



from

## NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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July, 1971

### AMTRAK MUST HAVE ITS OWN EMPLOYEES RUNNING ITS OWN TRAINS

Editorial

Since Amtrak "took over" the intercity passenger system on May 1, the Seaboard Coast Line New York-to-Florida trains have begun running late; the once-cooperative Santa Fe refuses to handle tour-group-owned private cars; and passengers are still complaining that they encounter "personnel who should be running hogs, not people."

These fundamental problems will persist as long as passenger service remains under the direction of individual railroads.

As of the beginning of August, Amtrak refuses to build its own organization with its own employees. Amtrak intends to rely on service contracts with railroads. That, in our opinion, is not enough.

Amtrak came about because Congress and the Administration were opposed to direct operating subsidies. Yet up to now, Amtrak is little more than a shadow organization acting as a conduit for subsidy payments to the railroads.

NARP is insisting that Amtrak employ all persons whose full-time duties are solely related to the operation of Amtrak trains. We are not suggesting that Amtrak go out and hire entirely new employees and train them to operate trains. The statute requires that Amtrak give employment preference to persons now working for railroads.

The vast majority of railroad employees could do an excellent job if given adequate motivation and supervision, which for so many years the railroads did not provide. The essential ingredient is that they be drawing an Amtrak pay check and subject to direct Amtrak supervision in the performance of their duties.

Whether a conductor, ticket agent or sales manager is a railroad or Amtrak employee is far more than a technicality — it is really the whole ball game.

Amtrak has implied that things will be different because now the railroads no longer have an incentive to drive passenger business away in hopes of abandoning it. The other side of the coin is equally true — the railroads now have no incentive to operate the trains as attractively and economically as possible to maximize revenues and minimize costs — they can just send the bills to Amtrak.

If Amtrak is to gain public confidence and acceptance — and convince observers that it plans to stay in business and not merely serve as a passenger train euthanasia plan — it must commence immediately to build its own organization and operate in a businesslike fashion.

Amtrak may request more money from Congress before the year is out because its bills from the railroads are "unexpectedly high." Even though many good reasons exist for federal aid to rail passenger service, further funding of Amtrak would be wasteful unless Amtrak quits subsidizing badly-run railroad operations, assumes its responsibilities, and begins to do the job itself.

We previously made these points in testimony before Congressional committees. We will repeat them again and again.

### NARP ASKS DOT TO HELP IMPROVE COMMUTER TRAINS IN MARYLAND AND VIRGINIA

A campaign has been kicked-off by NARP on behalf of an expanded and modernized Washington-area rail commuter system which could be operational by early 1973.

The new trains would operate from Gaithersburg, Md., over 21 miles of Baltimore & Ohio tracks, to Quantico, Va., over 34.7 miles of Richmond, Fredericksburg and Potomac tracks, and from Baltimore to Southwest Washington over 41 miles of Penn Central tracks.

The proposal was outlined in a \$17,000 feasibility study recently released by DOT. NARP did not endorse the study's recommendation that other commuter trains presently operating in the region be abandoned, including B&O trains to Baltimore and Harpers Ferry. NARP would like to see all present service continued and improved.

In a letter to Secretary Volpe, NARP Executive Director Joseph Vranich asked DOT to exercise leadership by forming a "steering committee." In view of the area's many political jurisdictions, "Central direction is vital if the local authorities are to avoid the pitfalls which always develop in multi-jurisdictional projects."

NARP believes that a DOT demonstration grant would apply to several aspects of the plan which are "experimental" and "could serve as a model for all other major cities which are anticipating similar utilization of strategically-located railroad lines."

A review of the DOT Research, Development and Demonstration Program, said Vranich, indicates that "attention has been paid to many phases of rail technology" but few demonstrations have considered "institutional roadblocks inherent in management and operation of rail commuter systems."

In the Washington proposal, commuter trains and crews would be "interlined" between three different railroads which for over 100 years have operated such service quite independently of each other. Such through service across a metro-

(cont'd. on p. 2)

### Transport Officials Study \$1.5 Billion Boston-Miami Rail Plan

The Transportation Dept. is reviewing a plan to upgrade rail service — passenger and freight — from Boston to Miami, Fla., by offering financial encouragement to railroads to improve track and roadbeds.

If the lines were beefed-up, the rail trip from Boston to New York by 1976 would take three hours, down from four, and the trip from New York to Washington would be shortened to two hours, down from three.

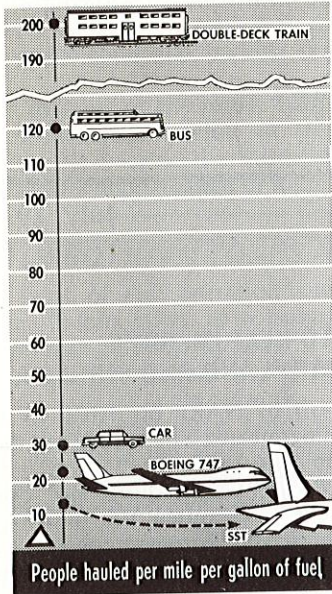
Improvements in the track between Washington and Miami would allow passenger trains to travel at an average of 70 mph, compared with a current average of 50 mph. It is expected that a spur would serve Atlanta.

A transportation task force is studying the \$1.5 billion plan and will send a recommendation to Secretary John A. Volpe.



## TRANSPORTATION AND THE ENVIRONMENT

### PASSENGER TRAINS MOST EFFICIENT USER OF PRECIOUS FUEL, SAYS TRANSPORT EXPERT



Reprinted with permission from the Chicago Sun-Times. Chart by: Jack Jordan.

Professor Richard A. Rice of Pittsburgh's Carnegie-Mellon University has devised an index of transport efficiency which indicates that a 10-car double-decker suburban railroad train is the most efficient people-mover available.

Such a train can haul 200 persons one mile on a gallon of fuel. Buses handle 120 passenger miles per gallon and the auto is far down the ladder of efficiency at 30 passenger miles per gallon.

This is an important index because of the likelihood of fuel shortages in years to come. Public policy would seem to dictate a transportation system that optimizes a combination of speed and economy.

### NARP Asks DOT (from p. 1)

politan region would be a "first" in commuter transport experimentation.

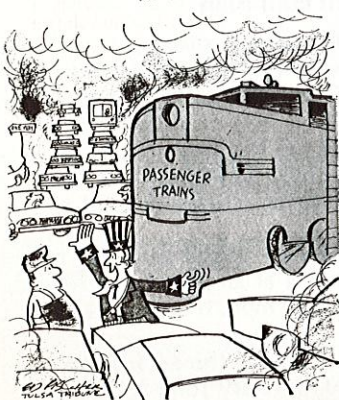
In an appeal to AMTRAK for support, NARP suggested that certain innovations by a commuter system might reduce overall operating expenses in Washington's costly Union Terminal, and that electrification of the First Street tunnel for commuters would enable New York-Washington *Metroliners* to operate to Alexandria, Va., a lucrative market for the high-speed trains.

While asking the District Committees and local Congressmen for support, NARP stressed that the proposal is not competitive in any respect with the Metro subway system now under construction. NARP maintains unequivocally that immediate construction of Metro is vital.

NARP's proposal has been endorsed by Rep. Edward I. Koch (D-N.Y.), who is Chairman of the Democratic Study Group's Special Committee on Transportation, and W. S. Stuckey, Jr., (D-Ga.), a member of the House District of Columbia Committee and the Interstate and Foreign Commerce Committee.

NARP's newsletter is now being mailed second-class, in order to effect a saving of several hundred dollars each month.

"NO POLLUTION? MOVES MORE PEOPLE FASTER THAN EXPRESSWAYS?  
TAKES LESS SPACE? COSTS LESS MONEY? THAT'S AMAZING!  
WHAT IS IT?"



Our Members are active! In Green Bay, Wis., member Bob Nelson has arranged for special legislation to be introduced in the Wisconsin legislature to provide for additional Amtrak trains. Frank C. Barry, Harrington Park, N.J., addressed three environmental groups on the need for adequate public transportation. John Mills, Little Rock, Ark., was instrumental in initiating a meeting between Rep. Wilbur Mills (D-Ark.), DOT Secretary Volpe, and three Arkansas groups to discuss Amtrak.

## AMTRAK REVISES SCHEDULES; MAKES DEAL WITH GREYHOUND; APPOINTS TWO MORE OFFICERS

Over 500,000 new Amtrak timetables have been distributed which show schedule changes effective July 12. The following schedule revisions have not been previously reported in the newsletter:

- \* through train service now exists between Chicago and Norfolk via Cincinnati over the routes of the *James Whitcomb Riley* and the *George Washington*.

- \* Chicago and Detroit are now provided with morning and afternoon departures from both cities.

- \* a Milwaukee to Chicago train has been re-scheduled to provide a connection with the Chicago-Cleveland-New York train.

- \* the Carbondale-Chicago *Shawnee* will arrive in Chicago one hour earlier to provide better service for businessmen.

- \* the eastbound *Super Chief* is scheduled to connect at Kansas City with the eastbound *Spirit of St. Louis*.

- \* the westbound train from Norfolk will connect in Indianapolis with the train for St. Louis and Kansas City.

- \* complimentary taxi service will be provided for passengers and hand carried baggage from Central Station to Union Station in Chicago.

In addition, Amtrak has reaffirmed its commitment to provide service to Dallas, Texas. Amtrak will soon confirm in writing that its board of directors voted to go to Dallas at the earliest possible time.

Meanwhile, Greyhound and Amtrak have agreed that railway tickets will be honored by the bus line. Amtrak tickets will be good for passage on Greyhound between any two points in the United States served by the two firms.

Another agreement was reached whereby Amtrak will sell joint rail-bus tickets from Washington, Baltimore, Philadelphia and New York to New England and Upstate New York cities Greyhound serves.

"Greyhound serves approximately 3,500 communities in the area. The agreement allows rail passengers to travel between the east coast and these points with just one ticket," according to Greyhound President James L. Kerrigan.

Amtrak has begun moving equipment around. The corporation has acquired 149 cars, primarily from the Union Pacific, and has placed them in service on several Penn Central routes.

Appointments to the top posts in operations and public affairs were announced by Amtrak President Roger Lewis.

Harold Wanaselja, former operating official for New York Metropolitan Transportation Authority, has been appointed Vice President-Operations. In his MTA post, Wanaselja was responsible for passenger services with an annual budget of \$60 million and \$200 million capital improvement program. He also led the negotiations and takeover of all Penn Central commuter rail services to Grand Central Terminal.

Edwin E. Edel, Former Director of Public Affairs for the Federal Railroad Administration, will serve as Amtrak's Vice President-Public Affairs. At FRA, Edel had responsibility for the public information and promotional aspects of DOT's *Metroliner* and *TurboTrain* projects.

## SOUTHERN ADDS DOME TO N. CAROLINA TRAIN

The Southern Ry. recently announced in newspaper advertisements that a dome car has been placed in service on the Friday-Sunday-Tuesday schedules of its train to Asheville, N.C. The ads read:

"The 139 beautiful miles between Salisbury and Asheville, N.C. have some of the most breathtaking, spectacular mountain scenery in the Southeast. Enjoy dazzling colors by daylight shimmering vistas by twilight and moonlight—as you relax high above the rails aboard Southern's new panoramic dome car."



## PASSENGER TRAIN SLOW-DOWN THREATENED BY DOT TRACK STANDARDS

The Federal Railroad Administration (FRA), an agency within the Dept. of Transportation, has proposed that all railroad track be classified for maintenance and operating purposes according to six standards, depending upon the maximum allowable speed — 10, 25, 40, 60, 80 and 110 mph.

The big problem is that no differentiation is made between freight and passenger service.

NARP has formally asked FRA to revise its proposed track maintenance standards to permit 80 mph passenger operations on tracks maintained to standards sufficient for heavy freight trains traveling at 60 mph.

In a letter to FRA Acting Administrator Carl V. Lyon, NARP Chairman Anthony Haswell quoted railroad executives to the effect that the amount of individual wheel or axle loads and of gross daily tonnage over a given stretch of track is of crucial importance in the determination of track maintenance requirements.

NARP pointed out to Amtrak Chairman Roger Lewis that adoption of the track standards would considerably increase Amtrak's cost of operation on any route over which it wishes to operate at speeds above 60 mph, since the railroads will charge Amtrak for all added expenses of maintaining the track to the 80 mph standards.

FRA will adopt final standards by the end of the year.

## ICC Decides 17 Philadelphia — Harrisburg Trains Are Commuter

The Interstate Commerce Commission has determined that 17 trains operating in Eastern Pennsylvania are "commuter" and are to be operated independently of Amtrak.

In 1965, the Pennsylvania Railroad leased three Silverliners from Philadelphia and incorporated two separate commuting services into one long Harrisburg-Philadelphia operation.

Combining the two commuter services into an end-to-end operation allowed the railroad to save cars, to reduce expenses, and to increase passenger revenues.

Pennsylvania Governor Milton J. Shapp led the fight to get the trains classified as "commuter." The ICC agreed when it reviewed the above history and also found that during 1970, "79.5% of the revenue passengers on the trains utilized reduced-fare type tickets."

In another case, the ICC determined that several New York-Chatham trains are "intercity" within the meaning of the Amtrak Act. Their future is in doubt if the State does not provide the 66% local share of running the trains.

## RIDING WITH AMTRAK

"The mercury was touching 93 degrees on 34th Street when Amtrak's *Merchants Limited*, once the pride of the old New Haven Railroad, pulled out of Pennsylvania Station for Boston the other evening. The air-conditioning wasn't working in Car 3761, a vintage coach with wooden doors. But the radiators were operating full blast — hotter, in fact, than they usually are in mid-winter. Passengers tried to flee to the only other available coach in the Boston section of the train where the air was somewhat cooler than outside. But there wasn't even standing room. Overcrowding is routine on the *Merchants* on Friday evenings; there must be a scarcity of cars bad enough to be suitable for this crack train. By the time the *Merchants* lumbered through Branford, the air-conditioning had failed on the other coach as well. Amtrak's sizzling hot line rolled into Providence thirty minutes late that night. Diehard Yankee traditionalists may find some consolation in the knowledge that at least on their main line, New York to Boston, Amtrak is faithfully maintaining the high standards of incompetence that distinguished the later years of the once-cherished New Haven." — New York Times editorial, July 14, 1971.

## Amtrak Sponsors Celebration For Metroliner Passengers

On July 29 the three millionth *Metroliner* passenger was given a big reception by Amtrak in Washington Union Station.

Mr. and Mrs. Richard Coniglio of North Bergen, New Jersey, were greeted by Amtrak President Roger Lewis and Myles B. Mitchell, director of the Office of High-speed Ground Transport, who presented them with a commemorative scroll and a one-week all-expense-paid-vacation in Florida, including tickets on Amtrak's *Silver Meteor*.



Amtrak did not specify whether Mr. or Mrs. Coniglio was the three millionth passenger.

All passengers aboard the *Metroliner* carrying the couple were served a complimentary Continental breakfast. Each passenger also received a flower boutonniere — roses for ladies and carnations for men were pinned on by three pretty Metromisses.

Mr. Lewis reported in a brief welcoming speech that *Metroliners* carry 35,000 riders weekly.

## "Strike Hurts Passengers" NARP Tells News Media

It was anticipated that a selective strike against three railroads commencing on July 16 would cause a nationwide lockout of employees by all railroads. Sensing the disaster that would result, NARP issued a press statement indicating that approximately 1,026,400 daily railroad riders would be forced to find other transportation.

The majority of these riders are commuters. Amtrak is carrying 46,500 riders daily, or slightly under 17 million passengers per year.

BRIEFS... On trains in Sweden there are fashion shows, showers, libraries, and even a "Mother's Compartment" for changing baby's diapers (the railroad supplies the diapers free)... one hundred million Americans have no driver's license and must rely upon public transportation... CARE, the international organization dedicated to helping others, was formed by persons meeting on an American train a quarter of a century ago... Penn Central has brought eight office cars out of retirement for use by railroad executives. One official remarked that there had been too much track inspection from airplanes... the FAA reports that it has recorded a slight decline in air operations in 1970... The Seaboard Ry. had a "travel on credit" plan in 1941. "Nothing to pay in advance. Convenient monthly payments after you return"... the German Federal R.R. will soon have an 1,800-mile intercity express network of 125 mph electric, self-propelled trains connecting 72 West German cities.

### Use This Coupon To Bring in a New Member Today!

National Association of Railroad Passengers  
417 New Jersey Ave., S.E.  
Washington, D.C. 20003

Yes, I want to aid the cause of better rail passenger service. I understand I will receive a membership card and a monthly newsletter to keep me informed of developments.

Enclosed is my remittance for the category checked. I understand that \$3.00 of this amount is for a one-year subscription to the newsletter.

- |   |  |
|---|--|
| <input type="checkbox"/> Regular \$5        | <input type="checkbox"/> Sponsoring \$50     |
| <input type="checkbox"/> Contributing \$10  | <input type="checkbox"/> Sustaining \$100    |
| <input type="checkbox"/> Participating \$25 | <input type="checkbox"/> Life, \$500 or more |

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Note: NARP members should not use this form to renew. It would be helpful if members wait until they receive the renewal reminder, and use the special coded envelope enclosed with it.



## TRANSIT PLANNERS URGED TO BEEF UP EXISTING SYSTEMS

"Every major city needs to place greater emphasis on mass public transportation by bus, rapid rail systems, and commuter railroads," said Joseph Vranich, NARP Executive Director, at a recent Conference on Public Transportation sponsored by the Conservation Foundation and the National Urban Coalition in Washington, D.C.

"Our political leaders and technocrats must offer immediate relief from traffic congestion. We should not allow consideration of esoteric systems to be an excuse for not taking action to improve conventional rail and bus transit."

Vranich stressed that transit planners should take pains to meet with citizens and commuters before developing their proposals. He urged the average commuter to inspect his city's transit proposal and ask three basic questions:

- Do the routes proposed go to the sections of the city which most need improved public transit?
- Is a relatively proven system being promoted which will enable the city to proceed with construction in a short period of time?
- Do the officials of the transit authority conduct their affairs in an above-the-board manner and are they willing to cooperate with the public in exploring ways of improving or modifying their plan?

"If the answer to any of these questions is 'no', then that city is headed for a transit controversy which may . . . cause a bond issue to be defeated, jeopardize a capital grant application with the Dept. of Transportation, and delay transit improvements a considerable length of time," declared NARP's executive director.

Sixty national organizations participated in the conference. The groups expressed support for reverting freight movements to railroads as well as pushing for increased transit and rail commuter funding.

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*"PHILADELPHIA PLANS AIRPORT TRAINS — High-speed transit trains may soon be serving Philadelphia's International Airport. An airport redevelopment plan, unveiled June 18, calls for a transit link to 30th St. station, thus connecting the airport both to the city's subway rail system and its suburban rail network. At the airport, the trains will connect with a people-moving system." — Railway Age, July 26, 1971.*

## NEWS from NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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Anthony Haswell, Chairman  
Joseph Vranich, Executive Director  
Ann Hagemann, Executive Secretary

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## FRIENDS OF THE RAILROAD PASSENGER

### Rep. Jack F. Kemp

Ex-pro quarterback Jack Kemp has parlayed his position of leadership on the playing field into leadership in the U.S. Congress. Elected in November 1970 to his first term at the age of 36, the Republican Congressman represents New York's 39th District which includes Buffalo.



Although critical of Amtrak's shortcomings, Mr. Kemp has led an unrelenting fight for expansion of the Amtrak system, increased funding and reduction from two-thirds to one-third the amount which states have to guarantee for losses of additional train service. With 26 co-sponsors, he has introduced a Joint Resolution providing for an additional \$290 million for Amtrak.

The Cleveland Plain Dealer declared that Kemp's legislation "has more substance and less emotion than most reaction to the rail passenger service routes set up by the National Rail Passenger Corporation. . . Indignation and protests because certain cities have been bypassed at the start are of no value. Kemp's idea to give Amtrak more money and also make it a little easier for the have-nots to get back in the rail game makes more sense."

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### TRAINS GET BIG BOOST IN ILLINOIS

The State of Illinois has appropriated funds for operation of additional passenger trains outside the Amtrak "basic system."

Four million dollars has been earmarked by the Illinois legislature for intercity passenger service as part of an overall package which includes a \$900 million bond issue for capital improvements for all modes of transportation.

Also approved was some immediate financial relief for the hard-pressed Chicago Transit Authority, whose fare is already among the highest in the nation at 45 cents.

Application to Mail at second-class postage rates is pending at Washington, D.C.

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