



NARPnews

“This gift by George McCallum shows faith in NARP’s vision to create a safe and effective 21st century transportation network.”

NARP BOARD CHAIRMAN ROBERT J. STEWART

NARP to Congress: Pass Transportation Bill to Move PTC Installation Forward

Despite earlier predictions from Senate transportation leaders, Congress’ newest stopgap budget proposal to avoid a government shutdown fails to extend a deadline for Positive Train Control (PTC) technology, a decision that threatens to leave train passengers and freight shippers left stranded at the station come January 1.

Congressional leaders said they would use the short-term budget extension—called a Continuing Resolution—as a vehicle to extend the deadline for implementing PTC, technology that serves as a layer of redundancy against human error; federal investigators stated it would have prevented the deadly derailment of Amtrak Train #188 north of Philadelphia in May 2015. “PTC is a life-saving technology, and it absolutely must be implemented,” said NARP President Jim Mathews in a press release. “However, it is clear that most railroads will not meet

the deadline, so we must do everything in our power to guarantee that the trains are still running in 2016.

“Fortunately, the solution is easy: the full Congress must pass the long-term surface transportation bill, known as the DRIVE Act Act, the Senate passed in July,” said Mathews.

NARP submitted a path for responsible extension of the deadline to Congress in February 2015, and has been warning about the consequences of failing to extend the deadline for months. These warnings were underscored by a September 2015 report issued by the Government Accountability Office, which warned that most railroads are not capable of meeting the deadline.

NARP is encouraging members to contact their members of Congress now and tell them to pass the DRIVE Act. You can make your voice heard at this link: <http://bit.ly/1LgVGqs>. ■

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NARP Receives Large Bequest from McCallum Estate

NARP has been given a bequest from the estate of long-time member George E. McCallum, the largest monetary gift ever received by the association.

“We are humbled and inspired to receive this wonderful gift, which will help NARP bring like-minded parties together across all political viewpoints to help advance the national conversation about rail service into a larger, forward-looking intermodal vision which we’re calling ‘A Connected America,’” said President and CEO Jim Mathews. “A Connected America links states and

regions together with a high-quality, balanced intermodal and multimodal transportation system that serves all our citizens.”

McCallum was committed to the importance of providing safe, reliable rail options as part of the U.S. multimodal transportation system. “He felt strongly that his gift would energize NARP and encourage its 28,000 members to continue their efforts to advocate on the federal, state and local level to ensure that our country has the public and private funding for future infrastructure

projects,” said Mathews.

Well in excess of \$2 million, the gift’s exact amount will depend on the resolution of his estate, along with the final value of his investments. Disbursement of his funds will take a number of months, and there will be no immediate impact on NARP’s budget.

“This gift by George McCallum shows faith in NARP’s vision to create a safe and effective 21st century transportation network,” said NARP Board Chairman Robert J. Stewart. “This donation will go far in helping NARP

BEQUEST, p. 3

• • • M E M B E R S P O T L I G H T • • •

Christopher Parker: Rail Advocate Stepped Up Because NARP Asked

Council Member Christopher Parker, who joined NARP in the 1980s while in high school, said he stepped up to help the organization because he was asked. Parker, who's also the executive director of the Vermont Rail Action Network (VRAN), noted that NARP put out an invitation for volunteers in 2006.

"NARP was looking for route volunteers, people who looked out for the welfare of particular trains. At that point in my life, I was looking for something new to participate in, so I stepped up," said Parker. "I would not have done it without that invitation."

VRAN has two rail goals, said Parker. "First, we want to extend service on the *Ethan Allen* to Burlington, Vermont, the state's largest city," he said. "Second, we want to restore the *Vermont* to Montreal, the largest city in the region."

The *Ethan Allen* needs 70 miles of track upgrades, and that is almost done, said Parker. "For the *Vermont*, we need an international agreement with Canada for Customs pre-clearance. Still to come is an agreement between Amtrak and Canadian National Rail." VRAN has support from Gov. Peter Shumlin (D) for both projects, he added.

Parker cited five things done by VRAN to advocate on state rail issues. "First, working with the media has more power than anything else. We speak with individual reporters and let them know when things are happening," he said. "Second, it's important to have a website with lots of information."

Third, VRAN has an email list of 5,000 people, said Parker. Fourth, VRAN has an annual meeting at Burlington's Union Station. "We get about 150 people for that meeting. We make an effort to get the right people to attend, like legislators, the governor, the railroads and staff from the Vermont Agency of Transportation's rail staff," he said.

Finally, VRAN prefers to work with the state agency and others rather than talk at them, said Parker. "Those relationships are more fruitful than letters or petitions. That's something important for advocacy folks to think about."

NARP members can get started by doing one simple thing: just show up, said Parker. "When you give things attention, things shift. I focused my attention on local meetings and what was already being done," he said. "And rather than come in and tell people what to do differently, focus on what is already there. None of this is hard to do. Just do it." ■

Nominations Now Open For 2016 Election Of Council Of Representative Members

NARP is inviting all members in good standing to consider running for seats on the Council of Representatives, the association's volunteer governing body. Elected members of the Council of Representatives serve two-year terms. The next election for seats on Council will occur in January 2016 for the term starting March 1, 2016. Any NARP member who has paid dues for at least one year, is at least 18-years of age and is a U.S. resident is eligible to run.

The Council consists of 112 elected state representatives. The number of representatives per state is determined by a weighted ratio of total NARP members in a given state and the state's overall population. The certified number of available Council seats to be elected, per state, in January 2016 can be found here.

The Council of Representatives represents the overall NARP membership in setting and approving the overall policy and direction for the association. The Council

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Christopher Parker mans the tables at a rail event in White River Junction.


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Cities Study Future Transportation Options That Include Rail

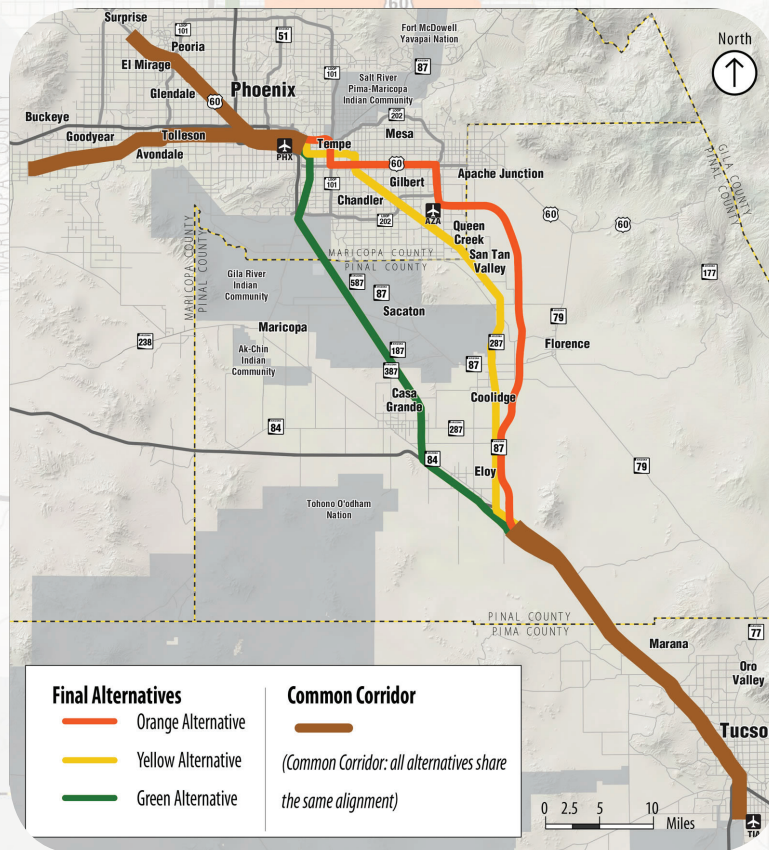
The cities of Nashville and Tucson are looking at the future of their transportation systems as they prepare for future growth. The cities of Nashville and Tucson are looking at the future of their transportation systems as they prepare for future growth. The cities of Nashville and Tucson are looking at the future of their transportation systems as they prepare for future growth.

The Nashville Area Metropolitan Planning Organization (NAMPO) has adopted a new transportation plan that is looking to 2040 to identify transportation's role in shaping a more livable, sustainable and prosperous future. According to data from an American Community Survey, one out of every three Middle Tennessee commuters works outside of their home county. That grows to nearly one in two when looking at residents outside of Nashville-Davidson County and Clarksville-Montgomery County.

That's why it's important for NAMPO to help with regional coordination on issues like transportation, housing, and economic development, which are all crucial to the long-term success and livability of individual communities.

The goal is to expand and modernize the region's mass transit system in preparation for an increasingly competitive global economy. Finally, NAMPO wants to create public-private partnerships to encourage innovative approaches to project design and delivery.

On the other side of the country, the Arizona Department of Transportation has released a Draft Tier 1 Environmental Impact Statement after four years of study and outreach



A map of proposed rail routes in Arizona

surveys with their ideas of which routes would best serve their communities. ADOT identified a need for an alternative transportation mode to help meet existing and future travel demand in the Pima, Pinal, and Maricopa tri-county area. By 2035, the travel time between Tucson and Phoenix via Interstate 10 is projected to take 26 percent longer than the travel time in 2010 and, by 2050, 59 percent longer, even if the highway is widened to 10 lanes.

The proposed passenger rail line will be designed as a blended service: An express service would have few stops between Tucson and Phoenix, and a local service would stop at several communities along the way. State and regional planning initiatives have recommended implementing passenger rail to add travel capacity to what is already offered by highways. Having an additional travel mode for the trip between Tucson and Phoenix

could enhance highway safety and reduce air pollutant emissions.

There is currently no construction schedule and no funding identified for a project to build a rail system between Tucson and Phoenix. Comments on the EIS are due by October 30, 2015. They may be submitted via the ADOT website at www.azdot.gov/passengerrail, emailed to projects@azdot.gov, or mailed or faxed to: ADOT Passenger Rail Study Team, 24 W. Camelback Rd., Suite 479, Phoenix, AZ 85013 or fax at (602) 368-9645. ■

Bequest, from p. 1

work with other partners in efforts to encourage the government to invest in transportation, which will help create the conditions to attract private capital, kick-starting growth and strengthening our communities, states, regions, and ultimately our country.”

NARP hopes that the McCallum gift will inspire members to make their own donations and help push forward a broader

conversation about funding a 21st century transportation network, said Mathews. “Government investments should be measured by their ability to catalyze local, state and regional efforts towards economic development, promote competitiveness and regional connectivity while preserving and growing a modern, multimodal 21st century national transportation network,” he said. ■

• • • S T A T E S N E W S • • •

Responding to a growing sense of public urgency, New Jersey Gov. Chris Christie (R) and New York Gov. Andrew Cuomo (D) came together to pledge \$10 billion in local funding to build new rail tunnels underneath the Hudson River. The governors asked the Obama Administration to pledge federal funds to cover the other half of the project’s estimated \$20 billion cost, along with billions more in federal infrastructure loans that the states eventually would repay. The existing tunnel—heavily used by both Amtrak and New Jersey Transit trains—is 106 years old, and at least one of the tubes will have to be closed within the next 15 to 20 years to enable a three-year renovation project. If the new tunnels are not up and running by then, there will be a 75% reduction in capacity at this critical chokepoint for the entire Northeast Corridor.



Gov. Chris Christie, left; Gov. Andrew Cuomo, right.

NARP members know that Vice President Joe Biden has been a strong and consistent supporter of rail as part of a multimodal transportation system. An article in *The Hill* notes that if Biden decides to run for president in 2016, it could bode well for Amtrak. “Biden is so much of an Amtrak supporter that he is sometimes referred to as ‘Amtrak Joe’ or in his former Capitol Hill life as ‘the Senator from Amtrak.’” “He knows more about Amtrak than anybody else running for president, or anyone that is thinking about running for president,” AFL-CIO Transportation Trades Department President Ed Wytkind said in an interview with *The Hill*. “He has long-standing personal relationships with the workers...He knows [Amtrak employees] by their first names.”

In September, NARP issued a press release that called on Congress to preserve access to the safe movement of people and goods by taking appropriate steps to responsibly extend the deadline for implementing Positive Train Control (PTC) beyond December 31, 2015. The nonpartisan Government Accountability

Office (GAO) is urging Congress to empower the Federal Railroad Administration (FRA) to extend the December 31 deadline for freight and passenger railroads to adopt PTC. In its report, GAO found about two-thirds of railroads, including the largest freight carriers, will need another one to five years to implement PTC technology. Lawmakers have not settled on what kind of extension to grant or on how to write prospective legislation.

The September 2015 NARP newsletter included a member profile of Thomas Girsch of Massachusetts, who noted the battle in his state to build a new rail link between the North and South stations in Boston. Gov. Charlie Baker said he remains “cautious” about building that rail link despite support for it from two former governors, reports MassLive.com. Michael Dukakis, a Democrat, and William Weld, a Republican, met with Baker to discuss the proposed north-south rail link. The pair penned an op-ed piece for the *Boston Globe* to advocate for the rail link. The project is estimated to cost \$2 billion to \$4 billion, according to Baker. ■

Election, from p. 2
elects the Officers and Board of Directors of the association, in addition to up to 10 ‘at-large’ members of the Council. Serving on the Council is a wonderful chance to collaborate with others who have a common interest in improving passenger train service across the country. Council members are expected to represent local needs, issues and activities at the national level; help formulate national policy through active participation in the Association’s committees and encourage activities at the grass roots level to advance the Association’s goals.
The Council meets in person twice per year; in the spring in Washington, D.C., and in the fall at varied locations across the country. Council members are responsible for their own travel and meeting expenses to attend these meetings.

Members interested in running for a seat on the Council must complete and submit to the Nominating Committee for review and qualification a Candidate Information Statement by 11:59 p.m. on December 1, 2015. The Candidate Information Statement is available on the NARP website and by requesting a printed copy from the NARP office.
Complete information on serving on the the Council of Representatives; detailed specifications on the election procedures and the Candidate Information Statement can be found on the NARP website under ‘Join the Council’
NARP is only as strong as the leaders who step up and share their time and talents in working towards our collective goals. Please consider becoming one of these leaders and help make a difference in the future. ■

Support NARP's 'Donate For Dining Cars' Campaign To Fund Advocacy Efforts

When dining amenities on a long-haul train are gutted, normally high revenue sleeping cars generate less income, dragging both the fiscal and customer service performance of the entire train into a downward spiral.

This becomes a problem not just for every person who rides the train, but also for the communities the trains serve.

NARP is asking members to help us spread the message: America's passengers deserve better! Do this by purchase our insulated "Dining Car" bags.

Your donation will not only support NARP's work to build a passenger-focused passenger rail network, but serves as a way to get the message to Congress that micromanaging the nation's passenger railway, through things like eliminating Dining Cars on long-haul rail service, is not the way to go.



narp.org

Your donations have helped fund NARP's successful efforts on Capitol Hill and around the country. Some of our victories this year include:

- Incorporating the Senate's rail reform provisions into the comprehensive transportation bill for the first time ever;
- Transferring an additional \$200 million from allocated highway funds toward life-saving Positive Train Control in the DRIVE Act in the wake of the deadly Philadelphia train accident earlier this year; and
- Defeating two anti-Amtrak amendments in the House of Representatives that would have eliminated Amtrak's operating and capital grants, respectively.

Members can pay \$50 for one bag or \$75 for two bags—one to you and one to a member of your congressional delegation.

Your purchase does two things: send a message to Congress on keeping Dining Cars in place and continue to fund NARP advocacy efforts. Buy your bags at <http://bit.ly/1OqwKH7>. ■

Members Encouraged To Promote NARP At Upcoming Rail Events

Fall is the time of year when groups put on model train shows and rail conventions. These events are ideal places for local NARP members attend and spread the word that passenger rail is an option that more Americans are taking.

From now until the middle of December in venues all across the country, NARP members will show up, speak up and promote passenger rail travel. If you find out there will be no display promoting passenger rail at the model train show closest to you, offer to do one yourself.

It can be as simple as a 3x6 table with a collection of timetables you have gotten from the nearest Amtrak-staffed station, along with NARP membership brochures and newsletters (contact the NARP office for help). While some hosting organizations do charge a fee, usually it is nominal. And if they understand you are not really selling anything but travel by rail, often the fee is waived. The point is to do it. This is a great way to get local NARP members involved in a positive activity promoting travel by rail. Get involved today in this fun way to work for better passenger rail service. A complete list of events can be found at: <http://bit.ly/1itylVvk>. ■



NARP member Bill Bartley talks to visitors at the recent Coal River Model Train Show in Madison, West Virginia.

Rail Industry Loses A True Champion

The death of Thomas Pulsifer, the former president of the Ohio Association of Railroad Passengers (OARP) on Sept. 8 was announced in September by Ken Prendergast, executive director of All Board Ohio.

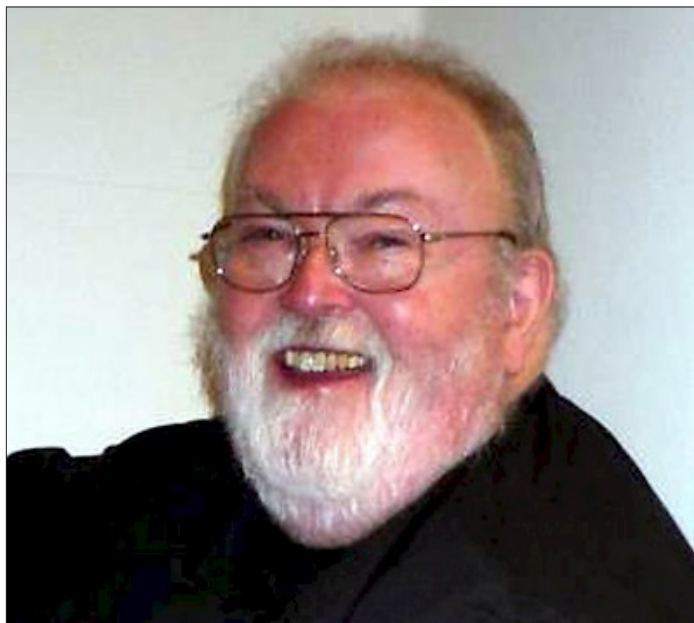
Tom was a man who inspired many people, said Prendergast. He was the longest serving president of OARP, leading the organization from 1976 to 89. The association was founded in 1973 by his friend and work colleague, at Ziebart Advertising, David Marshall of Dayton, who passed away several years ago.

“Tom reluctantly took the reins of OARP,” said Prendergast, who noted that Pulsifer was elected president without his knowledge. In his 13 years as president, Pulsifer stabilized and grew a new, small organization into one of the largest, most respected state-level passenger rail advocacy organizations in the nation.

Pulsifer was later appointed by Gov. James Rhodes as chairman of the Ohio Rail Transportation Authority and served on other rail-related boards and commissions. He spoke from the heart and led by example, said Prendergast. “Once while distributing leaflets to passengers on a train endangered with discontinuance, urging them to write to elected officials to save it, an Amtrak official told Tom to cease his activities. ‘Arrest me,’ Tom replied.”

After his retirement from OARP, Pulsifer wrote books on railroad history and was accomplished organ player at his Lutheran church in Dayton.

“Tom was one of my mentors when I was studying transportation and urban geography at Kent State University in the late 1980s



Thomas Pulsifer

and getting involved in passenger rail advocacy,” said Prendergast. “You never know when the words you send to someone will be the last ones, and I’m glad that I told him in my last letter that he won’t be forgotten.”

In his final letter to Pulsifer on July 29, Prendergast wrote: “You are still and will always be OARP/AAO’s President Emeritus. No one has forgotten you, least of all me. As long as I’m still involved in the coming decades, I will not let you fade away.” ■

NARP Traveler’s Advisory

- ❖ Significant track and infrastructure improvements will affect trains operating along the Empire Corridor between Schenectady and Poughkeepsie, N.Y. between now and December, Trains will continue to operate during construction, but passengers may experience delays of up to 20 minutes when traveling through the work area at the Albany-Rensselaer station. Once this work is completed, train capacity will be increased at platforms resulting in improved quality and reliability of our service.
- ❖ Due to CSX track work being performed in New York between Albany and Buffalo, Maple Leaf (numbers 63 and 64), Lake Shore Limited (48/448 and 49/449) and select Empire Service (280, 281, 283, 284 and 288) trains may encounter delays of up to 45 minutes, with track work is expected to be complete by October 31, 2015.
- ❖ Track work being performed between New Haven, Conn., and Springfield, Mass., will affect Northeast Regional and Vermonter service at the following stations: Wallingford, Meriden, Berlin, Hartford, Windsor, Windsor Locks and Springfield through December 13, 2015.
- ❖ Northbound Acela Express Trains Depart Earlier from Washington, BWI Marshall Airport, Baltimore, Wilmington and Philadelphia through November 20, 2015. Track work will affect the northbound Acela Express schedules, as follows: All northbound Acela Express trains will depart Washington, BWI Thurgood Marshall Airport and Baltimore five minutes earlier; and all northbound Acela Express trains will depart Wilmington and Philadelphia one minute earlier. The Acela Express schedules will not change at stations north of Philadelphia. ■