



## NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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(No. 4 was mailed April 27)

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4/75

RETURN REQUESTED

# AMTRAK BILLS PROGRESSING

The Amtrak funding bills are moving, but the outcome is still uncertain. The full House Committee on Interstate and Foreign Commerce, chaired by Rep. Harley O. Staggers (D-W.Va.), approved an authorization of \$430 million for Amtrak's nationwide operating budget, \$30 million less than Amtrak had requested.

However, the Senate Commerce Committee in effect approved a \$450 million authorization when it adopted a figure of \$430 million but simultaneously gave Amtrak the right to use grants to pay off its loans, thereby cutting Amtrak's stated requirement from \$460 to \$440 million.

Cuts on the floor seem unlikely, so it appears that the conference committee which will be appointed to resolve differences between the Senate and House versions will have a range of \$430

million to \$450 million to work with.

The House Appropriations Subcommittee on Transportation, chaired by Rep. John J. McFall (D-Cal.), approved \$414.7 million, apparently having been persuaded by the Administration that Amtrak could maintain all existing routes with that level of funding. (A later supplemental appropriation may be possible.)

Because the final figure is likely to be so close to Amtrak's original request, there will be great pressure on Amtrak from

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Many Amtrak coach fares, mostly on long-haul trains, will rise 5% (Chicago-Buffalo and slumbercoach charges 10%) on June 15.

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## Dr. Edward L. Ullman

NARP deeply regrets the death on April 24 of Dr. Edward L. Ullman, noted transportation expert and member of Amtrak's board of directors. At the time of his death, Dr. Ullman had served only two years of his four year appointment as a consumer representative on Amtrak's board.

During this time, Prof. Ullman travelled extensively by rail throughout the country. He took strong stands demanding action on long-standing passenger complaints; took an active role in the setting forth of plans for development of the Northeast Corridor; kept a close watch on Amtrak's design and planning committees; played a key role in bringing Mr. Reistrup to Amtrak; and made valuable contributions to legislative committees concerned with national transportation policies.

Prof. Ullman reminded those in Government as well as those at Amtrak that, while intercity trains do serve end-point city pairs, they play an equally important role in serving intermediate communities. He called, during his confirmation hearings before the Senate Commerce Committee, for a "double-barreled approach," one which "add(s) the long-distance component to the overlapping corridors . . ."

Prof. Ullman recognized the need for a long-range, balanced intercity transportation system. He urged against partisan support of one form of transportation at the expense of another. He insisted upon the most productive use of available public funds. He supported particular trains and routes only insofar as he foresaw that they would be used, but had a long-term faith that intercity rail transportation would play an increasingly vital role in meeting the future transportation needs of the nation.

NARP would like to pay tribute to Ed Ullman. We will do so by continuing our efforts on behalf of those things in which he believed and for which he worked. We urge both the Administration and the Senate to pay similar tribute to this man—by seeing to it that individuals of similar caliber and conviction are found to fill the two current vacancies on the Amtrak board.

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Congress and NARP for Amtrak to tighten its belt and accomplish all of the things it contemplated under its request, including the addition of new services.

Unfortunately, we cannot ignore the possibility of a Presidential veto, already mentioned in the press and apparently hinted at by some Administration staffers. Such a possibility may be greater if the Amtrak bills emerge separately from provisions dealing with ConRail and USRA. (The Senate committee has lumped these together, but the House, working under its "germaneness" rule, has not.)

The veto threat makes it imperative that legislators who have voiced uncertainty about the Amtrak bills receive adequate mail from their own constituents to convince them to vote for Amtrak.

The House authorizing committee also adopted an amendment proposed by Rep. John D. Dingell (D-Mich.) which would restrict Amtrak's ability to enter into "incentive payment" contracts with railroads. (See "Too Many Carrots", March News) The amendment would require that on-time performance be calculated on a train-by-train basis, thereby preventing railroads with many Amtrak trains from collecting rewards while operating some chronically unreliable trains whose poor performance is covered up in a system-wide average. A Railroad could not be rewarded for providing a level of service "equal to or less than" that provided before the contract was entered into. In other words, time-tables could not be padded to make the rewards easier to get.

The definition of on-time performance would be no more than 5 minutes late, instead of the sliding scale of 5 to 30 minutes now in use, and no railroad could be rewarded for on-time performance of less than 90%. The ICC would be given authority to enforce the provision.

Rep. Dingell is concerned that the railroads are using the present incentive payment pattern as a device for getting additional compensation without necessarily providing better service.

His amendment, even if softened somewhat by the time the bill reaches the President's desk, should strengthen Amtrak's negotiating position with the railroads.

## SUPPORT NARP — Bring In A New Member

Yes, I want to aid the cause of better rail passenger service, and receive a membership card and monthly newsletter.

Enclosed is..... (\$10 minimum)

(Please Print)

Name .....

Address .....

State ..... Zip .....

(Please do not use this form to renew. Members should wait for the coded renewal envelope.)

## EDITORIAL

Our Fares and Services columns in April and this month carried the story of a short-lived attempt by Amtrak to implement a modest service reduction—the main impact of which was to deprive three Florida stations (Waldo, Ocala, and Wildwood) of only one of two daily round-trips linking them with Miami. The storm of protest, lead by some Congressmen and chambers of commerce, was so great that Amtrak, in an unusual move reminiscent of its earlier days, relented and re-established the old schedule after only twenty days of operation on the reduced schedule.

In Oregon, the state legislative emergency board, angry that the Governor had killed a plan to subsidize one daily Portland-Eugene round-trip by Amtrak (November News) and one by bus, responded by killing the Governor's plan to subsidize four or five daily bus round-trips, and \$20,000 has been provided for a study of rail transit in the Willamette Valley.

These two stories illustrate again a basic fact ignored by the Administration: the public wants more, not less, train service. Buses, as we have said countless times, are necessary but lack the comfort and speed potential needed to attract sizable numbers of people from their automobiles.

Secretary of Transportation William T. Coleman, Jr., is impervious to the clearly expressed wishes of the people. He continues to fight, rather than help, Amtrak, so that Amtrak executives have less time to devote to the "fight" to improve their service.

He is fond of saying that Amtrak carries fewer than one percent of intercity passengers in the nation, ignoring the rather crucial footnote which belongs with that figure: Amtrak does not serve many markets which other modes do serve.

It is useful to observe that Amtrak has 18.5% of total common carrier passengers and 14.9% of total common carrier passenger miles *in those markets which it serves*. And that the Secretary's opposition has helped insure that Amtrak will continue to provide no service in markets where rail service is justified. As we have said before: New Orleans-Jacksonville, Dallas-Houston, Chicago-Atlanta-Florida, Cleveland-Columbus-Dayton-Cincinnati, Detroit-Toledo-Cleveland-Youngstown-Pittsburgh-Washington (direct), and Detroit-Toledo-Dayton-Cincinnati, to name the most obvious.

(Considering *all* markets instead of just the ones served by Amtrak, Amtrak has 10.7% of common carrier passengers, and 6.1% of common carrier passenger miles.)

The Secretary has lately taken to "dividing and conquering" the rail community by arguing that funds spent on Amtrak would better be spent on urban mass transit and rail freight services. Regarding priorities, it is interesting to note that the Secretary, so cost-conscious when it comes to Amtrak, is advocating 100% Federal subsidies for commuter air routes with as few as six passengers per day, and 50% subsidies for such routes with even fewer riders!

And that the Administration is firmly in the "98-miles-or-bust" camp regarding the Washington, D.C., rapid transit system, seeming uninterested in a Federally funded study which suggested that certain suburban areas could be served sooner and more economically with commuter rail.

As for rail freight services, the ultimate irony is that the Office

of Management and the Budget (that is, the Administration) is responsible for the holdup thus far on the aid to solvent railroads provided in the 1976 rail act.

Our conclusion from the Secretary's persistent anti-Amtrak attitude is that members should continue to attach priority in the letter-writing to their own legislators, and that any letters sent to the Administration should be written directly to the President, or at least with copies to him.

## Of Buses and Trains

Amtrak and Greyhound have announced an interline agreement to provide direct rail-bus connections at Boston's South Station. Intermodal service will begin with 14 daily buses that will pick up or deliver Amtrak passengers bound for or arriving from Greyhound destinations in New Hampshire, Vermont, Maine, and the Province of New Brunswick. June 23 is the target date for implementation of the agreement.

Amtrak also reports that a similar agreement has been made with the Bonanza Bus Company to provide connecting service in Providence, Rhode Island with points on Cape Cod. Target date: June 15. In both cities, buses will stop at the train stations.

"Amtrak and motor carriers of passengers have voluntarily entered into through route and fare agreements under which traffic is now moving . . . Mr. Reistrup indicated that perhaps Amtrak had been somewhat at fault in not pursuing these possibilities. . . more vigorously. I would have to concede that some of my members have not pursued this matter as diligently as they should have.

"If the voluntary approach does prove to be ineffective, the Congress should compel Amtrak and certificated motor carriers to establish just and reasonable through routes and joint rates."

—Charles A. Webb, President,  
National Association of Motor Bus Owners,  
in testimony before the House Subcommittee  
on Transportation and Commerce

"In 1970, before Amtrak, your Class I members carried 14.17 billion passenger miles. In 1971, Amtrak wiped out half of all the intercity rail passenger trains in the nation, yet in 1972, Class I buslines served only 13.58 billion passenger miles. Clearly, discontinuing trains will not automatically aid bus lines. In 1973, as Amtrak gained riders, so did the bus lines. Your interests are more parallel than diverse."

—E. L. Tennyson, Pa. Dept. of  
Transportation, in letter to the  
Natl. Assn. of Motor Bus Owners

"We have fine intercity bus and air transportation systems, neither of which is operating anywhere near capacity. The buses and airlines could easily absorb any additional traffic caused by a reduction in Amtrak service."

—Secretary of Transportation William T.  
Coleman, Jr., addressing the National Press Club

"Have you ridden a bus lately?"

—Rep. Joe Skubitz (Kansas), Ranking  
Republican on the House Subcommittee on  
Transportation and Commerce, to Deputy  
Secretary of Transportation John Barnum

"Which is most comfortable, bus service or rail service? I think rail is much more comfortable."

—Governor Wendell Anderson (Minn.),  
in justifying continued state subsidies  
for the Minneapolis-Superior Amtrak train,  
quoted in the St. Paul Pioneer-press

"We need buses, and I use them, but they are not a substitute for trains."

—E. L. Tennyson

## FARES AND SERVICES

*Train Name, "The Colonial" not mentioned!*

**INTERCITY:** On June 15, Amtrak will start through service between New York City and Newport News, Va. The train will leave New York at noon, Washington at 4:35 p.m., and arrive in Newport News at 9:10 p.m. The northbound train will leave Newport News at 2:50 p.m., arriving in Washington and New York at 7:30 p.m. and 11:59 p.m. respectively. Ridership prospects should be good, since the train links the cities of the Northeast corridor with Richmond and Williamsburg, where much bicentennial traffic is expected. NARP hopes the trains are successful but is somewhat uneasy about the lateness in the day of their schedules.

Also June 15, Amtrak will discontinue the Newport News-Charlottesville section of the Chicago-Newport News/Washington

### ADIRONDACK IN TROUBLE?

New Yorkers concerned about possible loss of the daylight New York-Albany-Montreal "Adirondack" should write to their Governor urging him to renew the agreement with Amtrak so that the state will continue to pay half the cost of operating the train.

If the state does not act by July 5—and the State Department of Transportation is apparently not sure of what to recommend—Amtrak says the train will not run after August 5. Particularly because of the Olympics this summer in Montreal, that would be an especially unfortunate time to lose the train, which offers scenic rides along the Hudson River and Lake Champlain.

The Ohio Association of Railroad Passengers urges all Ohioans to vote on June 8 in favor of State Issue #2, the constitutional amendment which will authorize the State, local governments, and regional transportation authorities to lend their aid or credit to entities such as Amtrak and ConRail. (Be sure to check the identification of the issue, since there was some last-minute confusion over a change in issue numbers during a previous election.)

"James Whitcomb Riley". This move is apparently legal, in spite of the requirement that the basic system be operated through October 1, since the endpoints Chicago-Norfolk (metro area) will continue to be served by the "Mountaineer" via Lynchburg, Roanoke, and Bluefield. The busing of "Riley" passengers between Chicago and Peru, Indiana (lead story, April news) was ended April 23 after 22 days of passenger inconvenience.

~~Amtrak is guilty of a technical violation of the "basic system" law because of its elimination, effective April 25, of the "National Limited's" tri-weekly Washington-St. Louis-Kansas City coach, which now runs only Washington-Pittsburgh, with the passengers to and from points west changing cars.~~

After 20 days of splitting the "Floridian" in Auburndale rather than Jacksonville (April News), Amtrak on May 15 returned the train to its pre-April 25 pattern of operation. This once again provides patrons on the line through Waldo, Ocala, and Wildwood, with the opportunity to make one-day round-trips to Miami, and also removes the disappointing additional running time which the short-lived schedule required. The Auburndale contortion had added one hour 21 minutes southbound, 50 minutes northbound, to a Chicago-Miami schedule already slower by over four hours southbound, and about three hours northbound, than was Illinois Central's pre-Amtrak "City of Miami".

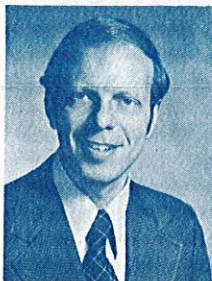
Effective May 18, Amtrak will increase the amount of Midwest service provided with new equipment, while reducing or eliminating the standee problem on the Chicago-Detroit line. Amfleet equipment will gradually replace turboliners on the morning and evening Chicago-Detroit runs. Unlike the turboliners, Amfleet trains can easily have cars added to them when peak ridership

requires this.

The turboliners will be used on the Chicago-Lansing-Port Huron "Blue Water" and will gradually be added to the Chicago-Milwaukee "Hiawatha Service" pattern which will then consist of four daily round-trip turboliners, instead of the present two/two split between conventional and turbo. Conventional equipment, of course, will continue to run on the "North Coast Hiawatha", also serving the Chicago-Milwaukee market, and NARP has urged Amtrak to allow local passengers also to use the "Empire Builder" on a space-available basis, which would then mean six daily Chicago-Milwaukee round-trips, all offering either new turboliners or full dining cars.

Auto-Train has discontinued its weekly Louisville-Florida service because of equipment shortages resulting from two recent derailments.

## Board Elects Ross Capon NARP Executive Director



Ross Capon

Ross Capon, assistant director of the National Association of Railroad Passengers since January 1975, has been elected executive director.

NARP's Board of Directors, meeting in Washington last month, approved recommendations by the Executive Committee to re-elect Orren Beaty President and elect Capon to the executive director's position vacated by Beaty earlier this year.

Capon, who came to NARP from the position of special assistant to the Massachusetts secretary of transportation, has been a member of NARP almost since its inception, and is recognized as an expert in rail passenger service. He has directed operation of NARP's Washington office on a full-time basis for several months, and attended four of the regional membership meetings: at Boston, Princeton, Toledo and Silver Spring, Md.

He is a graduate of the University of Illinois, and a native of Newton, Mass.

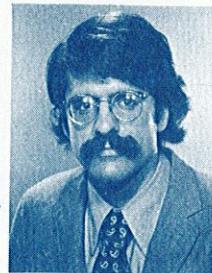
The Executive Committee earlier approved the appointment of Thomas G. Crikelair of Washington, D.C. as assistant director to fill the vacancy left by Capon's promotion. Crikelair came to NARP from the U.S. Railway Association where he assisted in the work of conveying real estate of the bankrupt Northeast railroads to ConRail. Prior to that, he had worked for Amtrak, in the office of government and public affairs, on passenger complaints.

He has completed work on a doctor's degree in philosophy from Catholic University in Washington.

Rounding out the Washington office staff is Eleanor Walters, secretary, replacing Linda Sturgill, who resigned in January.

Beaty, who became president and executive director upon the resignation of NARP founder Tony Haswell in late 1974, is continuing to work with NARP as an adviser and as president in a non-pay status. He has accepted another position in Washington which will permit him to be of assistance to the staff.

He and Charles W. Schoeneman of Reston, Va., NARP's secretary-treasurer, serve on the Executive Committee, *ex officio*.



Tom Crikelair

The Committee was enlarged by the Directors at the April meeting and now includes: Peter B. Bell and Joseph F. Horning, Jr. of the District of Columbia; Lorena F. Lemons of Silver Spring, Md.; and Thomas C. Southerland, Jr., of Princeton; all re-elected, and the following new members: Edwin P. Patton of Knoxville, Tenn.; Rogers E. M. Whitaker of New York City; James M. S. Ullman of Meriden, Conn.; Raymond E. Hannon of Dallas, and George Tyson of Baltimore.

## NARP Dues Raised; Reduced for Retired Persons, Youth

A change in the basic dues structure of the National Association of Railroad Passengers has been voted by the Board of Directors.

NARP Directors, holding their annual April meeting in Washington, D.C., decided that to meet the increased costs of representing the cause of rail passenger service in Washington, of producing and distributing the monthly newsletter, and in providing assistance to state and regional associations of rail passengers, an increase in dues was necessary.

At the same time, however, the Board voted reduced annual membership rates for persons in the retirement age bracket (65

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### PEOPLE POWER IN PALATKA

That Amtrak's "Champion" now stops in Palatka, Florida, is a tribute to the hard work of NARP members Mrs. Lillian Price and Dr. Charles Dunn, as well as an encouraging reminder that individual people can make a difference.

Dr. Dunn contacted Mrs. Price after reading a letter-to-the-editor she wrote in support of restoring the stop, and offered his help and encouragement. "That's the result of four years of typing," said Mrs. Price while looking at pictures of the April 26 celebration with which the stop was inaugurated.

Unfortunately, Mrs. Price was in the hospital recovering from pneumonia at the time of the celebration, but Dr. Dunn was on hand and captured an appropriate front page headline run in the Palatka Daily News: "Patronize Amtrak, Urge Railroad Buff".

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and over) in order to encourage older members to remain active. And, to aid NARP in seeking increased membership among students and other young people, the Board reduced the rate similarly for those under 21.

The new minimum annual rate—effective for each NARP member at the time membership is up for renewal—will be \$15 a year; the reduced rate for those under 21 or 65 and older will be \$7.50 a year. At the rate of 50 cents a month, this is estimated to be enough to cover the cost of preparing and mailing the newsletter.

Membership categories above the minimum rate will remain in force: Participating Member, \$25; Sponsor, \$50; Sustaining, \$100, and Corporate, \$500 or more. The Board emphasized the importance to meeting NARP's annual operating costs that persons financially able to continue or move into the higher categories of membership should be encouraged to do so.

NARP did not meet operating expenses in 1975, being able to pay all bills only because of some generous contributions which might not be repeated, and because of a decision by some employees not to accept full salary.

The Board, in voting the higher minimum dues (up from \$10 a year), expressed the belief that this will enable NARP to operate in the black and to have sufficient funds not only to do the necessary work toward supporting rail passenger service but to conduct solicitation campaigns for the new members needed to enhance both NARP's influence and its ability to pay its bills.

The Board also expressed the hope that all members eligible for the reduced rates would nevertheless continue to pay the old regular rate of \$10 if at all possible.

Particularly because of the increase in membership rates, it seems appropriate to provide a brief outline of what our staff of three does. Most obvious, of course, is writing and "laying out" the newsletter.

Keeping up with developments requires staying in daily contact with Amtrak, other Federal agencies, and Congressional staff. It also requires much reading: periodicals from the industry, the unions, and many of our state associations, not to mention a substantial volume of mail—which we hope to begin answering

more promptly now that we are back to our full staff of three after four months of being undermanned.

Several times each year (twenty in 1975), we prepare testimonies and statements for delivery before or submission to the Congressional committees responsible for overseeing Amtrak and commuter rail services, the ICC, and special forums as we learn of them, for example, the Public Forum on Domestic Policy chaired by the Vice President at Indianapolis last November. We also spend a considerable amount of time covering the relevant hearings so that we can bring you the views of public officials not readily available elsewhere.

We regularly respond to requests for information and other assistance from groups working on local rail passenger problems, and we also get frequent telephone inquiries from reporters, usually seeking our current evaluation of Amtrak. We sometimes solicit press interest by preparing news releases.

An increasingly important aspect of our work is on development—seeking out the new members we need to establish an adequate base of financial support. Aside from encouraging our active members to distribute the NARP brochure as widely as possible, we are involved in direct mail and some advertising campaigns. And of course the organization could not exist without attending to the mechanics of membership renewals, which takes well over half of the time of our secretary, Eleanor Walters.

NARP's influence on the Hill is based on two things: our ability to present information not usually available from other sources, and the fact that our positions at crucial times are strongly supported by our members who directly contact their elected representatives, whether by post card, letter, telegram, telephone, or visit.

We believe that NARP stretches your dollars as far as they will go. We hope that you will stay with us in the fight for better rail passenger service—both by absorbing the dues increase, and by making sure that your Senators and Congressman know where you stand.

## ICC Acts on "Adequacy" Investigation

On May 11 the ICC announced the outcome of its 16 month study of rail passenger service in the United States. After reviewing the recommendations of Administrative Law Judge Robert M. Glennon (*Dec. News*), the Commission set forth new regulations for intercity passenger rail carriers, including the following: smoking is to be banned in all rail dining cars, starting in 30 days; for every unreserved coach, reserved coach, parlor car, or dome car designated as a "smoking" car, another car of similar type must be designated as "non-smoking"; passengers must be provided with a summary statement of rights spelled out in the ICC rules; alternate transportation services (alternate accommodations, other trains, or intercity buses) must be provided when temperatures in a passenger car rise above 80 degrees or fall below 60 degrees.

## Amtrak Board Minutes Released

"At Amtrak's third meeting, May 14, 1971, the then-chairman, Roger Lewis, sought to convince directors that the corporation was temporary and that it should only lease, rather than buy, rolling stock. But the board overruled him, saying the corporation should buy its equipment and plan 'on the basis that it is here to stay'."

Thus reported the *Washington Star* after it finally received "heavily censored" copies of Amtrak Board minutes after a "lengthy legal battle under the provisions of the Freedom of Information Act". NARP had filed an affidavit in support of the newspaper's claim.

The article, by Stephen M. Aug, also reported on the efforts of former Penn Central President William H. Moore, when he was simultaneously serving as Penn Central president and an Amtrak board member, to reduce the severity of Amtrak's on-time performance rules, which would have benefitted his company.