



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

Vol. 18, No. 9  September, 1984

OFFICERS: John R. Martin, *President*; John Kirkwood, *V. President*; Andrea Banks, *Secretary*; Joseph Horning, Jr., *Treasurer*; Ross Capon, *Executive Dir.*; Barry Williams, *Assistant Dir.*; Holly Anne Richardson, *Membership Dir.*

National Association of Railroad Passengers News, (ISSN 0739-3490), is published monthly except November by NARP, 417 NJ Av., SE, Washington, DC 20003. 202/546-1550; news hotline (evenings & weekends) 202/546-1551. Membership dues are \$15/year (\$7.50 under 21 or over 65) of which \$4 is for a subscription to NARP News. Second-class postage paid at Washington, DC.

Postmaster: Send address changes to NARP, 417 New Jersey Av., SE, Washington, D.C. 20003.
(No. 8 was mailed August 29)

RETURN REQUESTED

Salt Lake City

NARP Supports Keeping Amtrak at Union Pacific Station

NARP President John R. Martin, in Sep. 7 letters to Amtrak President W. Graham Claytor Jr., Union Pacific Chairman John C. Kenefick, Utah Gov. Scott Matheson, and Salt Lake City Mayor Ted L. Wilson, said that NARP "strongly supports continued Amtrak use of the Union Pacific station in Salt Lake City. This would provide maximum passenger convenience and marketing visibility for Amtrak. The station is close to the heart of downtown and right across the street from the \$400 million Triad Center, the biggest single building project ever undertaken in Salt Lake City."

Fortunately, the governor, the mayor, and the developers of Triad Center agree with NARP and the Intermountain Association of Railroad Passengers that Amtrak should stay where it is. Amtrak, citing needs for more station space and fewer train backup moves, has been trying to move to the former Denver & Rio Grande Western (D&RGW) station (NARP News, Sep. '83, p.3) and, having failed so far there, more recently set its sights on an old Chevrolet warehouse next to the D&RGW building.

But UP Chairman Kenefick's prompt (Sep. 12) response to Martin's letter stated: "Even though there have been newspaper articles suggesting that the Union Pacific and Amtrak are not in agreement over the use of our passenger station, this simply is not the case. We are perfectly content with Amtrak and, if they would just clean up the outside premises a little better, we would be glad to have them indefinitely. Operating interference is minimal and if they want more space in the building, we would, I think, be able to work it out."

A separate and largely solveable problem is the increased number of backup moves in Salt Lake City since the rerouting last year of Denver-Utah service from the UP Wyoming line to the D&RGW across the Rockies. In an Aug. 8 letter to the mayor's office, Intermountain ARP President Charles Tubman urged construction of "an interchange between the D&RGW and UP lines at 400 West and 900 South [ed.: "east," literally, south, of the stations] so as to allow easier access to and from the UP Depot."

Martin's letter to Claytor said such a connection "would eliminate backup moves for Chicago-Salt Lake City and Salt Lake City-Seattle runs. Thus 'Pioneer,' whose eastbound Seattle time (now 7:00 AM) has caused the greatest concern, could save just as much time with an improved UP station operation as with a move to the D&RGW.

"Backup would remain only for Salt Lake City-Los Angeles and Salt Lake City-San Francisco moves, and even the San Francisco

(continued on page 4)



Triad Center Phase I under construction in foreground and to left as seen from the roof of the U.P. station (top photo). Downtown is at right, further east. Photo below, looking southwest from just east of Phase I as it appeared in 1983, its proximity to the U.P. station and distance from the D&RGW are illustrated.

TRAVELERS' ADVISORY

EFFECTIVE OCT. 15: Auto Train operates *daily*.

EFFECTIVE OCT. 28:

- New York City-Richmond "Virginian" replaces present NY-Wash. local section of "Crescent." This train will permanently relieve long-distance "Crescent" of local Northeast Corridor work; thus latter train will be accorded same status as Florida trains. "Virginian" dp NY 2:30P, ar DC 5:44P and dp 6:10P, ar Richmond 8:15P; dp Richmond 7A, ar DC 9:05A and dp 9:30A, ar NY 1:01P.

- New overnight NEC mail train—"Mail Express" southbound, "Fast Mail" northbound—begins. Train, which will take mail (and its attendant delays) from passenger schedules and which will cover its costs, will carry one coach: dp DC 1:45A, ar NY 5:55A and dp 6:15A, ar Boston 11:04A; dp Boston 2A, ar NY 6:25A and dp 7A, ar DC 11:05A. (Public timetable won't show southbound train below NY, but passengers who know about it won't be turned away).

(continued on page 4)

A New Edition of "Train Trips"

To receive TRAIN TRIPS by William G. Scheller at a discount, send this coupon with a check for \$7.95 (per copy) to:

The East Woods Press
429 East Boulevard
Charlotte, NC 28203

or phone them toll-free 800/438-1242 (in NC, 800/532-0476). They accept VISA or Mastercard numbers over the phone. Be sure to say that yours is a "NARP order."

Name _____

Street _____

City/State/Zip _____

"Train Trips—Exploring America By Rail," by William G. Scheller, provides the Amtrak and VIA Rail Canada traveler with useful and up-to-date information about visiting the major cities of the U.S. and Canada as well as describing what there is to see along the way.

The "Before You Board" section introduces trains and their accommodations, the ticket procedures and station facilities, and how one may enjoy the pleasures of a long rail trip.

The main section, "Routes and Cities," is a train-by-train guide to North America's long-distance routes. Each "name" train is identified by some historical background and special features. Between the major stopover cities, brief route guides describe the scenery outside the train window. Then, for every major city chosen, there is a thumbnail sketch, the major points of interest, and a few selected hotels and restaurants.

—Theodore W. Scull

Here Comes The "Carolinian"!

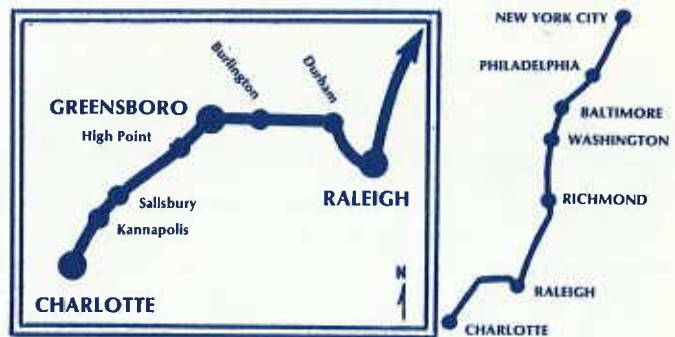
North Carolina is about to join the growing list of states purchasing rail passenger transportation from Amtrak, pursuant to Sec. 403(b) of the Rail Passenger Service Act. If all goes well, North Carolina will become the nation's *twelfth* 403(b) state in late Oct., with the start-up of the New York City-Raleigh-Charlotte "Carolinian." This will be a milestone, with fully *one-fourth* of the "Lower 48" states participating in the 403(b) program! It will also continue an interesting trend: since 1981, all five states to join 403(b) have been in the South: Florida in 1982, and Alabama, Louisiana, Mississippi, and North Carolina this year. Prior to 1981, there were no southern states participating.

On June 28, the North Carolina Legislature approved \$500,000 for its share of the train's costs, and on July 25, the Amtrak Board of Directors okayed the state's application.

The "Carolinian," which will operate in combination with Amtrak's New York-Savannah "Palmetto" north of Richmond, will provide the first *daylight* passenger train service to North Carolina's populous piedmont region in eight years, and will directly link the state capital, Raleigh, with the state's two-most-populous cities, Charlotte and Greensboro, for the first time since at least 1962. Two new cities, Durham (101,000) and Burlington (37,000), will be added to Amtrak's system as a result of this service, which will operate via Seaboard System between Richmond and Raleigh (route of "Silver Star"), and via Southern Railway between Raleigh-Greensboro-Charlotte.

While Amtrak and state officials are optimistic the service will start around Oct. 28, there remain some issues to be resolved.

● **Capital Improvements:** Federal law requires states to pay 50% of these, but the NC Legislature forbids any of the \$500,000 grant to be spent on capital. Therefore, local governments and the private sector are being asked to help as never before. The City of Burlington appears willing to furnish a station facility (none presently exists), while textile giant Cannon Mills has committed to restoring the existing depot in Kannapolis. State highway funds may be used to provide improved grade crossing protection along the route.



● **Crew Agreements:** Amtrak and the state want a single crew between Raleigh and Charlotte, eliminating the traditional crew change at Salisbury, and want crew size reduced from 5 to 4. Both stated early on that their position is "non-negotiable." Negotiations are reportedly progressing favorably.

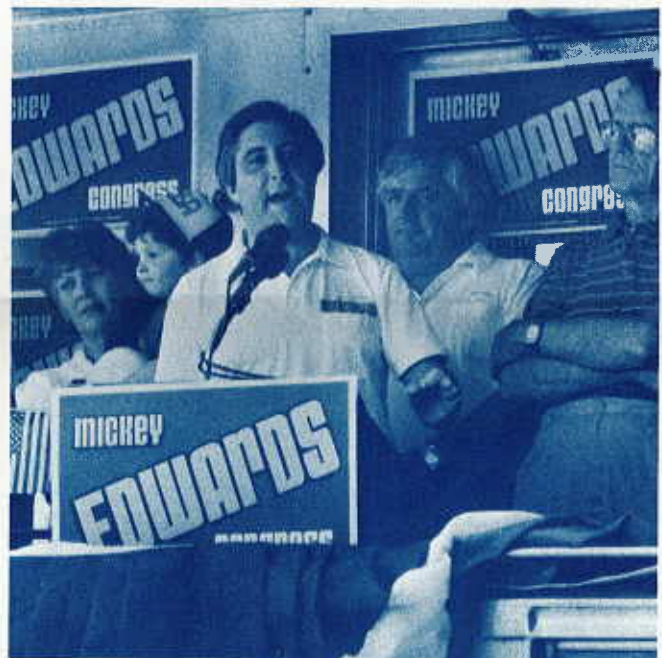
● **Scheduling:** Southern wants about 5 hours Raleigh-Charlotte; Amtrak wants 4. Negotiations are in progress.

Amtrak is very optimistic about this proposed train, projecting 174 passenger-miles per train-mile, the highest ridership projection Amtrak has ever made for a 403(b) train to our knowledge. Certainly working in the train's favor are the many populous on-line cities, and universities (including UNC-Chapel Hill, Duke, and NC State), as well as the state's distinction of having one of the fastest-growing populations of retired persons, many of whom cannot or will not make intercity trips by auto.

The new "Carolinian" is a real tribute to the effective lobbying skills of the Carolina Association of Passenger Train Advocates (CAPTA) and the Durham-based People's Alliance, and to the enlightened attitude of a number of articulate state lawmakers who persuaded their colleagues to give rail a try.

(Because the train's starting date is not yet firm, we suggest that you consult the NARP Hotline for updated information). ■

OKLAHOMA WHISTLESTOP



—©1984, The Oklahoma Publishing Company
From the July 29 issue of *The Daily Oklahoman*

Rep. Mickey Edwards (R-OK) launched his '84 reelection campaign July 28 aboard a reelected passenger train through Oklahoma. The 2-car "Edwards Express" traveled a 102-mile segment of the old "Lone Star" route between Ponca City and Oklahoma City. NARP Member and ex-director Ron Coffman reports that at Oklahoma City, Edwards' declaration "We won't stop 'til we get it [train service]" drew loud applause from the crowd.

Canada: New Government, New Trains



Don Mazankowski, Canada's new (and former) transport minister, is shown above (right) with NARP Exec. Dir. Ross Capon and below with Sen. Patrick J. Leahy (D-VT) at the Sep. 29, 1982 "Montrealer" birthday party Amtrak staged in Washington. Mazankowski and other members of parliament visited New York and Washington—including the NARP office—to review U.S. rail passenger service. The trip was organized by Canada's Centre for Legislative Exchange under its Canada-U.S. Legislative Visits Program.

Meanwhile, VIA Rail Canada Inc. on Oct. 28 is to restore service on the 372-mile run between Moncton and Edmundston, NB, across the St. John River from Madawaska, ME. Wednesday/Friday AM trips to Moncton and Mon./Wed./Fri. return trips will



connect there with "Ocean" to/from Halifax; a Sun. PM trip to Moncton will not have connections. This is the second reversal of the 1981 route cuts and indications are that the new Conservative government will keep former Liberal Transport Minister Lloyd Axworthy's pledge to restore Vancouver-Jasper-(Edmonton-Winnipeg) service—the route of the old "Super Continental"—on a tri-weekly basis in the autumn of 1985 (see *Travelers' Advisory*, NARP News, June '84).

Furthermore, during the recent election campaign, the Conservatives promised to restore the Montreal-Maine-St. John "Atlantic" without public hearings, and said they may restore other unspecified routes which had been cut in 1981. Maine towns served by "Atlantic" were Jackman, Greenville, Brownville Jct., Mattawamkeag, Danforth, and Vanceboro. ■

AND O'HARE MAKES THREE

Chicago's O'Hare became the third U.S. airport to gain rail transit when, on Sep. 3, the Chicago Transit Authority extended its Congress/Douglas-Milwaukee Line into the world's busiest airport. Most of the 8-mile, \$196 million extension actually opened last year—all but the River Road-O'Hare segment. The 17.5-mile ride between the airport and downtown takes 35 minutes, and the line comes within two blocks of Amtrak's Union Station (use CTA's Clinton Street Station).

The other two U.S. airports: Cleveland Hopkins (1968) and Washington National (1977).

Baltimore-Washington International is served by a limited number of intercity and commuter trains (1980), and Philadelphia International should gain commuter rail within the next eight months.

American Energy Awareness Week

Although energy conservation is not as popular an issue as it was in 1979, the Alliance to Save Energy, chaired by Senator John Heinz (R-PA), continues to promote the issue, and approached NARP and many other organizations for help in getting out the word that Oct. 21-27 is American Energy Awareness Week.

Most people agree that the passenger train can make a valuable contribution to U.S. energy efficiency, but the issue has been clouded by extreme claims, both positive and negative. "NARP believes that a modern, properly-managed intercity rail passenger network would average about 125 passenger-miles-per-gallon, a composite of corridors at about 150 and long-hauls at just under 100," wrote NARP's Ross Capon in the Jan. '81 *Passenger Train Journal*. To get the full article, send a stamped, self-addressed envelope to the NARP Office. For \$3 (no envelope), we'll send Capon's 22-page response to a May '79 Congressional Budget Office staff report, "The Current and Future Savings of Energy Attributable to Amtrak," adding the PTJ article if you request it.

For more information about the week: Don McCammond, American Energy Awareness Week, 1511 K St., NW, Suite 211, Wash., DC 20005 (202/861-0792). For more information about the Alliance: Diane Witte, Alliance to Save Energy, 1925 K St., NW, Suite 206, Wash., DC 20006 (202/857-0666). ■

STATE ARP NEWS: Missouri-Kansas Rail Passenger Coalition solicits contributions for its "River Cities" ad campaign. Send them to MOKSRail, PO Box 1192, Kansas City, MO 64141 . . . Train Riders' Assn. of California (TRAC) holds its first annual meeting Sat., Oct. 20 at the San Franciscan Hotel in SF, 11:30 AM. \$20 registration includes lunch; send it to TRAC, 1730 13th St., Sacramento 95814.

BAGGAGE CARS: Bad news: Oct. 28 marks at least a temporary end to "Palmetto" and daytime Boston-Washington checked baggage service. Good news: New "Empire Builder" and "SW Chief" mail contracts will be handled by cars released from "Palmetto" and the Northeast Corridor mail service restructuring.

VANS VS. TRANSIT

"... in New Jersey the van pools have become serious competition for NJ Transit. While they primarily divert bus riders, there have been some rail rider diversions... As a member of the Union County Transportation Advisory Board, I have consistently fought any tax or licensing breaks for the pools as they are not helping but hindering transit development.

"Vans are not transit, as they do not offer a full pattern of service, do not serve the occasional rider, and do not even serve their own pool members when one must stay late or leave early. I feel much of the hidden support for vans comes from the highway lobby. How better to promote more highway construction!"

—NARP Member William R. Wright of Cranford, NY, in letter to Rail Travel News

Salt Lake City (continued from page 1)

backup would be eliminated if Amtrak returns to Southern Pacific's causeway across Great Salt Lake straight west from Ogden."

(SP has been working to reestablish the reliability of causeway railroad operations, but it will be almost a year—through the spring high-water season—before results of the work are known. Martin's letter to Claytor recommended restoring Ogden to the Salt Lake City-San Francisco run if causeway work is successful.)

Martin's letter concluded: "The central issues as we see them now... are:

"(1.) the benefits to Amtrak and its passengers of maintaining station facilities at the present ideal location. The UP station is the anchor for the Triad Center project. The development uses the station's architectural motif and was constructed in a manner that enhances the station, and

"(2.) the possibility of developing a 'pro-UP' consensus among Amtrak and the parties already supporting the UP location, including the governor and the mayor, which might in turn persuade UP to join the consensus and work with the other parties in developing a satisfactory solution which retains Amtrak at the present location."

Amtrak might already be in the D&RGW building, but for the opposition of the current occupant, the Utah Historical Society. Society Director Melvin T. Smith says: "There simply is not enough space there to coexist with Amtrak. I look at Amtrak as bringing a camel into a tent to sleep with... It's just too big." (*Salt Lake Tribune*, Aug. 11, 1984).

Although the warehouse is next to the D&RGW building, and station stops by the trains would be made at the same place, everyone agrees the warehouse is the least desirable solution. As the *Tribune* reported, "City officials and some local business people don't want visitors to Utah's capital arriving at a renovated warehouse in a rundown area of town that just happens to be next to a real train station. 'I can't even comprehend why we would do something like that and leave that kind of image,' City Council Chairman Ronald J. Whitehead said."

In response to Kenefick's letter to NARP, Amtrak has agreed to restudy the issue. Hopefully, Amtrak will reach an agreement with UP on station facilities, build the needed connecting track, and remain at the UP station. ■

● **Chicago-Orlando-Tampa through-coach service begins.** Coach will be carried in "Capitol Ltd." and "Silver Star," and actual running time will roughly equal "Floridian" of July '79, although Washington layover will add about 2 hours.

● **"Night Owl" will offer New York-Washington "set-out" sleeper:** sleepers open for occupancy in both cities at 9:30P; northbound car may be occupied at NY until 7:15A. Also, the existing Boston-Washington sleepers will be open at 9:30P.

● **Good news for San Antonio-West sleeping-car passengers:** if you book on the "Eagle/Sunset" through car (Car 2230 east, 2130 west), you may remain on board until 9A (east) and occupy your room 20 minutes after "Eagle's" arrival, scheduled for 10:15P (west).

● **New Saturday night schedules on two corridors:** 11:15P Chicago departure for Milwaukee replaces 4:30P, and 11:30P NY departure for Albany replaces 8:45P. (Former proposed by Wisconsin ARP and conveyed to Amtrak by NARP).

● **Chicago-St. Louis pattern changes southbound:** "State House" will depart at 3:30P instead of 8:50A, something long sought by Illinois Rail. ("Eagle" will go at 6:10P instead of 5:20P).

● **Hartford/Springfield get two additional through trains to/from NY/Washington,** replacing change-at-New Haven schedules. The complete pattern of weekday through services: depart Springfield at 3:35, 6, 6:55, and 8:52 AM; return leaving NY at 3:08, 3:55, 5:15, and 9:08 PM; some weekend variations.

● **Boston-Worcester-Springfield-Hartford-NY-WAS "Bay State" (Aug. News) returns on a slower schedule than Amtrak offered in 1972.** NY-Boston times will be 5:57 west and 6:05 east vs 5:30 and 5:43, respectively, in 1972. New train will depart Boston 6:17 AM (7:23 Sat./Sun.), and return from New York at 3:55 PM.

● **With the NY-Montreal "Adirondack" settled into a pattern of widely differing summer and winter schedules,** Amtrak says equipment balancing needs impose similar drastic changes twice a year on many other Empire Service schedules. Among them, #62 will depart Niagara Falls at 10:05A instead of 2P; #73 will leave NY at noon instead of 12:45P.

● **The Mon.-Sat. "First State" will enable Wilmington, DE, residents to reach NY by 8:14A instead of 10:16A (or 8:55A by Metroliner Mon. thru Fri.) as at present.**

● **"San Joaquins" will begin serving Antioch-Pittsburg, CA; "North Star" will end service to Superior, WI.**

OTHER NEWS:

The Chicago-Texas "Eagle" will operate *daily* again this holiday season: south Dec. 16-Jan. 5, north Dec. 18-Jan. 8. The Oct. timetable will show the extra trips, unlike last year.

Amtrak is launching a bold marketing initiative Oct. 1 to meet airline competition on the "Montrealer" route. One-way fares between New York/Newark and Essex Jct., near Burlington, VT (also intermediate points where advantageous) will be slashed from \$55 to \$30 (\$35 on Fridays & Sundays).

Other Oct. 1 fares (to be sold through May 31, 1985):

● **Round-trip travel between Barstow-LA-San Diego points on the one hand, and Flagstaff-Lamy, NM points and Las Vegas, NV on the other, will cost \$1 more than one-way.**

● **Round-trips on the "Cardinal" and "Palmetto," and for "Silver Meteor/Star" travel between Richmond-Jesup points on the one hand and Jacksonville-south points on the other, will cost \$10 more than one-way where the latter is \$50 more.**

● **Round-trips local to the Albany-Niagara Falls segment will cost \$5 more than one-way.**

● **Round-trips on the Seattle-Portland line will cost \$1 more than one-way, any train, any city-pair.**

● **Except on the AM peak "Radisson," Chicago-Milwaukee passengers will get a 25% discount on round-trips.**

● **Round-trips on the "River Cities" will be one-way plus \$10 between any two cities (40-day limit).** (Amtrak earlier announced an approximately 25% reduction in sleeping car room charges, but the car is still expected to end Nov. 11).

● **"City of New Orleans" will offer an \$85 round-trip fare Memphis-New Orleans; \$45 Jackson-New Orleans.**

Three reduced fares took effect Sep. 4: Mobile-New Orleans, 25% reduction for round-trip; Miami-Tampa "Silver Palm," round-trip is one-way plus \$5; "San Joaquins" 7-day round-trip is one-way plus \$7.

"Most of the promotional fares will not be available at peak holiday times such as before and after Thanksgiving, Christmas, and Easter." Round-trip fares cited above have a 30-day limit unless otherwise indicated. The above promotional fares are good in sleeping cars (with room charge payment).

Beginning Oct. 15, northbound Auto Train fares will be reduced through Jan. 15 except for Dec. 14 through Jan. 2.