



# HELP!!

THE AMTRAK LEGISLATION, H.R. 8351, WILL BE ON THE AGENDA FOR FLOOR ACTION BY THE HOUSE OF REPRESENTATIVES SHORTLY AFTER CONGRESS RETURNS TO SESSION SEPTEMBER 5. THIS BILL WOULD:

1. INCREASE AMTRAK FUNDING (INCLUDING MONIES TO GUARANTEE CONTINUATION OF THE *FLORIDIAN* AND THE *NATIONAL LIMITED*).
2. INCREASE AMTRAK LOAN GUARANTEES FOR CAPITAL EQUIPMENT.
3. REQUIRE APPOINTMENT OF THREE CONSUMER REPRESENTATIVES ON THE BOARD, ON A BI-PARTISAN BASIS.
4. LIMIT AMTRAK COMPENSATION TO RAILROADS TO INCREMENTAL COSTS, OTHER THAN INCENTIVE PAYMENTS FOR HIGH QUALITY SERVICE.
5. REQUIRE RAILROADS TO GIVE PRIORITY TO PASSENGER SERVICE OVER FREIGHT TRAINS.
6. REQUIRE RAILROADS TO ALLOW AMTRAK TRAINS TO OPERATE AT MAXIMUM FEASIBLE SPEEDS.
7. ALLOW AUTO-TRAIN AND OTHER NON-AMTRAK CARRIERS TO INITIATE NEW AUTO-ON-TRAIN SERVICE.

ON BALANCE, THIS IS GOOD LEGISLATION. NARP NEEDS YOUR SUPPORT TO GET IT ADOPTED. WHILE YOUR CONGRESSMAN IS HOME, CONTACT HIM AT HIS LOCAL OFFICE TO URGE HIS AFFIRMATIVE VOTE FOR H.R. 8351. DO IT TODAY, BECAUSE TIME IS OF THE ESSENCE!

# AMTRAK DISCONTINUANCES POSTPONED BY I.C.C.

The National Association of Railroad Passengers (NARP) and its many friends and allies achieved a partial victory recently when the Interstate Commerce Commission ordered Amtrak to continue operations of the National Limited and the Floridian at least until December 2.

In the meantime, hearings will be held by the I.C.C. to determine if the order should be made permanent. Congress is also expected to get into the act by providing funds to Amtrak to underwrite losses on the two routes.

Amtrak had asked the I.C.C. July 2 for permission to drop the trains, effective Aug. 2. In blocking the Amtrak request, the commission said it will investigate the proposal and hold a public hearing.

Another Amtrak request to drop its passenger service between Richmond and Newport News, Va., was rejected earlier because of improper filing.

The commission said the proposed discontinuances mightn't "be in the public interest." The I.C.C. indicated it also wants to investigate any possible adverse effect the discontinuances might have on the environment because of increased car usage.

The Transportation Department previously recommended that Amtrak drop the National Limited, which runs between New York and Kansas City, and the Floridian, which runs between Chicago and St. Petersburg-Miami.

A department report in March said the National Limited would post a loss of \$4.9 million for fiscal 1973, while the Floridian would incur a loss of \$2.6 million.

The National Association of Regulatory Utility Commissioners had asked the Commission to institute an investigation into Amtrak's proposal to discontinue train service between New York/Washington, D.C., and Kansas City. Amtrak had proposed instead that service between New York/Washington and Kansas City be provided via Chicago.

In its protest to the I.C.C. the NARUC said that an investigation of the issue was needed because it appeared that although the run was currently losing money, the ratio of loss was steadily declining and it appeared that the profit picture might improve in the near future.

The NARUC also suggested that the I.C.C. investigate to determine whether Amtrak had followed its Congressional mandate to initiate "innovative operating and marketing concepts," "new equipment" and "advanced vehicles," and save the passenger train from extinction.

Indianapolis, the point where the National Limited crosses the Floridian, was hardest hit by Amtrak's move to end the two trains. The reaction in Indiana was considerable. Indiana Governor Otis R. Bowen challenged Amtrak's contention that it is losing badly on the two routes.

The Governor emphasized that Amtrak has posted a 43 per cent gain this year in Indianapolis over a comparable six-month period in 1972.

He continued:

"We would not wish to saddle the corporation with runs that offer no hope of profitability. We would challenge the projections of reduced ridership used by Amtrak in its rationale for discontinuance."

Bowen said increased ridership is coming about "in spite of the fact that the equipment used on Amtrak's service in Indiana ranks among the poorest in its system."

The Governor called the Midwestern route structure of Amtrak defective and said the corporation should be directed to pursue several courses of action.

Bowen listed them as:

Consider extending the National Limited (Kansas City to New York City) route to Denver, to take advantage of tourist trade, or connect it with San Francisco-bound service at Denver or Omaha, Neb.

Explore the possibility of parallel routes which would provide faster service between Indiana cities now served by Amtrak.

Consider a proposal by Amtrak that would cut several hours off the running time of the Floridian (Chicago-Miami) trains.

Consider using Indianapolis as a major connecting point so Florida-bound passengers from St. Louis and Kansas City could obtain direct connections utilizing through coaches.

Bowen said he believes "Amtrak can and will work" if it applies creativity and management skills essential to transportation industry operations.

He said Amtrak, to enjoy continued support, must be a system national in scope, and that discontinuance of the passenger service in Indiana, is a "retreat from that commitment."

## Senate Authorizes \$8 Million Study For 'Pacifcoaster'

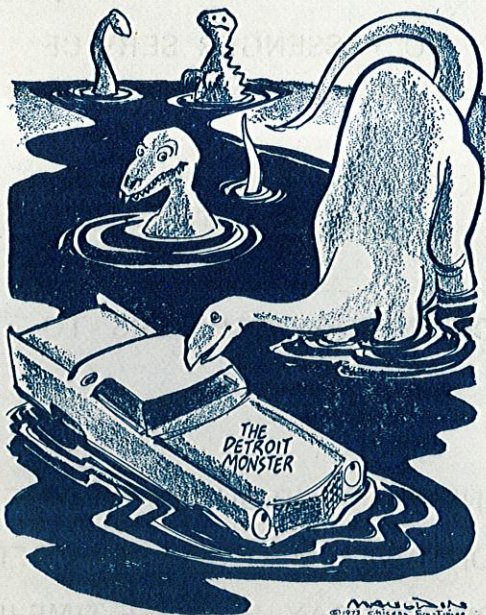
The U.S. Senate has voted to authorize an \$8 million study into the feasibility of developing a high-speed ground transportation system running up the coast from San Diego, Calif., to Vancouver, B.C.

The study would be made by the Department of Transportation. It would examine various transport alternatives, including the possibility of "tracked air-cushion" trains traveling at speeds of up to 300 miles an hour. The DOT would make a preliminary report to Congress by Jan. 30, 1975 and a final one a year later. After the DOT issues its recommendations, Congress would decide whether to appropriate funds for the new system.

The study was requested by U.S. Senator John V. Tunney of California, who said passage of the bill is "a giant step forward toward unlogging the jammed freeways and crowded skies of the West—and ultimately of the nation."

Co-sponsors of the bill were Senators Alan Cranston (D., Calif.), Warren Magnuson and Henry Jackson (D., Wash.), and Mark Hatfield (R., Ore.).

Senator Tunney said the capacity of California's transportation system will have to be multiplied by 4 to handle 200 million projected travelers by the year 2000. "You cannot go on tearing up the countryside with freeways" or keep building more new airports, Tunney stated. The nation's most hazardous air corridor, by a factor of 3, is the S.F.-L.A. route, one expert has stated. And Amtrak isn't even thinking of adding another, overnight train to the route.



"Welcome to the tar pits."

(c) 1973 Chicago Sun-Times  
Courtesy of Wil-Jo Associates, Inc. and Bill Mauldin

# High Speed Rail Passenger Runs Proposed For 'Corridors'

## Support NARP — Bring In A New Member

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.

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(NARP members should not use this form to renew. It would be helpful if members wait until they receive the coded renewal reminder.)

“(Freeways) never were ‘free.’ Aside from the cost of construction and operation, which is paid for with taxes, the highways have generated high social costs. Damage to the environment, noise, and disruption of communities have been ignored much too long.”

—DOT Secretary Claude S. Brinegar

## RESEARCH MAY PROVIDE ANSWER TO RAIL PROBLEMS

Research and development may be the key to unlock the problem of modern rail passenger service in the United States.

Testifying at the Northeast Rail Crisis hearings recently, an official of Boeing Company said high-speed, low fare luxury trains running at speeds up to 160 miles per hour are now possible.

In Pittsburgh, meanwhile, a new radial undercarriage will be tested on the Bessemer & Lake Erie Railroad by an inventor, Dr. Briant Scales, who claims his development is the first basic change in undercarriage design in over 100 years.

On a conventional truck, one wheel in the set slips and slides as it fights the corner. Scales said his radial truck is equipped with “steering” axles that keep the wheel at right angles to the track at all times, permitting a smooth turn.

Wheels mounted on a radial truck would last at least five years, possibly 10, Scales said. That compares to one year with a conventional undercarriage, he added. Since the cost of changing all the wheels on a rail car totals \$4,000, it's understandable why railroads are interested, Scales said.

Of course, radial trucks would greatly reduce the chance of a derailling, so the savings can really be measured in hundreds of thousands of dollars, he said.

Amtrak has requested 13 companies to submit designs for a “totally-new rail passenger car.” The new cars, if designed and built, would gradually phase-out the 1,300 used cars Amtrak acquired from the railroads in 1971. Amtrak asked for maximum space and flexible interiors that can be changed to meet changing markets, but with standardized exteriors and mechanical equipment. The corporation wants top ride quality at speeds up to 125 miles an hour on conventional track, he said.

A car should be designed so that it can be configured as a coach, parlor car, lounge car, bedroom, roomette, dormitory car or diner, Amtrak said.

The Department of Transportation's Federal Railroad Administration has awarded a \$271,420 contract to Battelle Columbus Laboratories to design, demonstrate and furnish equipment for continuous measurement of dynamic characteristics of railroad track.

Finally, the National Transportation Safety Board has called

U.S. Senator Claiborne Pell, “father of the Metroliner” and the leading advocate of modern rail passenger service in the Congress, has a plan for the promotion of high-speed rail transportation in heavily-populated “corridors” of the nation.

Senator Pell pioneered such a project for the Northeast corridor, which led to the inauguration of the fast Metroliners between Washington and New York, and the Turbo-trains between New York and Boston.

He has now introduced a bill which would extend the idea to other areas and also upgrade the Northeast corridor for still speedier rail service. The measure is known as “The Rail Passenger Service Development Act of 1973.”

Under the bill passenger service development corporations would be set up to finance major improvements in rail passenger service in each populated corridor.

Such public corporations would “acquire and develop railroad property essential to passenger service”, and would be empowered to issue securities guaranteed by the U.S. Treasury. The Department of Transportation would designate the corridors needing the passenger facilities and the Treasury would determine the financial soundness of the guaranteed obligations.

Pell voiced confidence that just as the Metroliner project has proved profitable, so would the similar projects in other corridors.

He explained that the public corporations would not themselves operate the trains, but would contract with Amtrak and the railroads for the service.

Pell contended that a separate corporation for each corridor would be the best way to take into account the specific and varied needs of each area. In some corridors, he said, more advanced forms of transport could be developed, such as tracked air cushion vehicles, or magnetically levitated vehicles, operated at super-speeds.

The Senator believes that service in Northeast corridor could be developed to the point of yielding sufficient profits to acquire the entire Penn Central line between Washington and Boston. Such a takeover could also provide for continued operation of freight services by leaseback arrangement and would “greatly improve” the cash position of the PC.

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**PARIS, France**—The National Railways System here, which already operates 11 passenger expresses at speeds averaging more than 80 miles per hour, is upgrading track on the 360-mile Paris-Bordeaux run to permit 135 mph trains. The project is part of a \$440 million modernization program that includes upgrading long stretches of track, and purchasing some 60 locomotives and 475 new passenger coaches.

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for federal research to improve the “crashworthiness” of commuter train cars.

FRA and the Urban Mass Transportation Administration were asked to justify or disprove by study the need for a requirement that high-speed commuter service be controlled by some form of automatic system or some “special procedures that will prevent a collision of two trains,” and will develop “the technical approaches” — including crash testing — to crash-worthiness in lightweight commuter cars.

All of a sudden, people are beginning to realize that America needs modern rail passenger service, and research is getting underway to make it as safe, fast and comfortable as possible.

What happened to the old idea of “leapfrogging” over rail service to wierd new forms of transportation? Fortunately, American common-sense seems to have prevailed over the proposals of the planners and dreamers.

# HIGHWAY TRUST FUND FINALLY CRACKED?

A crack has finally appeared in the Highway Trust Fund. The crack appears in the Federal Highway Bill which has been passed by Congress and sent to the President for his signature. (Transportation Secretary Brinegar has stated that the President will not veto the bill).

The \$20 billion, three year bill was tied up in conference for more than two months over whether to use highway trust fund money for rail mass transit. The House had voted against such a provision. The Senate had voted for it.

The compromise allows cities to use up to \$800 million of their share of the trust fund for rail mass transit in the third year of the bill, fiscal '76. In the second year of the bill, cities may use up to \$200 million for bus mass transit. In the first year, trust fund money will go for completion of the interstate highway system.

The Highway trust fund is supported by gasoline, tire and highway users' taxes.

The bill also provides money for urban and rural roads, highway safety and beautification.

Because of the long conference committee wrangle, many states were running out of trust fund money, and a \$1.5 billion interim resolution was passed by Congress earlier to tide them over.

## HEARING DATES SET BY I.C.C.

*(All hearings at 9:30 a.m. unless otherwise specified. Locations have not been announced. For further information, call Mr. Brown at I.C.C., (202) 343-4762).*

**National Limited:** September 4, 5 and 6, Indianapolis, Indiana; Sept. 7, Effingham, Ill.; Sept. 10, St. Louis; Sept. 11, Jefferson City, Mo.; Sept. 12, Kansas City, Mo.; Sept. 14, Columbus, Ohio; Sept. 17, Pittsburgh, Pa.; Sept. 18, Huntingdon, Pa.; Sept. 19, Harrisburg, Pa.; Sept. 20, Philadelphia; Sept. 21, New York City and Sept. 24, Washington, D.C.

**Floridian:** Sept. 4, 5 and 6, Chicago; Sept. 7, Indianapolis, Indiana; Sept. 10, Louisville, Ky.; Sept. 11 - at 1 p.m. - Nashville, Tenn.; Sept. 13, Birmingham, Ala.; Sept. 14, Montgomery, Ala.; Sept. 17, Thomas, Ga.; Sept. 18, Waycross, Ga.; and Sept. 19, Jacksonville, Florida.

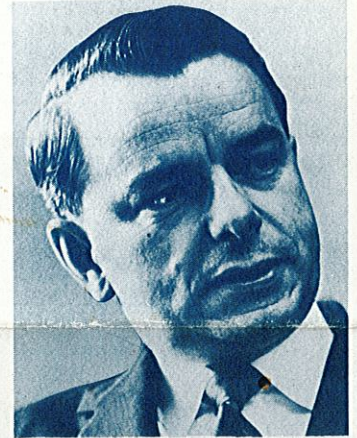
## FRIENDS OF THE RAILROAD PASSENGER

### U. S. Senator Robert C. Byrd

"From every standpoint—safety, cost, and ability to move vast numbers of people in all kinds of weather—the development of rail passenger service is being unwisely neglected in the United States."

That's the opinion of U.S. Senator Robert C. Byrd of West Virginia, chairman of the Senate Appropriation Subcommittee on Transportation.

Senator Byrd said "How short-sighted we have been in our public policies not to have encouraged development of modern high speed local and long distance rail passenger transportation. Not only have we failed to encourage this most efficient of all mass transportation methods—which, if electric, can also be the cleanest—we have actually discouraged it by our national obsession with highway and air transportation.



"There is nothing wrong with developing highway and air transportation. Both should be pushed in a dynamic society such as ours. But what is wrong is irrationally and disproportionately to promote some methods of passenger and freight transportation at the expense of others which our country needs. The United States should have a balanced land, air, and water transportation system to serve all of the nation's needs in peacetime and in war.

"We have spent money prodigally on our highway system and lavished public funds upon space exploration. But there has been little or no real effort made as yet—notwithstanding utilize fully, let alone to expand, the enormous potential of rail transportation in the United States. Only here and there has our rail system even been made capable of handling the speed, or providing for the comfort and safety that are now available in modern passenger facilities.

"In the busiest rail passenger year before World War II, an average of only 63 persons per year lost their lives in railway accidents. Compare this safety record with the more than 56,000 road deaths each year or the additional numbers who perish in air crashes."

## NEWS from NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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