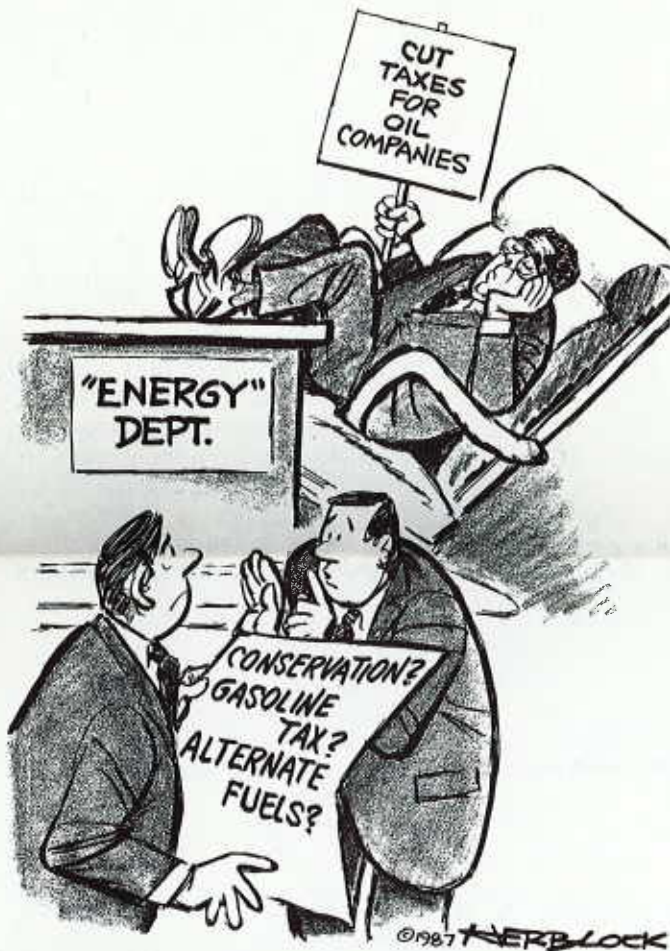
On Oct. 5, Amtrak plans to end 7-year detour in Boston when it moves its Boston-Washington Shore Line trains from Conrail's Dorchester line back to the Northeast Corridor mainline (Apr. *News*, p. 2). All Amtrak trains will begin using new Back Bay station that date. New station, funded by Massachusetts Bay Transportation Authority, will be staffed and will handle checked baggage.

#### EFFECTIVE OCT. 25 WITH RETURN OF STANDARD TIME:

To improve schedule times and on-time performance for Chicago-Indianapolis local travelers, "Hoosier State" will be restored as a daily separate service: Train 318 dp. Chicago 5 PM (vs. "Cardinal's" 7 PM), Train 317 dp. Indianapolis 9 AM (vs. 7 AM). The thrice-weekly New York-Indianapolis-Chicago "Car-

(continued on page 4)

"SHH—HE'S ALL TIRED OUT"



—Herbert Block/Washington Post

### GUNS IN THE GULF: \$40 BILLION/YEAR AUTO SUBSIDY

"Former Navy Secretary John Lehman estimates that the share of the Reagan-era military buildup specifically designed to make good on the so-called Carter doctrine—that the U.S. will protect Mideast oil supplies by force if necessary—is costing American taxpayers about \$40 billion a year," according to Michael Kinsley's Aug. 13 *Washington Post* column.

In his Aug. 15 response to Pres. Reagan's weekly radio address, Sen. Wyche Fowler (D-GA) said: "We have American sailors, seven thousand miles from home, facing down Iranian suicide squads to defend the Straits of Hormuz. Pres. Reagan has called this narrow body of water 'a chokepoint for freedom.' But is it, really, a chokepoint for freedom—or a choke hold on our country's throat because of our dependency on imported oil? . . ."

"We've had plenty of warning. We had gas lines in the '70s. We had recessions. But because of those jarring shocks and stutters, we began to act. Every president from Richard Nixon through Jimmy Carter supported the development of a comprehensive national energy policy. . . . We were moving toward a sensible energy policy, until—until this Administration decided that the best energy policy was no energy policy at all. As a result, we have greater dependence on oil imports today than we did during the Arab Oil Embargo."

## More From John Chancellor

In his *NBC Nightly News* Commentary of Aug. 18, John Chancellor had more to say about America's transportation mess (see also Mar. News):

"Planning a trip sometime soon? Going on a vacation? Taking the kids to see Aunt Mary? Well, if you plan to fly, you'll be thinking these thoughts. The airport is going to be jammed. The plane is going to be late. When it finally takes off, you'll worry about near-misses in the air; even the president had one. When the plane lands, it's going to be late. The airport's going to be jammed. Will your luggage make it? And in your mind will be the image of that crashed DC-9 near the Detroit airport. Lots of luck, folks.

"This country has the best airline safety record of any, so you're only a little worried about crashing. What you're really worried about is all that hassle. Is there a better way? Well, you could drive. It's far more dangerous than flying and it takes longer, but you're in control. How about buses? Not if Aunt Mary lives in a small town. Fewer and fewer buses serve small towns these days. It's not profitable.

"There are passenger trains, if you don't want to fly. Trains are the safest mode of transportation and you don't lose your luggage, but the passenger train system is not what it used to be and not what it should be. Europe and Japan have terrific passenger trains. We don't. Passenger trains need government subsidies and subsidy is a dirty word in the bottom-line language of the 1980's, so the American traveler is stuck. Stuck with inadequate buses and trains, stuck with an air travel system that is overcrowded, frustrating and sometimes frightening. Yet, if you want to travel, there's nowhere to go but up, which is commentary for this evening, Garrick." ■

## Publicize Anti-rail Votes!

Back in March, the *San Diego Union* published an excellent letter from NARP Dir. Carl Schiermeyer of Long Beach, explaining in detail how the San Diego area's four U.S. representatives had voted on Amtrak during the past two years.

Schiermeyer's purpose was to acquaint ordinary (non-NARP) residents of San Diego with their lawmakers' voting records on Amtrak. That's something we all need to do in our own areas. We sometimes forget that while millions of Americans share our support of passenger trains, only a small percentage follow passenger trains politics. Because we in NARP are experts in train politics, it is our duty to "spread the word" to those in our communities who don't follow congressional roll call votes. And what better way than through a letter to the editor?

The following are excerpts from Schiermeyer's letter:

"By almost any yardstick, Amtrak's San Diegan trains have benefitted their namesake city. . . . And yet three of the area's four congressmen have essentially voted as a bloc to kill these trains at every opportunity. Reps. Duncan Hunter, Bill Lowery, and Ron Packard have been consistent foes of rail service. . . . Alone among the local delegation, Rep. Jim Bates has consistently voted San Diego's interests and voted for the trains. . . ."

"In 1985, the three San Diegan opponents voted for the Richardson amendment to H.R. 3244, an amendment that was characterized by friend and foe alike as gutting Amtrak. A few days later, the same three voted against H.R. 2266, the Amtrak Authorization Act. If it weren't for congressmen from districts with no train service at all, there

would be no San Diegans today. . . . The fact of the matter is that the votes make no sense at all. . . . San Diego's congressmen should give the support to the trains that its residents and visitors have."

Perhaps your representatives would be less inclined to vote against Amtrak in the future if they knew their votes would be splashed across the letters page of local newspapers. ■

## Counting Amtrak Staff: How Many 'Managers?'

People with diverse motives for discrediting Amtrak management have made a number of false statements centering on the theme that Amtrak is badly overstaffed and has too many "managers." To most of us, a "manager" is someone with people reporting to him/her. To give Amtrak's critics the benefit of the doubt, however, we use the broader railroad definition: "nonagreement personnel," that is, anyone not covered by a union contract.

Here are the charges and—to the best of our knowledge—the facts:

● **Charge:** In a column published between Aug. 30-Sep. 3, 1986, Neal Peirce quoted an "anonymous broadside" issued by some Amtrak employees in May, '86, "alleging that an astounding 42% of Amtrak personnel have some kind of management title." This was eagerly and uncritically repeated at least twice.

The Amtrak chapter of Heritage Foundation's Feb. 1987 "privatization" study said: "Bloated management also accounts for Amtrak's financial woes. Like most government-run organizations, Amtrak is weighted down by bureaucracy: 42% of Amtrak's workforce carries a management title and earns management salaries." Heritage's footnoted source for this claim? The Peirce column! (Heritage did not tell its readers that Peirce was quoting an "anonymous broadside.")

On an "It's Your Business" segment taped July 17 (see our Aug. lead story), U.S. Chamber of Commerce Pres. Richard Leshner stated: "Amtrak has 40% of their workers classified as managers. I don't know of any business in the world that can run that way."

**Response:** Based on "man-years" of paid labor, management included only 13% of Amtrak's 19,448 employees in 1986 (Aug. News, p. 4, incorrectly reported 15%), and estimates have that percentage dropping to 12% of 21,169 in 1988. These calculations are generous to Amtrak's critics in two additional ways: they exclude overtime worked by union members (management is not paid for overtime, of course) and they exclude those doing work for Amtrak while on the payrolls of private railroads. The number of people in the latter category is declining—and Amtrak's employee total is rising—with Amtrak's takeover of train and engine crews.

The next 2 charges are from a recent *Trains* magazine column.

● **Charge:** "OMB. . . might have asked how many of Amtrak's 3100 managers could be eliminated (at \$65,000 a position) but for Amtrak's ownership of the Northeast Corridor (NEC). The non-NEC national system could be, indeed probably already is, managed by fewer than 400 people."

**Response:** Amtrak management included only 2,549 in 1986 (down 12% from 1981). In Fiscal Year '88, the level is projected to drop to 2,525 excluding 60 positions added to support Boston area commuter trains (which Amtrak has

operated since Jan. 1 under contract to Massachusetts Bay Transportation Authority). Only 400 (15%) of Amtrak's management personnel have total compensation (wages plus benefits) over \$65,000. (On average, benefits constitute 39% of total compensation at Amtrak; in the rail industry as a whole, the figure is 36 to 37% because compensation levels for both union and management are generally higher than at Amtrak.)

Amtrak estimates about 418 management personnel were non-NEC-related in FY '86, "however it cannot be said they are all 'exclusively non-NEC.'" That raises a basic point: since NEC and non-NEC services both benefit from economies that result from having a single organization manage them, the task of trying to label all Amtrak managers "NEC" or "non-NEC" is virtually impossible. It is also counterproductive—unless one's goal is to destroy either category of service. (This brings to mind a recent response by British Railways Board Chairman Sir Robert Reid to speculation that his freight operations might be privatized: "Of course we run a very basic network and disentangling is an extremely difficult thing . . . and there is enormous diversion of management attention if you do that" [*Traffic World*, Aug. 24].)

● **Charge:** "Norfolk Southern's (NS) entire headquarters staff numbers 160." This sentence immediately follows the two just quoted and is obviously intended to convey the impression that Amtrak is "bloated" compared with NS.

**Response:** The NS railroads—Norfolk & Western, Southern—have a total of about 5,000 employees at their two major headquarters, Roanoke and Atlanta. The 160 must refer to the NS holding company's Norfolk offices, which house holding company officers and some senior officers of the railroads, and where the August headcount was 179. Obviously it is misleading to compare the NS Norfolk "headquarters" and Amtrak's "real" Washington headquarters.

● **Charge:** In a letter published recently in *Traffic World*, the same *Trains* columnist advocated "reducing [Amtrak] headquarters costs by \$50 million annually by eliminating 800 of 3,100 'management' positions."

**Response:** There aren't 800 headquarters managers to eliminate! Amtrak headquarters management totaled 737 last year. (Including the 737, Amtrak's nationwide non-agreement total was 2,549; the NS systemwide non-agreement total is about 5,500.)

In responding to these attacks, we are not suggesting that Amtrak (or any other large organization, whether in the public or private sectors) is as "lean and mean" as it could be. Although the specifics cited above and the positive trends in Amtrak's overall statistics suggest that "management bloat" is not a problem, we remain willing to revise our opinion—and convey it to Amtrak's president and others if necessary—based on new and important information that, unlike the jabs noted here, stands up under close scrutiny. ■

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### AMTRAK EXECUTIVE UPDATE

Neil D. Mann became Amtrak's Asst. Vice Pres. of Personnel on June 15. He replaced John N. Stulak, Vice Pres., Personnel & Administration. Mann was formerly the head of personnel for the Association of American Railroads.

Richard I. Klein became Amtrak's Treasurer on June 24. He assumed the treasury duties of Charles W. Hayward, V.P. of Finance & Treasurer. Hayward's new title is V.P. of Finance & Administration.

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#### TRAVELERS' ADVISORY (continued from page 1)

dinal" will not carry coach passengers local to the Chicago-Indianapolis segment (NARP is protesting), and the present Wednesday departure from New York will be replaced with a Tuesday departure.

Express Metroliner will be added northbound Mon.-Fri., stopping only at New Carrollton, MD. Dp. Washington 6:50 AM, dp. New Carrollton 7:00 AM, ar. New York City 9:30 AM. The 7 PM Metroliner from New York will run to Washington Sun. thru Thurs. (vs. present Mon.-Thurs. to Phila. only and Sun. only to Wash.).

Train 40, Chicago-New York "Broadway Limited," will be rescheduled to restore connections from West Coast: dp. Chicago 7:55 PM (vs. present 3:00 PM). Train 30, Chicago-Washington "Capitol Limited," will dp. Chicago 6:00 PM (vs. 7:55 PM). Train 90, Savannah-New York "Palmetto," will dp. Savannah 8:25 AM (vs. 6:25 AM). Train 89, southbound "Palmetto," will dp. New York 8:20 AM (vs. 7:45 AM).

Train 26, Seattle-Salt Lake City "Pioneer," will dp. Seattle 6:45 AM (vs. 7:00 AM), due to train speed crack-down by State of Washington.

Time added in April to Chicago-Oakland "California Zephyr" and Los Angeles-Seattle "Coast Starlight" (Feb. News) will be removed, though time added to Chicago-San Antonio "Eagle" will not be, due to continued reliability problems.

Dedicated Amtrak feeder bus service will commence between Clifton Forge Amtrak station ("Cardinal") and Roanoke, VA, permitting Chicago-Roanoke and New York-Roanoke travel; and between Winter Haven Amtrak station ("Silver Meteor") and Tampa/St. Petersburg, permitting Miami-Tampa travel. Congratulations to Florida Coalition of Railroad Passengers, which lobbied Amtrak for the latter!

Northeast Corridor trains will serve New Rochelle instead of Rye, NY; Chicago-New Orleans "City of New Orleans" will drop Cairo, IL; "California Zephyr" will add Princeton, IL; Chicago-St. Louis trains except "Eagle" will add Chicago suburb of Summit, IL.

Kansas City-Centralia "River Cities" will become St. Louis-Centralia-Carbondale train; New Orleans through coach will be switched at Carbondale rather than Centralia, IL.

Convenient Madison-Milwaukee-Chicago bus/rail connection (July News) is ended 6 months after it began.

Amtrak's Oct. 25 timetable will indicate a "San Diegan" will be extended north from Los Angeles to Santa Barbara "in the near future." An eighth Los Angeles-San Diego train is also likely to be added "in the near future," although the timetable won't say this. Both services may be running before year's end (see also Sep. 1986 News).

#### TEXAS-NY SERVICE (continued from page 1)

Birmingham trips (Amtrak offered through service in this market until "Floridian's" 1979 discontinuance) and convenient thrice-weekly connections—at any of the 4 Texas points just noted—between "Sunset" points San Antonio-west and "Crescent" points Meridian-east without the need to spend a night in a hotel, something never before offered to coach passengers and not offered to sleeping-car passengers since 1985.

As recently as early Sep., Amtrak expected to begin the

service Oct. 25. Even after getting the bad news about the mail contracts, Amtrak went ahead with its planned Sep. 8-9 inspection train run over the Meridian-Marshall segment "to gather information necessary for determining trip times on this route should it become possible to operate the train in the future."

NARP members can help make this train a reality by alerting interested business and political leaders to the additional Amtrak service which could be had simply from a change of heart at the U.S. Postal Service. Remember that people running for election or re-election may find this an attractive issue—the politician's dream is to be able to give people something for nothing!

Even if you don't live in the region where the new train would run, you may be able to get your legislators interested. Some may benefit from the New York through cars or the new Chicago and "Sunset" connections. Other legislators might see a failure to start the Texas train as jeopardizing the subsequent startup of other potential Amtrak runs that would also need mail.

In urging prominent people to contact their U.S. representatives and senators, and in your own communications to federal legislators, please emphasize the need to approach the Postal Service tactfully, expressing appreciation for the 77% growth in Amtrak's systemwide mail revenues FY '83 to '86 (\$12.5 million to \$22 mill.). Amtrak projects FY '87 mail revenues at \$28 million—26% above last year and 123% above FY '83!

By taking mail from trucks, the train would mean safer, longer-lasting highways. Also, as we keep reminding America, chances are that oil prices will rise sharply in the next several years. By relying more on energy-efficient trains and less on trucks, the Post Office can reduce its vulnerability to future increased fuel prices.

This is the first time Amtrak has found it could add a major long-distance service without increasing its subsidy (Meridian-Ft. Worth = 536 miles of which 355 are freight-only; Amtrak serves the other 181 only thrice-weekly. Amtrak Pres. Graham Claytor Jr. told his board on Sep. 23 that "we would have more mail if we could only make our deals with headquarters" and indicated he would keep trying to get mail for the Texas service in hopes it could begin next April.

Let's do all we can to help make the service a reality! ■

#### MORE ON 2020 TRANSPORTATION FORUMS

As we reported in the June NARP News, AASHTO's Advisory Committee on Highway Policy is holding public forums around the U.S. to solicit views on what the nation's future transportation policies should be. NARP Reg. 10 Dir. Cathy Johnson testified for NARP at the Lincoln, NE, forum Aug. 13. NARP Exec. Dir. Ross Capon testified at the Annapolis, MD, forum Sep. 15.

Upcoming forums are: October: 1-Montpelier, VT; 8-Casper, WY; 28-St. Paul, MN; 29-Denver, CO. November: 4-Jefferson City, MO; 10-Montgomery, AL; 12-Pierre, SD, and Columbus, OH; 17-Oklahoma City, OK, Boise, ID, Jackson, MS, and Wilmington, DE; 18-Bismarck, ND; 19-Albuquerque, NM. December: 1-Richmond, VA, and Springfield, IL; 16-Indianapolis, IN.

For more information on specific locations and times, please contact your state department of transportation or the NARP Office. These forums offer you an excellent opportunity to see highway (and other) interests in action, and to give moral support to mass transportation witnesses.