



from
**NATIONAL ASSOCIATION OF
RAILROAD PASSENGERS**

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Commerce Committee Okays Rail Act; House Action Expected Shortly

CALIFORNIA ZEPHYR FIGHT CONTINUES

At ICC field hearings in Salt Lake City on the *California Zephyr* case in September, NARP, the state of California and other protestants argued that the across-the-platform passenger transfer at Ogden is contrary to the ICC's Feb. 20, 1970 order requiring through service on the restructured train. The ICC had permitted thrice-weekly in place of daily service. NARP Counsel Andrew P. Goldstein contended that the transfer, coupled with revised schedules that result in numerous missed connections with other trains in Chicago, violates the ICC's order that the BN, D&RGW and SP maintain high standards of service on what remains of the *Zephyr*.

NARP Asks Court To Overturn Adverse *Texas Eagle* Decision

While the legislative news was highly encouraging for the railroad passenger, regulatory agencies were providing their usual budget of bad news. Texas train riders suffered a setback when the Texas Railroad Commission allowed the discontinuance of the *Texas Eagle* between Laredo, San Antonio, Austin and Texarkana. NARP has not given up the legal battle to save this key Texas rail link and has filed an action in Federal Court to compel MoPac to continue the service. Austin Attorney David Richards will continue to fight the case for NARP. . . The ICC has granted SP's request to reduce the *Sunset Limited* to three times a week. In return for reduced frequency of operation, SP has agreed to restore diner and sleeping car service to the train. NARP had protested the SP request, contending the whole question of quality of service on the *Sunset* is now the subject of a Federal court appeal by NARP and the State of California to overturn the ICC's negative decision in the "*Sunset Limited-Adequacies case*." . . . Seaboard Coast Line, generally pro passenger, has sought ICC authority to end its portion of the Chicago to Florida *Southwind* between Montgomery, Ala., Jacksonville, Miami, and St. Petersburg, Fla. This train had already been dealt a body blow by the PC's unilateral action in ending sleeping car service between Chicago and Louisville, its part of the run. . . Southern Railway seeks to reduce to three times a week operation of its famed *Southern Crescent* west of Birmingham. The train would continue in daily operation between Washington and Birmingham.

(Continued on P. 2)

LATE BULLETIN

On Sept. 30, the ICC authorized Penn Central to discontinue 14 of its 34 east-west trains. NARP immediately announced it would appeal the decision to the Federal courts. "This decision is clearly not in the public interest," NARP stated. "The ICC action is particularly unfortunate in view of the approaching final approval by Congress of a Rail Passenger Service Corporation." Among surviving trains are the *Broadway Limited*, *Spirit of St. Louis* and *Dusquene*.

By a near-unanimous vote, the House Committee on Interstate and Foreign Commerce on Sept. 23 favorably reported the Rail Passenger Service Act.

Strong bi-partisan support suggests that the bill will shortly receive approval of the full House.

The committee made several changes from the Senate-approved version including increased funds for the Corporation, but the two versions are substantially the same.

In the House bill, state and regional agencies would have to pay two-thirds of the operating deficit to keep running trains which the Corporation wishes to drop. The Senate version called for an amount of not less than 50%.



Rep. Richard L. Ottinger (D-NY) confers with NARP Chairman Anthony Haswell (left) just before the Commerce Committee acted favorably on the historic Rail Passenger Service Act. The Congressman broke away from a heavy schedule in his New York Senate race to return to Washington for the committee session. He told Haswell that he considered the measure vitally important in restoring rail service to its proper role in America's transportation system. Rep. Ottinger has long been an ardent fighter for mass transit legislation and other measures to help the rail passenger.

The House measure authorizes the Corporation to seek to drop unwanted trains from the system after July 1, 1973. The Senate bill required operation of the entire system through Jan. 1, 1975. In both versions, trains could be dropped only if not required by public convenience and necessity or if their continued operation impaired the Corporation's ability to adequately provide other services.

Observers feel confident that even with the shorter period provided in the House measure, an aggressive management dedicated to good service can attract riders back to the rails and that there is little likelihood that drastic service cuts would be sought.

(Continued on P. 3)

European Rail Travel Booms, New, Faster Trains in Offing

Rail travel in Europe is booming and plans are well advanced for new intercity equipment that will operate at speeds of 180 mph and more, according to a report by Edward C. Burks in the *New York Times*.

Significantly, Burks points out that spectacular gains are being made in rail passenger service at a time when European automobile ownership is zooming, doubling and tripling over the past decade. Apparently Europeans don't regard the automobile as a substitute for rail service.

Compared to the fewer than 400 intercity trains operating in the U.S. today, Britain has 1000, France 850 and West Germany 527. These three countries operate 28,000 trains of all kinds, with Britain alone having more than 17,000 in service.

By the mid-80's, Burks says, Germany plans a new 680-mile railroad with expresses linking major cities at speeds up to 250 mph.

Italy, now running some trains faster than 100 mph, is planning a new Rome-Florence line for 156 mph trains.

The emphasis everywhere in Europe is upon electrification and welded rail. Seventy percent of French operations are electrified.

"... in Europe, it is still smart and convenient to go by train," Burks reports. He said a time-table of Europe's "best trains" shows 1150 schedules covering 100,000 miles of routes.

France, a leader in rail transport, already has five trains that out-perform America's *Metroliner*. Burks points out that the fastest *Metroliners* cover the 225-mile New York-Washington run with three stops at a little under 80mph average. France's famed *Mistral* averages 81 mph on its 535-mile Paris-Marseilles run with four stops.

British Rail is attracting businessmen with 90mph trains "and lots of overnight sleeper services." A first class berth between any two points in England or Scotland is \$6.60 with breakfast thrown in.

NARP Asks Court (from P. 1)

ham. However, in return for the reduced frequency, SR offered to put a sleeping car on the *Crescent* and to use this train to make connections with SP's *Sunset* at New Orleans for coast-to-coast through service to Los Angeles. If consummated, it would resume a service dropped 14 years ago. SR also wants to end the *Piedmont* between Greenville, S. Carolina and Atlanta. . . The ICC allowed the end of the last overnight sleeper service between Chicago and the Twin Cities when it permitted Milwaukee to drop the *Pioneer Limited*. . . However, the ICC ordered the UP to keep trains 35 and 36 between Salt Lake City and Butte, Mont., in operation for 6 months. The trains will continue to operate three times a week. . . the ICC has set hearings on the IC's proposal to discontinue trains 11 and 12 between Chicago and Sioux City, Ia.

If you have already renewed and received a renewal notice, please accept our apologies. We are in the process of revising and updating our membership files.

NARP IN THE NEWS

Milton Moskowitz, the hard-hitting, widely-syndicated columnist, gave his readers a "profile" of NARP recently which brought a number of new memberships and inquiries to Association headquarters.

"Special interests in this country all have their lobbies, so why not one for the guy who prefers rail travel to airlines and highways?" Mr. Moskowitz asks.

"Despite its small constituency, NARP is one of the influential forces behind the Rail Passenger Service Act now before Congress. . . All in all, it's a strange situation where customers of a service have to rally to save it. . ." the columnist declares.

Pittsburgh Post-Gazette

Sun-Telegraph
First Newspaper West of the Alleghenies

TUESDAY, SEPTEMBER 22, 1970



NARP Advisory Board Member Milton Shapp is riding the rails in his campaign on the Democratic ticket for governor of Pennsylvania, using "Save the Railroads" as a primary slogan. A recent whistle-stop tour covered 800 miles through communities in 21 counties.

NARP regional membership chairmen whose appointments have not been previously announced in the newsletter are:

COLORADO - Alpiner, Dr. Jerome G., 6962 S. Jackson Way, Littleton, Colo., Director, Speech and Hearing Center, University of Denver; MAINE - Baker, Robert C., Jr., Box 562, Brunswick, Me., Bliss College student; ARIZONA-NEW MEXICO - Dickinson, Donald C., 8451 Malvern Pl., Tucson, Ariz., Director, School of Library Science, University of Arizona; KENTUCKY - Dorr, Ralze W., 2100 Murray Ave., Louisville, Ky., Assistant to the President, Spalding College; NORTHERN INDIANA - Kocher, Doug, 607 S. Huddleston Rd., Winamac, Ind., Valparaiso University student; WESTERN MONTANA - Moncure, Peyton, Missoula, Mont., U.S. Department of Agriculture.

AIRLINES CUT FLIGHTS, TRIMMINGS AS PROFITS GO INTO NOSEDIVE

The full-page airline ads heralding more new flights, free champagne, steak cooked to order and hostesses attired in the latest Paris creations are going to be seen less frequently, according to all indications.

The airlines are feeling the economic pinch with 6000 employees laid off so far this year, profits down disastrously, fares up and costs zooming.

Three transcontinental carriers - TWA, United and American - recently asked governmental permission to reduce the number of flights on competitive routes. The three have sustained pretax losses exceeding \$100 million on domestic flights in the first six months of 1970.

Scripps-Howard writer Richard Starnes, in a recent special report headed "U.S. Airlines Flying Into Economic Storm," pointed out that the load factor is down to about 55%, meaning that 45% of the seats are unoccupied.

Starnes reports that some of the fancy trimmings have already been dropped and more will be eliminated. He quotes Air Transport Association President Stuart G. Tipton as saying that movies and big meals "have no place on airplanes" but indicates they would be hard to get rid of.

Starnes also quotes CAB Chairman Secor D. Browne as saying that the new Dallas-Fort Worth and Palmdale, Cal., air terminals "may be the last big airports built in this country."

MISCELLANY

BN: "A NEW KIND OF AMERICAN RAILROAD" (EXCEPT FOR PASSENGER SERVICE) — In approximately 70 newspapers throughout the country there recently appeared a 2-page special supplement with maps and numerous photos in full color under the title, "Special Report on a New Kind of American Railroad." The report consists of a long essay headed, "Burlington Northern: A Railroad Worth Waiting For." The author is David P. Morgan, editor of *Trains Magazine*. The prose is filled with wonder and optimism over the benefits that the merged lines will shower on the American public until in comes to the last item — the question asked of Chairman John M. Budd and President Louis W. Menk: "What will happen to passenger service on the new Burlington Northern?" Alas, they wish they could give a "happy answer" but it just isn't in the cards. No one loves the "steam cars" [that's what Messrs Budd and Menk apparently call passenger trains] more than they do, but they can't absorb the losses much longer without threatening the health of even the "vigorous" BN ["Est. Annual Revenues: More than \$900 million"]. "It can only just be a matter of time," they mourn, until the *North Coast Limited*, the *Empire Builder* and the *Denver Zephyr* meet the unhappy end of other discontinued trains. There is one question that someone forgot to ask Messrs Budd and Menk: "How would things look for the 'steam cars' if some of the money spent to run the supplement had been used to promote passenger service?"

Americans Find Rail Travel Cheap and Exhilarating — In Europe

"Americans of all ages, who won't go near a train in their native land, are taking to the rails in Europe with wild abandon," Anthony J. Despagni reports in the *New York Times* travel section.

Part of the attraction is the Eurailpass which permits unrestricted first-class travel among the 13 participating countries for 21 days at \$110; one month, \$140; two months, \$180; three months, \$210. A new "Studentrailpass" offers second class travel for two months at \$125.

Despagni says 80,000 Americans are expected to use the pass in 1970, 45% above 1969.

Among the advantages of European rail travel, the writer found, were unequalled views of the scenery; good on-time performance with some trains hitting 100 mph or more; on-board customs and immigration processing; comfort, courtesy and economy. His main complaint was that the trains are so well patronized that there is a good deal of waiting in line for tickets and some overflow seating in train aisles.

Editor Rhapsodizes Over Santa Fe's *Chief* — Memphis Press-Scimitar Food Editor Alice Beatty Pitts, invited to an editors' conference in San Francisco, decided to take Santa Fe's *Chief* ("truly a luxury liner.") Her account of the trip could well be called a "Railroad Rider's Rhapsody." She found the service unexcelled, the food a gourmet treat, the decor superb and the scenery breathtaking. Observing the airline beacon lights from her San Francisco hotel room, she concludes: "Let those safety signals shine on, I'll still ride the iron horse that runs by wheat fields, races over yearning deserts, plows through mountain tunnels, zooms by vineyards and orchards to show off the entire countryside, and lulls one to sleep at nighttime with the song of the rails."

"OUT OF DATE" RAILROAD — In an "Open letter to President Nixon," A. Robert Smith, Washington correspondent for the *Oregonian*, tells of a trip from Fairbanks to Anchorage on the U.S.-owned Alaska Railroad. He found the food excellent, the train and depots clean, the crew courteous and friendly. With tongue-in-cheek, Smith says that with the railroad so "far out of step" with practices of most U.S. lines, he can understand why there is a proposal to sell it to private interests. "The heart of the problem... is that the ARR is still treating passengers as though they are people... I feel confident if you can peddle our railroad to the Southern Pacific... the new managers will correct that in quick order."

CURIOUS STORY — There is at least one train enthusiast who will raise his eyebrows when railroad officials insist they aren't trying to discourage passengers. *Arkansas Gazette* columnist Richard Allin relates the story of a man who tried to get space aboard the *California Zephyr*, was told space was tight but to try the next day. He did and was told he was in luck — one roomette was available between Chicago and Salt Lake City. He found the trip delightful — but also found that he was the only passenger on the car till the train reached Omaha. Between Chicago and Salt Lake, things improved. Another passenger got on.

Commerce Committee Okays (continued from P. 1)

The House committee substantially increased the financing available to the Corporation. Loan guarantees for equipment purchases were raised to \$100 million. In addition, the Secretary of Transportation would be authorized to guarantee up to \$200 million in loans to railroads financially unable to buy Corporation stock.

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Air Traffic Down, Rail Up in N.E. Corridor — Since the inception of *Metroliner* service, the airlines' share of all common carrier travel declined from 76.8% in 1968 to 70.9% in 1969 while rail travel increased from 23.2% to 29.1%. Penn Central reports in connection with the official start of the *Metroliner* Demonstration Project.

BON MOT — Rep. Abner Mikva (D-Ill) in commenting upon Illinois Central's fare increase: "They are going to put up the fares so high that no one will ride... Then, like the guy who killed both his parents and pleaded for mercy because he was an orphan, they are going to come in and ask to discontinue the service."

USE THIS COUPON TO BRING IN A NEW MEMBER TODAY!

(NL 70)

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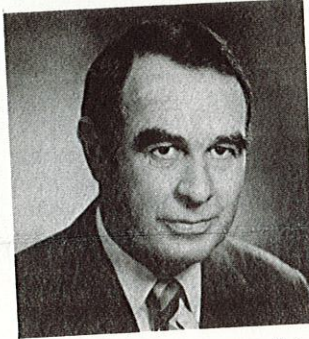
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11 — Sen. Harrison A. Williams, Jr.

Since his election to the House of Representatives in 1954, Harrison A. Williams, Jr., (D-NJ) has made improved commuter service a high priority on his legislative program. He continued the battle after moving to the Senate in 1958. In 1964 he successfully guided through the Senate the first Urban Mass Transit Act, of which he was the principal sponsor. This act has provided Federal assistance to such major transit programs as San Francisco's BART project, the Chicago South Shore Commuter District, and has funded new equipment purchases by the New Jersey DOT, the New York Transportation Authority, and the state of Connecticut. Now in his second term as New Jersey's Senator, Sen. Williams recognizes that mass transit funds authorized under existing law are far from adequate to do the job that needs to be done in urban transportation. Again under his leadership, the Senate this year passed a huge mass transit program that would increase Federal aid to \$3.1 billion over a 5 year period. The bill has passed the House and awaits final action by a House-Senate Conference Committee. Senator Williams also serves on the Senate Committee on Labor and Public Welfare as a result of his interest in health and education legislation. Recently, Senator Williams said: "NARP deserves high praise for its work on behalf of the rail passenger and for helping to focus Congressional attention on the need for better surface transportation systems. Citizens' lobbies like yours are a vital part of the democratic process and of great help to those of us working for sound Federal transportation programs. I believe the time has come when the Congress recognizes the need for substantial assistance to city transportation systems before our cities strangle in their own traffic jams."



SORRY.

We regret that our supply of bookmatches is exhausted. Money will be refunded on orders that cannot be filled. Lapel pins/tie tacs are still available at \$3.75 for men's or women's models. See order form, P. 3.

Credit Card Rail Travel — Member Joseph M. Kelly, San Francisco, has suggested that we remind our readers that travel on a number of major railroads can be charged with a Rail Travel Credit Card, available from the Rail Travel Credit Agency, Room 436, Union Station, Chicago, Ill., 60606.

The card is good for transportation, meals and refreshments. It is also honored by many leading hotels, restaurants and auto rental firms.

Participating railroads include: Santa Fe; B&O/C&O; Delaware and Hudson; Burlington Northern; MoPac; N&W; Penn Central; RF&P; Seaboard; Union Pacific; Milwaukee Road; Rio Grande; Illinois Central; Grand Trunk; GM&O.

PLAUDITS FOR D&H — Under the headline, "Railroad That's Fun to Ride," Boston Globe writer Stephen Brayton gives high marks to the Delaware and Hudson for the good service, reasonably-priced meals and courtesy on the Albany-Montreal Laurentian. He says the railroad seeks to please the public and that its policies are "a distinct departure from the current policy [of] purposely downgrading...to drive off potential riders." D&H also runs an overnight train, the Montreal Limited.

NOW YOU CAN'T GET THERE BY PLANE, EITHER

A number of smaller communities around the country that apparently weren't too concerned about the loss of rail transportation because of the existence or promise of air service are now finding themselves without either.

In a comprehensive report on the situation, Robert Lindsey of the New York Times said in the last five years 66 towns have lost their only air links and that if the industry had its way, another 100 communities would be eliminated from the schedules.

Last year the U.S. subsidized the nine carriers that operate local or regional air service to the tune of \$36 million. However, the carriers say their 1969 losses exceeded \$55 million. Legislation to increase the subsidy to nearly \$58 million is pending in Congress.

As a example of the problems facing the smaller communities, Lindsey detailed the case of Lewistown, Montana, which lost its Frontier Airlines service on April 6. Rail passenger service stopped 10 years ago. The railroad cited Lewistown's good air service in its discontinuance petition.

Frontier received a Federal subsidy of \$448,000 on the Lewistown route last year but says it still lost \$667,000. Lindsey quoted Frontier as saying that for every \$20 fare, the U.S. granted \$20 and the airline at least as much.



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