



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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Membership dues start at \$15/year (\$7.50 for those under 21 and over 65) of which \$4.00 is for the subscription to NATIONAL ASSOCIATION OF RAILROAD PASSENGERS NEWS, published monthly except in November.

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RETURN REQUESTED

AMTRAK RIDERSHIP UP

Energy Costs Take Hold

Amtrak ridership outside the Northeast Corridor (NEC) has been so strong in recent months that the Amtrak system as a whole has posted gains even as the NEC, which carries half of Amtrak's passengers, was suffering some declines. At the same time, all other energy-efficient modes were posting gains as well—intercity bus, rail freight, and mass transit—and all energy-wasteful modes were posting dramatic reductions—intercity trucks, domestic auto sales, gasoline demand, highway use, and domestic airline traffic.

To illustrate Amtrak's growing strength outside the NEC, consider that NEC ridership dropped 4.8% in Jan. (compared with Jan. 1979) while other short-distance trains averaged a 17.1% increase and long-distance trains were up 13.9%. Overall, system ridership for the month was up 3.6% if you adjust the 1979 figure by eliminating the trains dropped last Oct.; even if the full 1979 figure is included, Jan. '80 was still up 0.1% over Jan. '79.

Perhaps most impressive were the passenger-miles-per-train-mile (PMTM) figures for long-distance trains. In March, the most recent month for which numbers were available, PMTM is roughly defined as the average number of passengers on board a train throughout its run, and results from dividing the passenger-miles

a train handled by the number of miles the train runs. (A passenger-mile is one passenger carried one mile; if you ride 418 miles from Chicago to St. Paul, you account for 418 passenger-miles.)

THANK YOU, NARP MEMBERS!

It appears that letters from NARP members to many Senators played an important role in bringing into law a bill with more money for emerging corridors than seemed possible a few weeks ago. Thank you!

The Chicago-Seattle "Empire Builder" was up 62.4% from March 1979, rising from 107.4 to 174.4. The Chicago-NY/Boston "Lake Shore Ltd." was up 25% from 110.9 to 139.5. Since these trains were reequipped in October with Superliners and refurbished "headend power" cars, respectively, these figures tend to support NARP's longstanding claim that reliable heating, air-conditioning, and on-time performance (see box) are all it takes to spark a major upturn in riding on the long-distance trains.

AMTRAK RELIABILITY IMPROVES

In Feb., Amtrak trains reached their destinations on-time on 74.8% of their runs, compared with 43.6% in Feb. 1979. The Jan. figure was 75.0%, up from 55.5% one year earlier.

These figures are not one-month flukes. The "Builder's" PMTM has been up every month since the Superliners went on. The "Lake Shore" outperformed long-distance trains as a group in every month starting with Dec., posting a 46% Feb. increase against a 7.5% increase that month for all long-distance trains.

The Chicago-Washington "Cardinal's" PMTM rose in each month from Oct. to Mar., including a hefty 37.9% increase, from 51.8 to 71.4, in Mar. Growth may be even more rapid if and when a labor agreement can be reached to permit the train to stop in Hamilton, OH, improving access from the Dayton area.

The average PMTM for all Amtrak trains in Mar. was 144.5—up 13.3% from Mar., 1979 (up 7.0% if your 1979 figure excludes the trains discontinued last Oct.). This average, of course, incorpor-

TRAVELERS' ADVISORY—NEW SERVICES FOR NARP MEMBERS

For up-to-date information on the rail passenger business and how you can help, dial NARP's prerecorded information line, 202/546-1551. The 60-second tape will be updated at least weekly, but will not operate during business hours (8:30-5:30 Eastern Time, Monday through Friday).

NARP members holding a special NARP/Hertz card are entitled to discounts up to 20% on Hertz car rentals worldwide, effective July 1. Send a self-addressed/stamped envelope to NARP to get your card. Hertz, which provides this service on its own initiative at no cost to NARP, says the NARP office will have our supply of cards by July 1.



—Frank Johnston for The Washington Post

President Carter, Govs. Brendan Byrne (NJ) and Joseph Garrahy (RI), and Rep. James J. Florio (D-NJ) on May 30 at the first public signing of an intercity rail passenger bill (Northeast & emerging corridors, though the President talked only about the Northeast) since 1970 when the first Amtrak law was enacted. On May 22, House-Senate conferees agreed on a budget resolution with \$22 billion in budget authority for transportation (probably not enough to save all of Amtrak); the President urged defeat of the compromise; the House voted it down May 29; and House-Senate negotiations resumed. The appropriations committees will determine exactly how much Amtrak gets, and whether anything will be provided for emerging corridors.

Actions of the NARP Board

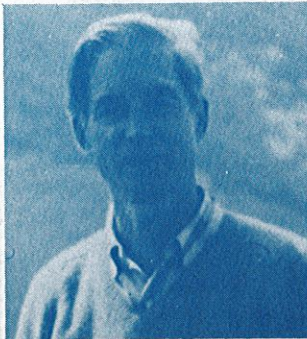
(The last News reported on the presentations which the Board heard at its April 24-26 meeting in Washington. Here we list the resolutions passed and other actions taken at that meeting.)

NARP Director Samuel E. Stokes, Jr., of Alstead, NH, was elected Vice-President, a position provided for in the by-laws but not previously filled.

NARP President Emeritus Orren Beaty was given a certificate containing the resolution of honor and thanks which was approved by the Board last year and published in the Oct. News (p. 3).

The NARP Board passed resolutions praising:

- Robert J. Casey for his "unique and invaluable contributions. . . as rail transportation advocate." Casey "served with distinction and enthusiasm as the Executive Director of the NARP for several years" and later was "an articulate and respected spokesperson for Amtrak" in its Public Affairs Department. His "dedication to the cause of expanded and improved rail passenger service was well known throughout the industry," and the assembled directors "hereby express their sincere appreciation for the services provided by Bob Casey, and for his continuing interests, support, and friendship;"



Samuel E. Stokes, Jr.
NARP Vice-President

CONGRATULATIONS, BOB CASEY!

Our congratulations and best wishes to Robert J. Casey, who on May 8 was named Executive Director of the Ohio Rail Transportation Authority. Casey served as NARP Executive Director in 1973-74; in the Amtrak Public Affairs Department from 1975 to Jan., 1980; and since then has done public relations work for the National Small Business Association.

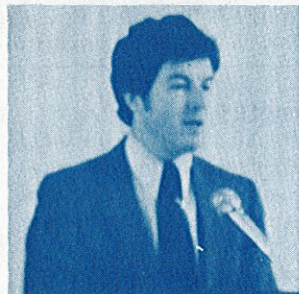
The Chairman of ORTA is Thomas R. Pulsifer, another NARP member and president of the Ohio Association of Railroad Passengers.

- the Denver and Rio Grande Western Railroad Company "for continuing to operate the 'Rio Grande Zephyr' and not filing a discontinuance notice this year;" and

- Postmaster-General Bolger and Amtrak President Boyd for "excellent cooperation" resulting in greater mail revenue for Amtrak to date and "hopes for even more and better service" in the future.

The Board voted resolutions urging:

- government action to solve the limited ability of Amtrak and commuter railroads to procure new passenger cars, including the elimination of "all restrictions on the ability of Canadian manufacturers to compete in the passenger car market in the U.S. . . since up to 70% of the component parts are manufactured in the U.S.;"



—Jeffrey English

Rep. James J. Florio (D-NJ), Chairman of the House Commerce Subcommittee on Transportation & Commerce, addresses the NARP Board.

- Congress to pass HR 7021, which would facilitate faster schedules, better track, and improved on-time performance for Amtrak trains;

- Congress to pass HR 6674 "which would provide \$36 million for restoration of Washington Union Station as a passenger facility and elimination of the 'temporary' station now in use;" (it was noted that the government must pay \$3.5 million per year to Washington Terminal Company for rental of Union Station for the next 20 years whether or not the building is used, and Secretary of the Interior Cecil



—Ed Wojtas

NARP President Emeritus Orren Beaty (left) accepts his certificate from President John R. Martin.

Andrus has threatened to lock up the building if Congress again refuses to fund needed improvements);

- firm action to produce on-time completion of orders for new passenger cars and track upgrading projects, including adoption of "performance standards—with time limits for completion. . . which, if not met, will result in retention of final payment until timely and satisfactory completion of the project is achieved. All contracts must include performance guarantees and parts warranties;"

- action to "initiate and improve energy-efficient" passenger service on the emerging corridors already studied, and examination of "all other populous corridors not yet" studied;

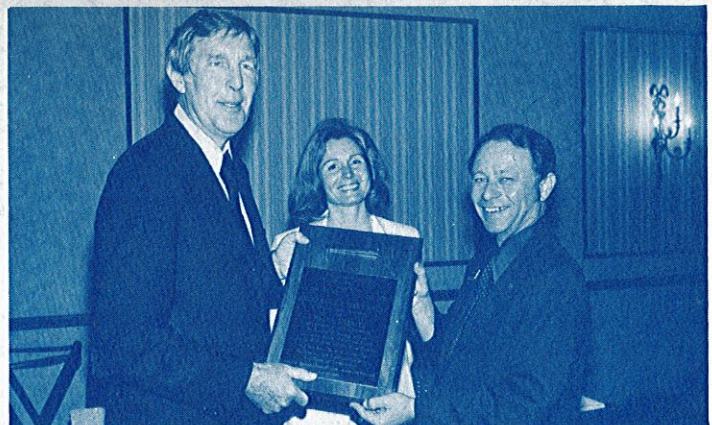
- Amtrak and Conrail to extend the Chicago-Detroit "St. Clair" to connect with the "Lake Shore Ltd." in Toledo since Amtrak estimates this would add more revenues than costs, and Amtrak to study all other extensions which may have similarly good economics, including extension of the Chicago-St. Louis-Kansas City "Ann Rutledge" to Omaha;

- Amtrak to convert to baggage cars out-of-service coaches that would otherwise be scrapped;

- Amtrak to initiate service extensions where crew costs would not be increased, including extension of the Chicago-Dubuque, IA, "Black Hawk" to Waterloo, IA;

- Amtrak to "increase the use of promotional fares generally," including reinstatement of the domestically-sold USA Rail Pass, at least during selected time periods, "and reduce fares below present levels" during times and in "markets where such exceptionally aggressive marketing policies may lead to increased revenues;"

- Amtrak, in calculating the costs of providing diner and



—Ed Wojtas

Rep. Morris K. Udall (D-AZ), Chairman of the House Committee on Interior and Insular Affairs, (left) accepts the Golden Spike Award on behalf of Arizona Gov. Bruce Babbitt who took the initiative to get emergency commuter rail service to flooded Phoenix (Feb. News). Carole A. Foryst, Amtrak's Public Affairs Vice President, is present in recognition that the award also honors Amtrak and Southern Pacific. George Falcon, who conceived the award, is at right.

lounge cars, to include transportation revenues from those passengers it estimates were attracted to Amtrak as a result of the provision of diners and lounges;

- Amtrak, when cars are available, to provide "first class lounge service for sleeping car passengers . . . on long-distance trains when more than one first class car is operated;"

- Amtrak "to restore the important Chicago connection from the eastbound 'Southwest Ltd.' to the 'Lake Shore Ltd.' . . . by advancing the schedules of the southbound 'Pacific International' /'Coast Starlight' and the eastbound 'Southwest Ltd.' approximately 45 minutes;"

- "Amtrak to reconnect the (eastbound) 'Cardinal' and 'Shenandoah' and to seek to improve the performance of the western end" of the "Shenandoah's" run;

- Amtrak to work to restore "downtown station facilities for the cities in which Amtrak has abandoned downtown service;"

- Caltrans and the City of Los Angeles to oppose any project that would reduce the rail capacity of Los Angeles Union Passenger Terminal or "its ability to be converted to 'run-through operation';" and

- provision of "adequate local transportation facilities" at all Amtrak stations.

The NARP Board passed two resolutions primarily emphasizing action by members. One urged members to have "historic and architecturally important" railroad stations "placed on the National Register of Historic Places."

The other "resolved that, working at a national level and through our state organizations, we will vigorously request the exploration of ways to implement any viable alternative to line abandonments—which at a minimum should focus on a comprehensive 'railbanking' and landbanking program at the national and state levels."

Finally, the NARP Board agreed that, in the future "when voting on matters" related to "Amtrak policy and operations, the Board shall use secret ballot and no Amtrak employees shall be present in the room other than those who are NARP Board members."

NARP'S 1980-1 BOARD

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REGION 11: Arizona, New Mexico (plus El Paso) (1 Director). Charles Montooth, Taliesin West, Scottsdale, AZ 85258.

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NEW YORK NARP. Stephen Linde, Chairman (NARP—Region 2).

OHIO ARP. Thomas R. Pulsifer, President, PO Box 653, Xenia, OH 45385.

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OREGON ARP. Richard Carlson, President, PO Box 2772, Portland, OR 97208.

PENNSYLVANIA: KEYSTONE ARP. Lawrence T. Joyce, Chairman, PO Box 426, Harrisburg, PA 17108.

RAIL PASSENGER ASSN OF THE SOUTHWEST. Jon Messier, President, 416 Columbia Drive, SE, Albuquerque, NM 87106.

RHODE ISLAND ARP. Marjorie Zeuch, Chairman, 39 Edythe Street, Warwick, RI 02889.

SOUTHEASTERN TRANSPORTATION COALITION. Henry Divenuto, 2918 Houston Ave., Macon, GA 31206.

TEXAS ARP. James W. Hofmeister, President, PO Box 61382, Houston, TX 77208.

VERMONT ARP. Ronald Butterfield, Chairman, R.F.D. #1, Post Rd., Rutland, VT 05701.

WASHINGTON ARP. Paul H. Phillips, President (NARP—Region 13).

WEST VIRGINIA: RETAIN THE TRAIN. Bonni McKeown, Coordinator (NARP—Region 4).

WISCONSIN ARP. David A. Schwengel, President (NARP—Region 7).

Ridership/Energy Costs (cont. from page 1)

ates everything from the New Haven-Springfield runs at 38.6 to the NY-Florida line (258.5) and the commuter-oriented NY-Philadelphia trains (289.2).

Energy Savers

(Unless otherwise noted, percentage changes are from the same period one year earlier. PM = Passenger-mile, i.e. one passenger transported one mile. VMT = Vehicle Miles Travelled.)

Intercity bus: Feb. PM's up 11.2%

Rail freight: Jan.-Mar. ton-miles up 10.7% (5% above the previous first-quarter record set in 1974)

Mass transit nationwide: Jan.-Mar. ridership up 6.2% (excludes commuter rail which had a higher increase);

Intercity rail: Feb. PM's up 2.9%, despite discontinuance of trains that produced 9% of Amtrak PM's in FY 1979

Energy Wasters

Intercity truck tonnage: Jan.-Mar. down 16.3%; Mar. down 23.1% (preliminary figures from American Trucking Associations)

Domestic auto sales: U.S.-built, Mar. down 18.3%; Apr. down 31%; May 1-10 down 42.8%; Imports, Apr. down 12%

Gasoline demand: April down 8.1%

Highway VMT's: Jan.-Mar. down 2.9%; Mar. down 6.1%

Domestic airline traffic: Feb. PM's up 0.6%; Mar. PM's down 5% (The Washington Post reported on Apr. 9: "Squeezed by sharply higher fuel costs and a softening economy, most U.S. airlines are expected to report losses in the 1980 first quarter and many will

THE ENERGY COSTS

According to the U.S. Travel Data Center, prices rose from Mar. 1979 to Mar. 1980 as follows: gasoline 68.1%; airline fares 35.5%; intercity train fares 17.8%; intercity bus fares 17.2%.

show red ink for the entire year, according to industry analysts."

Except for Jan. 1980, when driving was up compared with an unusually snowy Jan. in 1979, VMT's have declined in every month since May, 1979, when compared with the same month a year earlier. In fact, March VMT's were only slightly above the 1977 level (120 billion vs. 119.9 billion). The numbers, according to the Federal Highway Administration, "support the contention that gas prices are a major factor in energy conservation." For many years, VMT's went up about 5% annually. 1973-4 saw the first drop since World War Two; then growth resumed until Mar., 1977.

Helping the Energy Wasters

There is a trend towards relaxing weight and size restrictions for trucks, ostensibly to save energy. The long-term impact, however, will be to enhance the competitive position of trucks against more energy-efficient trains, raise the costs of highway maintenance, and further reduce the quality of the highways. The bright rail traffic picture of the first quarter has dramatically darkened with the recession in recent weeks, and traffic slumps are harder on the railroads—with heavy fixed costs that remain constant since railroads own their rights-of-way—than on truckers, whose contribution to right-of-way maintenance varies directly with their traffic volume (i.e. amount of fuel they purchase).

Starting July 1, when the Maryland truck weight limit goes up from 73,280 pounds to 80,000 pounds, the heavier trucks will for the first time enjoy a straight shot the length of the eastern seaboard on I-95. Iowa went up to 80,000 pounds on Apr. 13, benefiting transcontinental traffic, and Georgia liberalized trucksize restrictions at about the same time.

On Feb. 20, John Melcher (D-MT) slipped a provision through the Senate which would force every state's limit up to 80,000 pounds. *The Washington Star* said "the timing of the vote came as a surprise to many congressional and administration officials. . . Among those absent was Public Works Committee Chairman Jennings Randolph (D-WV), who has traditionally sought to protect the nation's highways. Randolph was in San Diego for a long-planned speech before the American Road and Transportation Builders Association. When he left for San Diego the night before the vote, Randolph reportedly was told that the bill would not be considered the next day."

This Melcher amendment is part of S. 1390, the Truck Safety Act. The House counterpart, HR 4971, is still in committee and is expected to be silent on truck weights. Any House-Senate conference is not expected before the last week in June and probably not until September.

In April, the Highway Users Federation released a study indicating the 7,737 miles of Interstate highway already "worn-out" would cost \$2.3 billion to rebuild and that "the average annual cost for repairing future deficiencies (ed. in the Interstate system alone) would be \$973 million in 1979 dollars." Federation President Peter G. Koltonow said: "In spite of the billion-dollar-a-year need for rehabilitation, the Administration has requested and Congress has provided only about a quarter of that in the current and recent fiscal years." (*Traffic World*, Apr. 14, p. 88)

Koltonow may be laying the groundwork for a major assault by the highway lobby on general revenues, since FY 1979 was the first year in a decade when more money was spent from the Federal Highway Trust Fund than was received in revenues (\$8.2 billion vs. \$8.1 billion), and the imbalance is expected to grow. Trust Fund revenues will decline in the future due to lower driving levels, more efficient vehicles, and increased use of gasohol which is exempt from the fuel tax.

The Jan. 29 *Journal of Commerce* reported that, as a result, "DOT officials predict the government will place more emphasis on maintaining portions of the 50,000-mile interstate already built rather than financing the construction of the remainder. 'We have to protect our \$1 trillion investment in the present system,' a top DOT official commented."

Meanwhile, as if on a different planet, Maryland has just let a contract for the "single largest construction project in the history of the national interstate highway system," and Connecticut is proceeding to widen I-91 north of Hartford. Both projects parallel some of Amtrak's best-served lines. More on this in the near future.