



from
**NATIONAL ASSOCIATION OF
RAILROAD PASSENGERS**

March, 1971



Vol. 5, No. 3

New Corporation Announces Routes, Services

A History of NARP..

Part I – Railrod Legislation

This Association has received hundreds of messages of congratulations since its successful efforts on behalf of the "Railpax" legislation. As NARP does not issue a formal annual report – preferring instead to keep members constantly informed through the monthly newsletter – this seems an appropriate time to summarize NARP's other legislative activity which may have been overshadowed by the creation of the National Rail Passenger Corporation.

NARP, formed as an Illinois not-for-profit corporation in June, 1967, has worked for passage by Congress of the following legislation:

- two proposals in 1967 to strengthen Interstate Commerce Commission (ICC) controls over train discontinuances. Neither measure cleared the 90th Congress in spite of NARP testimony before committees of both the House and Senate

- legislation introduced in January, 1969, to provide federal financial assistance for the rehabilitation and replacement of the nation's intercity rail passenger car fleet. The bill – formulated and presented to Congress by NARP – was introduced in both the House and Senate with a considerable number of cosponsors in each chamber. The objective of this bill was ultimately embraced in the "Railpax" proposal

(Continued on Page 3)

NARP ANNOUNCES NEW LEGISLATIVE PROGRAM

Congressional Activity Expected To Accelerate On Rail Passenger Matters

The National Rail Passenger Corp. is well on its way to establishing itself as the prime carrier for rail travelers in the nation. But this is not a time for citizens interested in the rail passenger business to rest and rejoice. Many important new legislative matters will require attention by NARP and the public.

The 92nd Congress is already immersed in railroad problems. NARP will remain alert to insure that the traveling public is not overlooked as the Congress comes to grips with the fundamental ailments of the industry.

Legislative matters which NARP will consider getting involved with in the new Congress include the following:

- ♦ establishment of a federal office of transportation consumer counsel
- ♦ establishment of, and federal assistance for, regional transportation agencies, authorities, and compacts
- ♦ appropriations for, and perfecting amendments to, the passenger corporation legislation
- ♦ aid to commuter rail and mass transit systems

(Continued on Page 2)

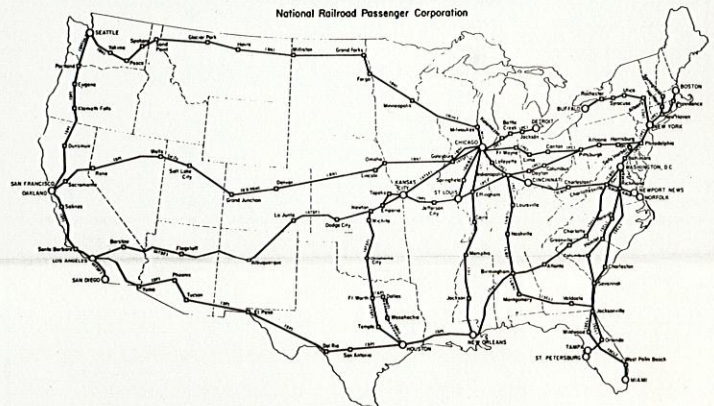
NARP Points Out Omissions In Heavily Populated Great Lakes Region

The National Railroad Passenger Corp. (NRPC) has announced its selection of routes over which its 184 passenger trains will begin operating on May 1, 1971. The intercity network is subject to contract negotiations now going on with 22 railroads.

NARP Chairman Anthony Haswell said that he is "particularly pleased that several trains which NARP has fought for before regulatory agencies and the courts will be operated by the Corporation." These include the *California Zephyr*, *Sunset* and *James Whitcomb Riley*.

NRPC Chairman David W. Kendall was optimistic that a centrally-managed passenger network will revitalize service, saying that "decisions were based on the following criteria: current train ridership and number of trains per week, current operating costs on each route, adequacy of other travel modes, total popu-

INTERCITY PASSENGER ROUTES
National Railroad Passenger Corporation



The system to be operated by the National Rail Passenger Corp. will reach 85% of the nation's urban population reaching 114 cities with 100,000 population or more.

lation of cities along the route, and the physical characteristics of track and equipment."

While generally praising the NRPC announcement, Haswell stated, "we believe that the proposed service between the east and the midwest, and between the populous cities of the Great Lakes states, is grossly inadequate. Only one train a day each way is proposed between New York and Chicago. Cleveland and Toledo would have no service whatsoever. Detroit would have no service to the east coast. Cincinnati and Louisville would have no through service to New York. . . . We will ask the Corporation to act promptly to correct the obvious deficiencies in its proposals for service to, from, and within Ohio and Michigan."

NARP will also continue to push for service on the following routes: New York-Montreal; Chicago-Austin-San Antonio-Mexico

(Continued on Page 2)

+++++
Advisory Board Member Writes To NARP:
+++++

"I have a selfish interest in your proposals for service from Chicago to Texas and I would be delighted by any of the alternatives you propose [in NARP's report to DOT] since they all include service to Austin. . . If there were no Austin section I would miss being able to board as I now do at Temple but I am more interested in the success of Railpax than I am in my own personal convenience.

"It is hard for me to believe that all of this will be a reality by May 1st. The corporation certainly has a great many critical decisions to make and a great deal of planning to do between now and then. I await developments with keen interest and, indeed, a real sense of excitement.

Charles Alan Wright, Professor of Law,
University of Texas

+++++
Railpax Passenger Routes (from p. 1)

City; and Chicago-Los Angeles via El Paso, Tucson and Phoenix.

The corporation should enhance its potential, declared Haswell, by promptly establishing a "capability for operation of special trips and excursions of all kinds, which should be aggressively promoted. Every special train helps relieve other modes and facilities of travel demands which in many instances they are less able to handle than the railroads."

The corporation chairman considers the system a good beginning. "In effect, we have tackled an extremely complex situation and converted it into the beginnings of an efficient system. We are taking the best equipment — some 1,500 out of 3,300 existing railroad passenger cars — operated by 22 different railroads, with a mass of schedules that for the most part are not coordinated with one another and losing more than \$235 million annually," said NRPC Chairman Kendall.

The corporation may make additions to the basic system at any time if these prove economically feasible or if a state or regional agency agrees to re-imburse the corporation for no less than two-thirds of the cost of the added service.

**PRIVATE RAIL CARS OFFER PROFIT
POTENTIAL, RAILPAX TOLD**

The operation of private railroad cars over the National Rail Passenger network can provide a significant source of revenue to Railpax, a survey conducted by the recently-organized Association of Private Rail car Owners (APRO) indicates.

APRO said questionnaires were sent to 80 groups and individuals owning or operating private cars. Twenty responses were received by the deadline, representing 72 cars. Sixteen respondents, representing 65 cars, estimated they provided a total of \$274,900 in revenue to the carriers in 1970.

The owners also were asked to estimate revenue lost to the carriers last year because of limitations on private car movements. The total for the 12 who responded (54 cars) was \$110,000.

Limitations cited included bad or no connections; disinterest or "anti-passenger" attitudes by railroads; high terminal costs and high or "excessive" handling charges. Several respondents cited Southern Pacific's minimum requirement of 25 first class fares.

Estimated total investment in cars and improvements by 17 owners (61 cars) was \$1,486,200. During the next 12 months, 13 owners (55 cars), expected to spend a total of \$214,500 on equipment and improvements.

Pointing out that only 25% of those solicited replied in time to be included in the tabulation and that undoubtedly a number of other-owners were not reached, ARPO said:

"It seems evident that if an 'industry-wide' projection were possible, potential income to the National System would represent a significant figure."

NARP's New Legislative Program (from p. 1)

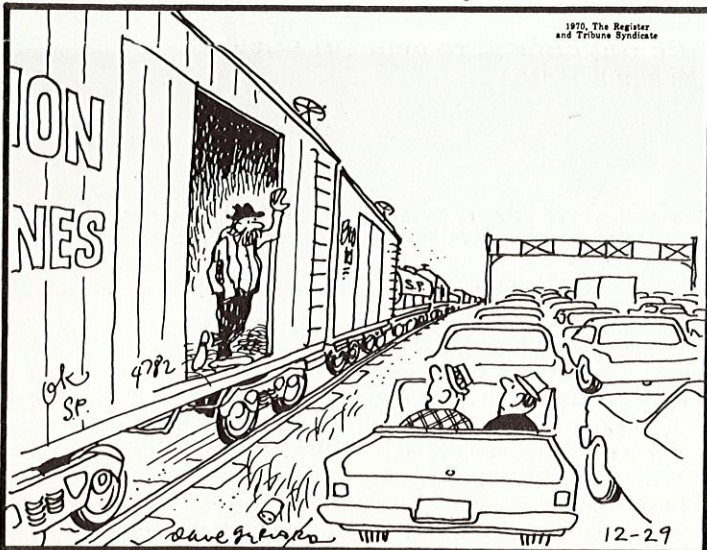
- ♦ broadening of the highway trust fund to include provision for mass transit, transportation terminal parking facilities, etc.
- ♦ government acquisition, operation, and maintenance of railroad rights of way, track, signal systems and other fixed facilities
- ♦ government financial assistance for improvement of such facilities, either in connection with or apart from, government acquisition
- ♦ continuation of the high-speed ground program
- ♦ loan guarantees and other direct assistance to bankrupt railroads
- ♦ reform or abolition of the Interstate Commerce Commission
- ♦ equal treatment for railroads with regard to federal, state and local taxes as compared to other modes of transportation
- ♦ machinery for handling railroad labor disputes without interruptions in service

NARP will also exercise continuing consumer oversight regarding the affairs of the National Rail Passenger Corp. The Association is of course vitally interested in the quality and quantity of service that will be rendered by that Corporation. In a panel discussion held on March 9 by the Federal Bar Association in Washington, D.C., NARP Chairman Anthony Haswell said this about NARP's future role:

"Now that the Railpax law has been enacted, some people have asked what NARP will be doing — in other words, is NARP's continued existence necessary? I emphatically believe that it is. We have a continuing obligation to help make Railpax a reality on the tracks as well as on the statute books. We plan to be an effective watchdog over the Corporation itself; the railroads which will be involved with the Corporation operations; and the Interstate Commerce Commission, which is given crucial responsibility over the use of railroad tracks and facilities. At the same time, we have already offered our assistance to the Corporation for promotion of its services and publicizing of its activities and progress. We believe that our membership can function effectively as a volunteer sales force for the high quality passenger service which we expect the Corporation to provide."

CITIZEN SMITH

By Dave Gerard



"He's got the answer to this mess...
public transportation!"

reprinted by permission of the Register and Tribune Syndicate

NRPC's Frequency Of Train Service

Present levels of service — with minor changes — will be maintained on the following routes:

- Boston — New York
- New York — New Haven and Springfield
- Washington, D.C. — New York

One daily train will be operated in each direction on all routes shown on the map (p. 1) with the following exceptions:

- New Orleans — Los Angeles, tri-weekly
- Portland — Seattle, 2 daily
- Los Angeles — San Diego, 2 daily
- Portland — Oakland, tri-weekly
- New York — Atlanta, 1 daily but tri-weekly west to New Orleans
- Detroit — Chicago, 2 daily
- Chicago — St. Louis, 2 daily
- Chicago — Denver, 1 daily but tri-weekly west to San Francisco
- New York — Chicago, 1 daily with 1 add'l. N.Y. — Pittsburgh run
- New York — Buffalo, 3 daily with 4 add'l. N.Y. — Albany runs
- New York — Florida, 3 daily
- Chicago — New Orleans, 1 daily with 1 add'l. Chicago-Carbonale
- Chicago — Seattle, 1 daily with 3 add'l. Chicago-Milwaukee

Changes in service proposed:

- extend N.Y. to St. Louis *Spirit of St. Louis* to Kansas City over Missouri Pacific tracks
- operate Chicago — Seattle train over combined Milwaukee Road and Burlington Northern (GN) route
- re-route *Texas Chief* to Houston via Dallas
- operate Washington — Chicago and Washington — St. Louis trains via Baltimore and Harrisburg
- route *California Zephyr* via Southern Pacific west of Wells, Nevada

Southern and Penn Central Agree To Continue New York — Atlanta *Piedmont*

The Feb. NARP News reported that the U.S. District Court in Washington, D.C., had issued a 10-day temporary restraining order prohibiting discontinuance of the *Piedmont*. The Southern and Penn Central railroads subsequently agreed to continue operating the service until May 1, 1971. Upon assurance that the train would remain in operation, NARP joined with other parties and asked the District Court to dismiss the case.

Issuance of the temporary restraining order sets an important precedent regarding future cases related to the Railpax Act. Had NARP not been successful in obtaining the court order, it is probable that other railroads would have tried to discontinue service.

The case caused considerable interest in areas affected by Southern Ry. service. Paul Clancy, writing for the Knight Newspaper Syndicate, reported on March 11 that "Southern has not officially made up its corporate mind about whether to join Railpax. A company spokesman said it may have no alternative if the present passenger losses 'could not be justified financially.'"

In an editorial on Railpax, the Asheville (N.C.) Citizen-Times said, "Some railway officials, like S.S. Wilbanks, a vice president of Southern Railway who was in Asheville last week, say flatly they believe rail passenger service will die out completely before it makes a comeback some time in the future."

ALASKA: NEW RAILROAD? — *The Friends of the Earth, a conservationist group, has suggested that the 789-mile oil pipeline proposed for Alaska's North Slope be scrapped in favor of rail transportation. The group said that the hot-oil pipeline would injure countless species of wildlife and disturb wilderness.*

NARP History (from p. 1)

■ NARP supported a 1969 measure giving the ICC stronger controls over train discontinuances. NARP simultaneously opposed a proposal which provided for direct operating subsidies to railroads for passenger service

■ still struggling with problems related to the ICC, NARP drafted a bill which gave the ICC power over standards of service. NARP's action came 10 days after the ICC had rejected the findings of the "Messer" report. The Commission claimed it did not have the power to require adequate accommodations, such as dining and sleeping cars, on passenger trains

■ In 1969, NARP assisted the Senate Commerce Committee in drafting the original omnibus passenger train bill and subsequent amendments which led to the "Railpax" legislation

■ In 1968, NARP testified in the Senate in support of extension of the high-speed ground transportation program. In 1970 NARP had communicated further support to both House and Senate committees for a two-year extension. NARP asserted that the highly successful *Metroliner* has more than justified this program. The legislation was enacted

■ The Association endorsed the Rail Safety Bill which was enacted into law in 1970. The measure gives the Dept. of Transportation broad powers to set uniform rail safety standards enforced by state agencies. NARP had testified on behalf of this legislation before House and Senate committees in 1968 and 1969

■ In March, 1969, NARP testified before a Senate Committee on the effect of railroad mergers on commuter service. NARP recommended that mergers be specifically conditioned to assure good commuter and passenger service. NARP also called attention to the dangers inherent in the diversion of railroad resources and management to non-transportation activities. The 1970 Penn Central bankruptcy demonstrated the soundness of NARP's position

■ In 1969, NARP testified before the Senate in support of a mass transit trust fund. While this funding approach did not succeed, another proposal to provide \$3.1 billion for urban transit did become law in October 1970

■ The Senate Commerce Committee held oversight hearings on the ICC in March, 1970. On the same day that Ralph Nader's group recommended abolishment of the ICC, NARP testified on the refusal of the ICC to require railroads to produce meaningful financial figures on passenger service, and to forbid railroad officials from grossly exaggerating the passenger deficit. The ICC has taken no corrective action

Next month, the NARP News will present a history of litigation carried out by the Association.

USE THIS COUPON TO BRING IN A NEW MEMBER TODAY!

National Association of Railroad Passengers
417 New Jersey Ave., S.E.
Washington, D.C. 20003

Yes, I want to aid the cause of better rail passenger service. Enclosed is my remittance for the category checked:

- | | |
|---|---|
| <input type="checkbox"/> Regular \$5 | <input type="checkbox"/> Sponsoring \$50 |
| <input type="checkbox"/> Contributing \$10 | <input type="checkbox"/> Sustaining \$100 or more |
| <input type="checkbox"/> Participating \$25 | |

(Please Print)

Mr. _____
Miss _____
Mrs.: _____
Address _____
City _____
State _____ Zip _____

Note: NARP members should not use this form to renew. It would be helpful if members wait until they receive the renewal reminder, and use the special coded envelope enclosed with it.

**ICC DEFINES "COMMUTER TRAIN" SERVICES ---
DECISION PREVENTS DISCONTINUANCE
UNDER RAILPAX ACT**

**Commission Instead Permits Train-offs
Under Section 13a, ICC Act**

The Interstate Commerce Commission has decided the first passenger train discontinuance case since the enactment of the Railpax Act. The ICC report is an important precedent establishing guidelines for commuter and short-haul train discontinuances.

The Commission permitted the Penn Central to discontinue eight of 20 Boston-Providence trains while permitting the railroad to change the schedules of two others.

Trains are "commuter" and not subject to discontinuance under the Railpax Act - according to the ICC decision - if the trains meet the following six criteria:

- the passenger service is primarily being used by patrons traveling on a regular basis either within a metropolitan area or between a metropolitan area and its suburbs
- the service is usually characterized by operations performed at morning and evening peak travel periods
- the service usually honors commutation or multiple-ride tickets at a fare reduced below the ordinary coach fare and carries the majority of its patrons on such a basis
- the service makes several stops at short intervals either within a zone or along the entire route

NOTICE:

The Annual Meeting of the members of the National Association of Railroad Passengers shall, pursuant to article IV, section 1 in its by-laws, be held at 2:30 p.m., Tuesday, April 27 at the National Lawyer's Club, 1815 "H" St., N.W., Washington, D.C.

- the equipment used may consist of little more than ordinary coaches
- the service should not extend more than 100 miles at the most, except in rare instances

The report added that runs under 100 miles may not necessarily be commuter trains.

The ICC added, "the rapidly changing rail passenger picture and the continuing financial slide of the Penn Central must be more frequently re-examined." PC was given permission to seek

FRIENDS OF THE RAILROAD PASSENGER

15 - Sen. Clifford P. Case

Senator Clifford P. Case of New Jersey has a long and distinguished record of service in the U.S. Congress. He was elected to the Senate in 1954 after two terms in the House. As ranking Republican on the Senate Transportation Appropriations Subcommittee, he has been one of the most consistent supporters of urban mass transit legislation. On the occasion of Erie-Lackawanna's inauguration of improved commuter service with new passenger cars and locomotives, Senator Case stated:



"In New Jersey and other states, the need for improvement of commuter transportation systems is great. For too long the dominant factor in these systems has been the automobile and we all have suffered the pollution and other penalties that go with it."


Senator Case was an early supporter for the creation of a U.S. Dept. of Transportation. Furthermore, he introduced legislation to make Section 13a of the Interstate Commerce Act more responsive to the needs of the riding public rather than a license for the railroads to abandon service.

The *Metroliner* program has received continuing endorsement from Senator Case. He has worked for adequate funding to correct the malfunctions which prevent the *Metroliner* equipment from living up to its service potential. The Senator is also supporting current moves to permit the federal government to provide cash-short commuter systems with emergency federal grants.

discontinuance of additional Boston-Providence service in six months. The usual time lapse between discontinuance petitions is one year.

Had the trains been found to be "intercity" by the ICC, the Boston-Providence runs would have been handled under the provisions of the Railpax Act. In that event, it is likely that the National Rail Passenger Corp. would have determined not to run them.

Penn Central - in a rush to discontinue service immediately after the ICC decision was issued - left some commuters standing on the platforms. When the trains never arrived they sought other transportation. Many New England newspapers condemned PC for canceling the service without adequate notice.



NEWS

from

**NATIONAL ASSOCIATION OF
RAILROAD PASSENGERS**

417 New Jersey Avenue, S.E., Washington, D.C. 20003
(202) 546-1550

(A not-for-profit corporation)
Anthony Haswell, Chairman
Woodruff M. Price, Executive Director
Otto Janssen, Director of Public Relations

ADVISORY BOARD: Ray Bradbury, Edmund K. Faltermayer, Samuel Insull, III, Walter Kenworthy, Pauline Koch, Peter Lyon, Dr. Mario Pei, Hon. Claiborne Pell, H. Lang Rogers, Elmo Roper, Whitney North Seymour, Milton J. Shapp, Irving Wallace, Charles Alan Wright.

(Any material appearing herein may be reproduced without permission. Credit to the source is requested.)



Ross B. Capon
3311 Baring Street
Philadelphia, PA 19104
9/70-G

FIRST CLASS MAIL