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FLORIDA'S RAIL FUTURE

Alan Boyd Steps Down

Alan S. Boyd has resigned as Chairman and President of Amtrak, effective June 30, to accept an appointment with a French-based multi-national corporation. Boyd, 59, has served as President of Amtrak since June 1, 1978—a tenure longer than either of his two predecessors.

"I foresee a bright future for the nation's revitalized rail passenger network and, thus, it is with mixed emotions that I end my direct involvement with Amtrak," said Boyd in announcing his resignation on May 5. "The company has proven its ability to perform successfully in the highly competitive travel industry and to be a vital part of a balanced transportation system."

Boyd believes that he accomplished three of the four objec-



Miami-Tampa Train Starts in November

Florida rail passenger service for years has been limited to Amtrak long-distance trains—heavily used, to be sure, but not ideal for most intrastate travel.

Happily, several efforts to provide service within the state are progressing well. Amtrak starts Miami-Tampa service later this year; an enthusiastic governor expects to see privately funded bullet trains link those cities and Orlando within 10 years; the state is about to purchase half the right-of-way needed for a future St. Petersburg-Clearwater light-rail line; and a federally-funded study of Miami-West Palm Beach commuter rail possibilities will start this fall.

Amtrak Miami-Tampa: Nov. 20 is expected to see startup of a Miami-Tampa train partly funded by the state under section 403b of the Amtrak law. The only previous daylight train on this run operated for just a few years in the late 1920's. The last through cars ran overnight in 1956. The new service will be the first Amtrak service in Florida requiring no advance reservations.

(continued on page 3)

TRAINS IN JEC'S TRINITY OF ECONOMIC SALVATION!

When Joint Economic Committee Chairman Henry S. Reuss (D-WI) testified at the Apr. 5 hearing on Advanced Rail Technology held by Rep. Dan Glickman's (D-KS) Science and Technology Subcommittee on Transportation, Aviation and Materials, Reuss indicated that his committee had identified three major catalysts which the government should be encouraging in order to help get the economy back on its feet: semi-conductors, coal, and high-speed passenger rail in twenty leading corridors.

tives he set down when he took the job: enhancement of Amtrak's credibility and improvement of its relations with Congress, the administration, and the public; improvement of train operations and equipment; and progress toward reformation of labor relations.

The one objective which remains unfulfilled is development of a source of permanent funding for Amtrak to facilitate long-range planning, although he is optimistic on this front: "[T]he business development efforts we've undertaken and the improved view of Amtrak by the public and the Congress bode well for the future."

Boyd will remain as Chairman of American High Speed Rail Corporation (April News, p. 1). Unconfirmed reports suggest he will head a new Washington office of Aerobus Industrie, an airplane manufacturer. Meanwhile, W. Graham Claytor, Jr., the former Southern Railway president and deputy Defense secretary, was seen as the leading candidate to succeed Boyd at Amtrak. Details next issue.

TRAVELERS' ADVISORY

Starting June 14, Amtrak's evening departure from Detroit to Chicago operates 25 minutes later, at 5:25, so that "Michigan Executive" commuters can use it. Service at Chelsea is discontinued. The morning "Michigan Executive" operates only from Ann Arbor to Detroit. As a result of making the "Twilight Ltd." do double duty, and making a fast equipment turnaround (from the morning "Exec" to the westbound "Wolverine"), service to most current "Exec" users is preserved but without the cost of a special set of cars. Earlier, the state had threatened complete discontinuance of the commuter service.

The Kansas City suburb of Independence, MO, is now served by all Kansas City-St. Louis trains, and Normal, IL, home of Illinois State Univ., has gained limited service geared to the Normal-Chicago college market (northbound "Ann Rutledge" on Fridays, southbound "Eagle" on Sundays; holiday variations possible). Both Independence and Normal worked long and hard to gain access to Amtrak.

Amtrak has speeded-up another Metroliner to become the fifth 2:59 Express Metroliner, and has tightened the schedule of the "Desert Wind" by 45 minutes westbound and 50 minutes eastbound between L.A. and Las Vegas.

Amtrak's new station in Albany-Rensselaer features a restaurant with both counter and table service. Incidentally, the station cost \$2 million—not \$9 million as reported in the Sep. 1981 NARP News.

Northrop Subsidiary Sees National High-Speed Rail Net

In Apr. 6 testimony before the House Science and Technology Subcommittee on Transportation, Aviation and Materials, James J. Harp, Manager of Program Development for Northrop Services, Inc. (NSI), presented the case for "Rail America": "a 21,000-mile grid of new, high-quality roadbed and alignment suitable for high-speed operation."

(NSI is a wholly-owned subsidiary of Northrop Corp., the innovative aerospace firm and subject of *Business Week's* Apr. 19 cover story.)

It would be entirely electrified. Approximately 20% of the network of four east-west and six north-south routes would use Interstate highway rights-of-way. For the rest of the system, maximum possible use would be made of other already-assembled rights-of-way, such as that owned by public utilities. Access to central cities would be on existing trackage, after the manner of the French TGV.

The "Rail America" concept was presented to the NARP Board of Directors on Apr. 22 by David Malone, Associate Professor of Policy & Management Systems at American University's Center for Technology and Administration, and a part-time consultant to NSI.

The people at NSI have invested two years and a considerable amount of money in Rail America; they believe such a major initiative is essential if the U.S. is going to accommodate the growth in demand for freight and passenger transportation forecast by the National Transportation Policy Study Commission, NTPSC, chaired by Rep. Bud Shuster (R-PA), projected in its

INVEST MORE IN RAILS, NOT ROADS

"Rather than sink billions of dollars more into fixing an outmoded (Interstate) highway system made obsolete by energy costs even before its completion, the United States should seriously consider building an interstate railroad system of energy-efficient, high-speed, long-distance passenger trains. . . . 'Superhighways' have had their day; because of the overriding fuel consideration, 'super rail' has to be tomorrow's mode. . . .

"If a high-level decision were made favoring high-speed rail over continued maximum support of the interstate highway system, a related one would be needed about what to do with the present highway system. One possibility would be to maintain half the system while allowing the other half to 'lie fallow.' Two lanes would be kept in service, functional but with no frills. The other two would not be maintained. Rather, they would be seen as a temporarily paved over, strategic reserve of potential farmland, a new kind of soil bank. . . ."

—J.H. Foegen, Professor of Business, Winona State University, Winona, MN 55987, in *The Futurist*, Dec. '81, magazine of the Washington-based World Future Society

June '79 "Final Report" that, by the year 2000, ton-miles of intercity freight would grow 70 to 125%, depending on the rate of economic growth, and intercity passenger-miles 40 to 120%.

Nothing that I heard in the two days of "Advanced Rail Technology" hearings chaired by Rep. Dan Glickman (D-KS) made a deeper impression on me than Harp's recitation of what we are likely to do in the absence of Rail America: spend \$900 billion on highways and \$10 billion on airways and get negligible increases in capacity while maintaining primary reliance on a system—highways—likely to kill a million people between now and 2000.

NSI's market analysis indicates that the \$250 billion which Rail America requires would be an attractive private investment if Congress provides Rail America with a charter along the lines of ComSat. Commercial viability results from having a system which can be used for different purposes: passengers making both long- and short trips and high-value freight traveling over 500 miles. These are two market "niches" not effectively served by any of the current modes.

For analytical purposes, passengers making round-trips of 400 to 2,000 miles (200-1,000 miles one way) were considered rail-competitive, although Malone readily agrees that a surprisingly large number of people would use the system to make much longer trips. He provided the following figures from the 1977 Census of Transportation ("Travel During 1977"), which does not, of course, reflect the considerable growth of intercity rail travel during and subsequent to the energy crisis of 1979:

1977 U.S. PASSENGER TRAVEL 400-2,000 MILES ROUND-TRIP

Trip Purpose	% of Psgr-Miles	Avg. Round-Trip Mileage
Visit relatives/friends	36.7%	707
Recreation/Entertainment/ Sightseeing	24.6%	669
Business/Convention	22.8%	826
Personal affairs/medical	11.4%	627
Other/miscellaneous	4.6%	
OVERALL AVERAGE	100%	788

The "average" rail-competitive trip lasted 4.4 days and involved 2.4 people traveling together. The average traveler took four such trips in 1977. The modal split in terms of passenger-miles was: auto 60%, air 33%, bus 2.3%, train 1.1%, and intermodal 3.3%.

Viewed as a proportion of all trips over 100 miles one-way, rail-competitive trips accounted for 42% of passenger-miles and 38% of trips.

The 1977 Census of Transportation ("Commodity Transportation Survey") also reveals that the average shipment of manufactured goods traveling over 500 miles is worth \$930/ton, weighs 33 tons, and travels 1,014 miles. Based on various sources, Malone has calculated that the average speed door-to-door is 6.3 mph and the trip lasts six to seven days.

In addition to transportation costs, if the value of money is 15% (a conservative estimate in the current market), this movement costs the shipper \$84.50 just in interest costs while his goods are in the transportation pipeline. Aggregated over all shipments, these interest costs amount to well over \$5 billion/year to the nation's shippers, says Malone. He believes Rail America could reduce these opportunity costs by about a third.

The system could be paid for with tolls justified on the basis that it reduces shippers' interest costs. Further income could be gained from co-utilization of the rights-of-way for communications and/or power distribution.

Besides removing pressure from transport modes that are not as safe, efficient, or reliable (Harp reminded the Subcommittee about the Mississippi River barges that ran aground last summer),

INTERSTATE STATUS

In mid-May, Federal Highway Administrator Ray A. Barnhart released a status report on The National System of Interstate and Defense Highways as of Dec. 31, 1981. As currently designated, the system includes 42,500 miles (33,016 miles rural; 9,484 urban) of which 95% are in service. What you see is not nearly what you'll get: 668 miles were under construction and 984 miles were undergoing engineering or right-of-way acquisition prior to construction. [The *Washington Post* noted that 277 miles of Interstate were opened to traffic in 1981.] Only 167 miles had not advanced to the point where public hearings had been held on proposed locations.

Barnhart said "some \$83.7 billion has been put to work on the Interstate System since the program began in 1956. . ."

Of course, these and all federal-aid highways are not being properly maintained. Peter G. Koltnow, president of the Highway Users Federation, says total federal spending on highways "should start at about \$12 billion/year [ed.: vs. less than \$9 billion this year] and go on up." He thinks the level of \$16 billion/year "should be reached as early as possible." (*Traffic World*, May 3, p. 34). He claims there is wide agreement on this in Congress.

Rail America finally could put U.S. railroads on a roughly equal footing with competing modes, all of whose facilities are publicly owned. Private rail companies (and Amtrak) would own the trains that run on Rail America, which, aside from maintenance equipment, would own no rollingstock itself.

Malone sees Rail America's integrated network concept as vital if we are to avoid technically incompatible development of individual corridors. Already, for example, Amtrak's newly formed subsidiary is committed to the Japanese technology for Los Angeles-San Diego, while Budd Company is studying magnetic levitation and other options for LA-Las Vegas. The \$270,000 Budd study is jointly funded by the Federal Railroad Administration (which has granted \$150,000), the City of Las Vegas, Clark County, and the Las Vegas Convention & Visitors Authority. A series of incompatible corridors could not function well as a network, lacking appeal for travelers who would have to change trains, and remaining largely irrelevant to freight transport needs.

NSI, in its 1980 prospectus, "A New Approach to the Nation's Transportation Problems," states: "Recent military preparedness exercises have demonstrated that our transportation system is woefully inadequate to meet the capacity and speed requirements for strategic movement of men, equipment, and supplies."

Harp testified that, "in operation, Rail America will have an overall positive impact on (the nation's) efficiency and productivity, and a consequent impact on the rate of growth of the GNP. . . . The construction phase of the interstate and defense rail network will create in direct and induced requirements an estimated 600,000-800,000 jobs."

Rail America supporters think the project might capture the imagination of the nation just as the space program did, while bringing a more tangible payoff. It is obvious that the national news media and countless public officials are fascinated by high-speed rail, and I suspect my next-door neighbor is far from being alone in saying that it will take development of such a train to get him out of his car.

—Ross Capon

Oklahoma!

Interest in rail passenger service remains intense in the only state to lose all service in 1979. Oklahoma Passenger Rail Association (OPRA) is hard at work drumming up support for State Question 555, which may be on the ballot in July or August, passage of which would allow the state to fund public transportation and railroad freight (and passenger) service.

The state legislature has already approved H.J. Res. 1045 which establishes a High-Speed Passenger Rail Advisory Commission and specifies that two Commission members should be from OPRA!

In Apr. 30 and May 3 testimony before the Senate and House Appropriations Subcommittees on Transportation, NARP's Ross Capon urged FY '83 startup of Amtrak service to Oklahoma, noting that quad-weekly service, in combination with the existing tri-weekly "Eagle" via Arkansas, would produce daily Chicago-Texas service. Thus the service "would function largely to make more intensive use of existing facilities and trains."

On May 26, the Metropolitan Tulsa Transit Authority's trustees "instructed the MTTA Operations Committee to prepare a preliminary study assessing whether a light rail system would be a feasible solution to the city's future transportation demands. 'We are going to take a serious look at this system. We're not just going to let the idea die,' said MTTA Chairman M.M. Hargrove, who also is a member of the Tulsa Metropolitan Area Transportation Study." (*The Tulsa Tribune*, May 27).

Much of the credit for MTTA's initiative goes to NARP Member Roscoe C. Migliore of Collinsville who has championed Tulsa light rail for years in countless letters to editors and public officials. His campaign even caught the attention of the Oklahoma City newspaper, which reported on May 9 that "one of Migliore's letters prompted a survey by a Tulsa newspaper asking locals if they preferred the construction of additional expressways, the widening of arterial streets, or (light rail). 90% of the respondents favored light rail, the paper reported. . . ." (*The Sunday Oklahoman*). ■

Florida's Rail Future (continued from page 1)

A bus connection at Winter Haven will link the new train with Disney World and Orlando. The train is expected to be used heavily by rail-oriented European visitors to Miami. It will depart Miami early in the day and return leaving Tampa in the late afternoon.

NARP Director Charles A. Dunn of Coral Gables termed the state legislature's recent approval of \$900,000 for this service "a big victory" and a "direct result" of the work of Florida's NARP members, the culmination of a decade-long campaign.

Things were touch-and-go at the last minute. Apparently because of confusion over simultaneous publicity about privately-funded supertrains in the same corridor, the House had eliminated Amtrak money from its appropriations bill. NARP members were able to convince House-Senate conferees that Florida needed conventional trains today and should not use bullet train hopes for the next decade as an excuse for inaction now.

The conferees approved about half of the governor's original request, so the startup date was delayed to assure continuous operation of the train into the following year. It is widely believed that next year's legislative session will approve full funding for FY '84 if the trains are already running and well patronized when the measure is under consideration.

Two other feeder buses had been planned but their fate is uncertain due to the reduced funding: Miami station-downtown-Miami Beach and Tampa station-Busch Gardens-St. Petersburg. Any bus operators willing to do this on their own if public funding is not available?

Bullet Trains: In late May, the Japanese rail engineering team funded by Ryoichi Sasakawa arrived in Florida to commence work. A month-long preliminary marketing study funded by American High Speed Rail Corporation (AHSR, Apr. News) is expected to commence in about two months. The same consultant, after the Japanese engineers have neared the end of their

JAPANESE BANK NAMED

The Bank of Tokyo has been named lead bank for the \$500 million Japanese portion of debt and equity financing for the proposed \$2 billion LA-San Diego bullet train.

work, would work with the Japanese in developing a final report on feasibility.

The routes under consideration include I-4 Tampa-Orlando, tying in both airports and Walt Disney World, thence to Miami via the direct but sparsely populated Turnpike corridor or via the Bee Line Expressway to Cocoa Beach and I-95 south. Another possibility would run south on I-75 from Tampa through Naples and across Alligator Alley to Miami.

Cooperation with the state is expected to be even closer than in California. Florida Gov. Bob Graham, who drove a Japanese bullet train last year, is enthusiastic about the prospects for getting privately funded bullet trains. He created a Florida High Speed Rail Committee to consider what the state should do to encourage private enterprise in developing bullet-trains. The Committee's chairman is John Parke Wright, a Florida businessman who spent several years in the Far East and is equally enthusiastic

TRANSIT CONSUMERS' NATIONAL VOICE

NARP Member Corbin S. Kidder of St. Paul has spearheaded formation of the National Association of Transit Consumer Organizations (NATCO), "a national coalition of transit consumer organizations, community groups concerned with urban transit, transit advisory committees [ed.: quasi-official citizen committees associated with some operating transit authorities], and other organizations and individuals interested in providing a national voice for transit consumers in the improvement of urban transportation." Kidder is NATCO's president and Joseph Zucker, a former NARP assistant director, is a NATCO vice-president.

To join NATCO and receive its bi-monthly newsletter, "FOR the RIDE!" send \$15 (\$25 for national organizations) to NATCO, 442 Summit Ave., #2, St. Paul, MN 55102.

about bringing bullet trains home.

In addition, the state legislature included language in its appropriations bill which clarifies Florida DOT's authority to assist the Committee. Unfortunately, no new funds were earmarked, and the work will mean stretching DOT's limited rail budget even more tightly.

The governor's Executive Order #82-34 signed April 5 noted these reasons for establishing the Committee: "Access to timely and efficient modes of passenger transportation is essential for Florida's intercity travelers and visitors if the State's quality of life and economy are to continue to improve. . . . The geography of the state . . . is suitable for the construction and efficient operation of an electrical high speed rail system. . . . High speed rail systems are more energy efficient than other passenger modes, would alleviate congestion of other modes, would preclude the need for major public expenditures for additional highway capacity in the future, and would improve mobility to the benefit of Florida's taxpayers and tourists. . . . Private enterprise has expressed interest in determining the feasibility and profitability of a high speed rail system in Florida."

As the governor told his Committee members on May 3, "I would hope that 10 years from now we would all have multiple opportunities to ride on high-speed rail." Graham has also said, "This is the kind of thing which will happen. It's just a question of when and under what circumstances." (*The Tampa Tribune*, May 3-4).

Airlines appear happy about bullet-train prospects since the bullet train will be an attraction itself, drawing more tourists to the state. "All the more reason for people to fly into Florida," said an Eastern Airlines spokesman. "It opens up options for people who didn't think about traveling before," said Air Florida's Robin Cohn. (*The Tampa Tribune*, May 3).

St. Petersburg Light Rail: Seaboard Coast Line has agreed to sell, and Florida DOT has the money to buy, an 11-mile segment of right-of-way which, eventually, could form the northern half of a St. Petersburg-Clearwater light-rail line. The segment the DOT expects to acquire shortly runs between Clearwater and Jungle. The line south of Jungle will remain in freight service. Negotiations with the SCL regarding it will follow if a study shows that light-rail and not "HOV" (high-occupancy vehicle) lanes is most efficient and if Pinellas County and the state legislature decide that they want the service and each will fund half the cost.

The hope is to avoid federal funding so that the line could be put into service as quickly as possible.

Miami Commuter Rail: As traffic congestion has grown in the Miami area, so has support for commuter rail service using existing railroad tracks, a concept championed by Anne Kolb, the late Broward County Commissioner. "That lady fought this thing for years and ran into nothing but stone walls in Tallahassee and

MIAMI METRORAIL

Miami's 20.5-mile, almost-all-elevated rail transit system is expected to be fully open by late 1984, with one section going into service late in '83. There will be a cross-platform transfer to a 1.9-mile, 10-station Westinghouse people-mover loop serving the heart of downtown (but only a bus connection to Amtrak). The people-mover is partly funded by the downtown developers who perceive it to be vital to the success of their projects.

Washington," said NARP Director Dunn, quoted in the Apr. 26 *Ft. Lauderdale News*.

The envisioned service would run between West Palm Beach and the Amtrak "Miami" station in Hialeah, northwest of downtown. Express buses would run between a Golden Glades railroad station near the freeway, downtown Miami, and Miami Beach. Efforts to secure the service have been endorsed by the Broward and Dade County commissions.

The North Dade Chamber of Commerce has been pushing the concept for a year, with added energy in recent months because of the possibility that used commuter cars could be acquired at low cost. Although it is doubtful that these particular cars—last used at the 1967 Montreal World's Fair—will be acquired for the service, the excitement their availability has generated helped

move the region a few steps forward towards getting service.

Florida DOT is assured of getting a \$300,000 planning grant from the federal Urban Mass Transportation Administration. Work should get underway by the fall and be completed about nine months later. Included will be capacity analyses of both the SCL and the Florida East Coast Railroads, and looks at the possibility of inaugurating a limited service on existing facilities, the cost of double-tracking one of the railroads to permit more extensive service, and the viability of having a north terminal short of West Palm Beach, which itself is 64 rail miles from Hialeah.

Commuter rail supporters have been helped by Rep. William Lehman (D-FL), whose growing enthusiasm is suggested by these two quotes. First, the *Ft. Lauderdale News* of Apr. 26: "I'd like to see whether the rail system would be cost-effective." Then, *The Miami News*, May 4: "[UMTA Administrator Arthur E.] Teele and other federal officials believe the proposed system makes sense, because it would use existing SCL tracks, cut energy costs and lessen the need to widen I-95 or build more roads, Lehman said. 'This system is absolutely necessary for the growth and well-being of the people in this area,' Lehman said." ■

Pittsburgh Trolley Upgrading

Having just completed a \$9.3 million project to improve the Pittsburgh-McKeesport-Versailles commuter rail service, Port Authority Transit (PAT) of Allegheny County is now undertaking a \$480 million project to upgrade the Pittsburgh area's long-neglected light rail transit system.

Unlike most U.S. cities, Pittsburgh never lost all of its trolley system, and now major improvements are in store for the 22.5 miles of system which remain.

PAT's light rail upgrading project calls for total reconstruction and some line relocation along 10.5 miles of existing trolley right-of-way between downtown and a south-suburban shopping center. Under the project, trolleys will switch to a different Monongahela River bridge, and will use a 1-mile subway downtown to avoid serious traffic congestion which hampers the present street operation. 55 new light rail cars will be purchased and 45 existing PCC streetcars will be rebuilt. All single track will be replaced by double track, new signal and overhead power distribution systems will be installed, and 13 stations (3 underground for the subway) will be built—including one at the Amtrak station! Presently, there are no true stations—just "asphalt patches," in the words of NARP Director Rick Hannegan of Pittsburgh.

Trolleys will be moved from a deteriorated street bridge over the Mon River to a sturdier railroad bridge which PAT acquired from Conrail. Trolleys will enter downtown via the ex-CR bridge and tunnel (used by Amtrak's "National Ltd." until 1978) to a point near the U.S. Steel Building, where the transit line will split in two, with one line proceeding north in the ex-CR tunnel to the Amtrak station, and the other turning west in a new subway to serve an office/retail district.

The 12 miles of existing trolley lines not slated for total reconstruction will nonetheless receive new signal and power systems under this project. PAT hopes to some day reconstruct these lines, too.

Cost of the light rail project is \$480 million (\$70 million for the subway work), with 80% being funded by the federal UMTA, and the balance by Pennsylvania and Allegheny County.

Subway excavation began in January, and PAT hopes to complete the entire light rail upgrading project by Thanksgiving 1984. Transit officials are confident that the much-improved track and equipment will lead to tremendous ridership growth. ■

POSTSCRIPT: After the Mar. 9 run of the steam-heated northbound "Silver Star," Amtrak's conversion to reliable electric heat/AC was complete. . . . Senate budget resolution had \$735 million for Amtrak; in House "Budget Round One," Adam Benjamin, Jr., (D-IN) got the Dem. budget to \$788 mill.; Silvio Conte (R-MA) got GOP's to \$758 mill.