



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

Vol. 17, No. 2 February, 1983

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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, and GETTING THERE.

(No. 1 was mailed January 27)

RETURN REQUESTED

MORE NEW-SERVICE SUPPORT!

REP. BOGGS SUPPORTS OUR EFFORTS

"When the 'Sunset Ltd.' that innovative, marvelous new train was christened a thousand years ago, one christening was in Houston and one was in New Orleans. I had the privilege and honor of being the one to christen the 'Sunset Ltd.' in New Orleans. I have a very proprietary interest in that train. I hope we're going to keep running it farther and more often all the time.

"And then the 'Crescent'—where I learned to appreciate the chefs and the workers in the kitchen, because I used to make baby bottles in the kitchen of the 'Crescent' and I burned myself constantly. . . .

"But it is grand to have you here in our wonderful city and to know that you're doing so many things all over the country for passenger service and for the transportation system generally. . . .

"It's grand to have this meeting just as we have consummated the new [Louisiana-Mississippi-Alabama Rapid-Rail Transit Commission]. And we have recently had the joy of being able to get a [\$343,000 federal] grant for the feasibility study. . . . I'm very pleased that the three governors . . . have already named the members of the commission [including NARP Members Noah Flanagan of Montgomery, James W. McFarland of Tuscaloosa, and Michael G. Sumner of Mobile]. . . .

"The next time all of you are meeting down here we'll whisk you up to Baton Rouge, whisk you over to the Gulf Coast [to Mobile] and all of it is because of your interest in rail transportation and so we have a special thanks for you (Ed.: see July '82 NARP News).

"Our transportation network is truly unmatched in the world and it's because of you that it's going to be made better and for that I thank you very much."

—Rep. Lindy Boggs (D-LA), Oct. 9,
addressing the NARP board as it met in New Orleans

TRAVELERS' ADVISORY

NEW PLAN: "North Star" special Fri. schedule continues through Apr. 22, when daily service resumes (same times as Sat.-Sun. now).

Westbound "Southwest Ltd." is expected to operate two hours later (5:45 PM from Chicago) eff. Apr. 25.

See the next *Getting There* for details on: improved Hertz discounts for NARP members (or ask NARP); new stations at Ann Arbor and W. Grand Forks.

Sometime this year, Amtrak hopes to reroute the "San Francisco Zephyr" onto the scenic Denver & Rio Grande Western between Denver-Salt Lake City-Ogden, and pro-

(continued on page 4)

Public officials and private entrepreneurs are excited about NARP-endorsed proposals for Amtrak service to Oklahoma and between Kansas City, St. Louis and New Orleans.

House Budget Chairman James R. Jones (D-OK) said in a Jan. 17 letter to NARP Director and Oklahoma Passenger Rail Assn. President Ronald W. Coffman of Oklahoma City: "I appreciate the opportunity to review your comments on the status of Amtrak service to Oklahoma. Let me reiterate my support. I was extremely displeased we were unsuccessful in our efforts to keep Amtrak service in Oklahoma. You may be sure, I will fight even harder during this session to correct this policy mistake. With your help and counsel, I am optimistic progress can be made."

The Sunday Oklahoman reported extensively Jan. 30 on the 1983 goals of Oklahoma legislators. On Rep. Mickey Edwards (R), president of the American Conservative Union: "He'd like to get Amtrak service to Oklahoma reinstated." On Rep. Wes Watkins (D): "He wants to use his seat on the House Appropriations Committee to get every dime he can for his district."

On Jan. 17, the Carbondale, IL, city council passed a resolution supporting St. Louis-Carbondale Amtrak service.

Presley Tours, based in Makanda, IL, has been working for the service since the fall. Presley, appointed in December as Amtrak's supplier for the 1984 New Orleans World's Fair, handled "5,000 full paying passengers to the 1982 World's Fair, in addition to our regular brochure/catalog customers. 5,000 [is] more than the combined total of all other Midwest tour operators to the Fair."

In writing to Amtrak, Paul J. Weldin, Presley's Director of Tours, stated that the St. Louis-Carbondale link would "connect 80% of the Presley Tours marketing area" and "open the way for a veritable flood of passengers and packages (as well as basic riders) to the 1984 Louisiana World Exposition. . . . the prospects and potential for mutual growth are all but assured."

NARP Member Bill Wullenjohn received supportive letters from Illinois DOT (Nov. 29) and the Missouri Highway and Transportation Commission (Dec. 13).

In a Feb. 7 letter to NARP Director Thomas H. Schramel of St. Charles, MO, Weldin stated: "Not only does Presley Tours recommend the proposed service as a benefit to all communities involved, but we have acknowledged the vast potential of tourism dollars to be generated by this undertaking. . . . Mr. Schramel, as a travel expert, an appointed Amtrak agent, and a mindful representative of the Carbondale community, I wholeheartedly back the effort for the St. Louis-Carbondale service. To all of us at Presley Tours, the all-around value of the undertaking is obvious, and we will do whatever is in our power to assist you in getting this confirmed and making it a reality."

Fortunately, there is no need for fast running on the 74 miles of freight line the project would involve, and the westbound service would actually benefit from slow operations. ■

Amtrak's "Point Man" Facing the Freight Railroads

(James L. Larson, Amtrak's Assistant Vice-President—Contract Administration, a native of Madison, WI, and a former C&NW transportation officer, addressed the NARP Board of Directors in New Orleans. He is responsible for negotiating contracts—including schedules—with the freight railroads and for evaluating freight lines over which passenger operations might be considered. Larson was impressed with the size of the Oct. 9 turnout and the extent of the Board's knowledge. He calculated later that he answered questions dealing with service or potential service in 36 states.)

"Amtrak's relationship with the [rail freight] industry has improved dramatically over the past six years. . . . I believe the railroad industry has accepted the fact that Amtrak is here to stay. More important, we have worked hard during that period to establish a supplier/customer relationship with the industry. Many carriers now recognize Amtrak as a customer, the same as they would address a freight customer. On those carriers . . . our working relationship couldn't be better. Most of the industry now recognizes that they do have the ability to earn more than their out-of-pocket expenses for the efficient and reliable handling of our traffic—rail passengers. Many carriers now recognize that as a business opportunity that is worth pursuing."

Thus spoke Larson, reflecting on how far Amtrak has come in establishing its credibility with the railroads on which it depends. Among the specifics he cited were two requests for more passenger business: Central Vermont wants the "Montrealer" to use more of CV's tracks (Ed.: The East Northfield-Amherst-Palmer-Springfield, MA "Montrealer" reroute is on indefinite "hold" until CV and Conrail construct a new track connection at Palmer.); and Chicago & North Western in 1982 asked Amtrak to consider rerouting the "S.F. Zephyr" over C&NW between Chicago and Omaha (Ed.: Amtrak decided against this move until C&NW can assure handling of the train at its current running times in both directions). Also, Seaboard System "stands ready to handle any additional traffic we are willing to offer to them at any time."

Larson estimates that, besides Amtrak's 24,000 route miles, an additional 16-21,000 freight-only route miles could be suitable

"I think today overall, the physical plant that Amtrak runs over in the U.S. is in the best shape that it has been for the past ten years."

for passenger service today. (The Interstate Highway System is planned to be 42,500 miles; about 96% are already in service.)

As for freight lines where passenger trains could not run now, he cited two opposite obstacles. Freight traffic is so heavy on the Denver-Colorado Springs line that it would be "virtually impossible to thread a passenger train through the congestion." And Union Pacific's former Kansas City-Denver mainline is today just a branch which would require upgrading and heavy ongoing maintenance expenses just for passenger operations.

Most Amtrak routes are on FRA Class 4 or 5 track good for 80 or 90 mph (passenger). In practice, however, FRA regulations limit speeds to 79 mph except where a supplementary signal system is in place. (Ed.: Canada has no supplementary signal requirement, and speeds up to 95 mph—a limit imposed to protect safety at grade-crossings. New York DOT has asked FRA similarly to allow speeds above 79 mph without supplementary signals.)

Amtrak inherited both good and bad schedules from the private sector in 1971; "2nd amendment agreements," negotiated in 1976-77 saw speedups on 10 out of 12 carriers (exceptions: Milwaukee and B&M, where existing schedules were consistent with track conditions) but allowed railroads to put all the recovery time at the end of the routes so that trains could be late at most intermediate points and still arrive destinations early.

"As a result, it was necessary for Amtrak about three years ago to get directly involved . . . in the internal stringing of the sched-



—Photo by Mark Adamcik

On behalf of Amtrak, James L. Larson, Asst. VP—Contract Admin. (at right) accepts NARP's George Falcon Golden Spike Award for "the outstanding handicapped-accessible design of the Superliner[s] which permit people with impaired personal mobility to travel in greater comfort, style and dignity than does any other form of public transport available in the United States." Also shown, from left: NARP Pres. John R. Martin of Atlanta; Patty Harding of Akron, wife of NARP Dir. Howard Harding; and NARP Dir. George Falcon, Los Angeles publisher of Key Magazine. Howard said the design was so good that Patty could easily have made their big Amtrak tour by herself. NARP also gave an award to Dir. Don Maxwell of Ashland, KY, for hard work saving the "Cardinal." Also in New Orleans last Oct. 9, the NARP board approved this resolution: "The National Association of Railroad Passengers recognizes and encourages efforts to attract private capital to the intercity rail passenger business. In particular, we call the attention of reporters and potential investors to the following: the Northrop high-speed plan (Ed.: see May '82 NARP News), the American High Speed Rail Corp. (Apr. and Oct. News), and Prof. Sheck's Amtrak '90 plan (Sept. News). In discussion before the resolution was voted, Resolution Chairman Kevin J. Gregoire indicated its intent was not to suggest that NARP agrees "with every little aspect of each of these plans. I know . . . a lot of us . . . have questions about [AHSRC's LA-San Diego high-speed] system that basically depends on automobiles feeding it. . . . but we're saying it's a step in the right direction."

ules. We have made considerable progress . . . , but there's a lot of room for improvement. . . ."

Under the "3rd amendment" Amtrak/SCL agreement of Feb. '81, SCL earns on-time incentive payments at six intermediate points as well as the final destination. Larson thinks this has caused SCL's "dramatic" improvement because it led SCL to "delegate the accountability . . . down to the divisional level, so each superintendent is responsible for earning the performance payments on his division." Larson sees such agreements as essential with all carriers.

In response to questions, Larson said:

• It's appropriate to pay railroads extra for delivering trains on-time because the basic contracts only pay out-of-pocket ("short-term avoidable") costs. The incentive payment has "for the first time given the carrier the ability to recover all of its expenses and to make a buck off of [Amtrak], and that, more than

AMTRAK'S 80 MPH-PLUS RACETRACKS

Cab signals permit speeds up to 110 mph (except as prohibited by curves, etc.) on parts of the NY-Washington and Croton/Harmon-Hoffmans (east of Amsterdam, NY) lines, and up to 100 mph Boston-New Haven. (Amtrak has asked FRA for permission to go 120 mph on selected Northeast Corridor segments.)

Speeds up to 90 mph are permitted on parts of Amtrak Phila.-Harrisburg; ICG Champaign-Centralia, IL; and Santa Fe Sorrento (18 miles above San Diego)-Santa Ana and intermittently Fort Madison, IA-Los Angeles. 72% of the latter line has automatic train stop (ATS).

80+ mph speeds are allowed because of cab signals except on Santa Fe, which has ATS. Union Pacific's Borie, WY, -Ogden, UT line also has cab signals but UP reduced the speed limit from 90 to 79 mph a few years ago. Amtrak has objected to this.

LOCAL SPEED ORDINANCES: WORST IN THE SOUTH

"I decided to prepare a list of items where you could personally assist Amtrak in improving . . . service. Then I realized that such a list was already adequately covered in the Sept. '82 NARP News. However, there's one point in there that I would really like to emphasize.

"A significant obstacle to the establishment of expeditious schedules is the imposition of unwarranted local speed restrictions. The 'Crescent' has 42 communities on the route where local speed restrictions are imposed. . . .

"The city limits of Dallas extend far from the urban area to the open prairie. Although you can see cattle grazing, you are inside the city limits of Dallas. Amtrak trains travel 20 miles through the City of Dallas at a maximum speed of 20 mph.

"At Austin, TX, a limited access highway was built on either side of the Missouri Pacific mainline. . . . Vehicular traffic travels down the . . . limited access highway at 55 mph, but the trains [in] the median strip are restricted to 35. . . .

"Many communities have enacted local speed restrictions primarily due to hazardous commodities moving on freight trains. However, apparently when that was done, no regard was given to a passenger train exception or, most likely, many people who imposed these restrictions were unaware that freight trains and passenger trains travel at different speeds on the same line of railroad. . . ."

A SOLUTION TO SPEED RESTRICTION PROBLEMS

"The best approach . . . appears to be the legislation which was enacted in California, which eliminated all local speed restrictions then in effect, and gave the Public Utilities Commission the sole authority to determine appropriate speeds thereafter. This meant that a community that did have a local ordinance in effect could . . . file with the PUC and ask for a redetermination as to whether the speed would be appropriate.

"But because most of the local ordinances had been on the books for many years, and because crossing protection is significantly better today than it ever has been before, most of the communities did not request the imposition of the restrictive local speed restrictions that we had to operate under before."

any other thing, has placed the emphasis on" running our trains on-time.

- Conrail will convert its 243-mile Bucyrus, OH-Ft. Wayne-Hammond, IN line from double- to single-track and install bi-directional block signals. This should improve performance of Amtrak's "Broadway/Capitol," since the westbound main track is in bad condition today. Amtrak does not intend to pay for conversion or recurring maintenance of the new signal system. (Ed.: Conrail says the conversion project is a two-year program "to be started in 1983.")

- "Old rail" was made before the 1930's, when steel mills introduced the "control-cooled" process. Control-cooled rail "has a much lower rate of failure long-term than old rail."

- In general, heavy freight traffic is good for Amtrak. "I find that, where there's heavy freight volume, the carriers maintain the tracks well."

- Amtrak has no plans to upgrade its Michigan City-Kalamazoo track to a speed above 79 mph. "You would have to run at 90 for 12 miles to gain one minute [out of the schedule]." It makes more sense to "get rid of the 30 mph bridge or a 20 mph [switch] at the end of the siding, and pick a minute up just like that, as opposed to putting a heavy capital expenditure in for a new signal system where you have to run at higher speeds for 20 or 30 miles [just] to gain a couple of minutes."

- "We have very inappropriate speeds between Boston and Albany, where the maximum speed is 50 mph but should be at least 60. It's a crime to run 70 mph on railroad [Buffalo-Chicago] that is class 5 railroad." (Ed.: Talks are now in progress between Amtrak and Conrail. Amtrak seeks higher speeds and Conrail would like a new contract with incentive payments.) ■

Hiawatha & Gulf Wind: Test Trains for 403(b)

State interest in reviving Amtrak service on the southern route across Montana/North Dakota and between Mobile, Biloxi, and New Orleans prompted Amtrak to run inspection trains from Fargo to Spokane (Nov. 8-11) and Jacksonville to New Orleans (Jan. 11-13).

Local enthusiasm ran high and track conditions were good. In fact, Amtrak Asst. VP James Larson said Burlington Northern "should be commended" because track on the "North Coast Hiawatha" route is better than it was five years ago. U.S. Senator John Melcher (D-MT) who rode from Mandan, ND, to Missoula, MT, said, "I think it's a natural. I think people want it and will use it. . . . I hope the states' legislators will be forward-looking in appreciating the need for the return of Amtrak service. If we're not willing to put our money where our mouth is, then we don't deserve it."

Under Sec. 403(b) of the federal Amtrak law, Amtrak can add service if a state agrees to fund specified percentages of the costs (see budget article). Amtrak estimates payments from MT/ND would have to total \$3.8 to \$7.1 million/year depending on whether Helena or Butte is served (Helena requires less subsidy) and on what switching is required in Spokane. All six options have daily service, "Hiawatha" cars on the "Builder" Chicago-Fargo, and "Hiawatha"-Seattle passengers needing to go via Portland.

Montana and North Dakota residents: please tell your state legislators you support this project; **everyone can help by writing to the governors (Helena, MT 59601; Bismarck, ND 58505).**

As for "Gulf Wind," the lifting of municipally-imposed speed restrictions is a prerequisite for operation. Details to come. ■

More Gas-Tax Law Transit Provisions

There are tougher "Buy America" requirements. Foreign bids can only be accepted if they are 25% cheaper than U.S. bids, although the previous 10% differential remains for acquisition of rolling stock (Sec. 165). Some other transit-related provisions:

- "No funds shall be appropriated for the construction or resurfacing of Federal aid highways which have lanes designated as carpool lanes unless the use of such lanes includes use by motorcycles. Upon certification by the State to the Secretary of Transportation, the State may restrict such use by motorcycles if such use would create a safety hazard." (Sec. 167)

- Boston's MBTA essentially is excused from repaying principal and interest on federal loans used to acquire Penn Central and B&M rights-of-way in 1973 and 1976, respectively (Sec. 312).

- The Secretary is to make a \$500,000 grant to MBTA "to conduct a feasibility study to examine . . . replacing . . . existing electric trolley bus lines (and thereby eliminate the overhead power lines) in Cambridge with the more technically advanced and environmentally sound electric bus technology that is being developed in . . . California for the Santa Barbara transit system." (Sec. 314)

- Federal funds may only be made available for building Atlanta's Doraville and Airport rail transit extensions if they are constructed simultaneously "so that revenue service to Doraville and [Hartsfield International Airport] shall commence at approximately the same time," although the Georgia General Assembly and the MARTA board could overrule this section after Sept. 30, 1983. This is the work of Atlanta suburbs blocking Mayor Young's efforts to expedite completion of the airport line (Sec. 311). ■

NEW RAIL GROUPS IN FLORIDA, CAROLINA

The rail passenger movement has two new groups in the Southeast: the Carolina Assn. of Passenger Train Advocates (CAPTA), W. C. Cobb, President; and the Florida Coalition of Railroad Passengers (FCRP), John Thomas, President. Dues: \$10/yr. to CAPTA, Rte. 6, Box 245, Greenville, NC 27834; \$8.50/yr. to FCRP, P.O. Box 712, Deltona, FL 32725. **Much success to both!**

The FY '84 DOT Budget: Some Differing Views

OUTLAYS IN MILLIONS

	1984 estimate	1983 estimate	1982 actual	Change 1984 vs. 1983
Highway trans- port total	\$12,242	\$9,012	\$8,208	+35.8%
Federal Aviation Administration	\$4,185	\$3,576	\$2,891	+17.0%
DOT total	\$24,370	\$21,157	\$19,917	+15.2%
Amtrak	\$676	\$700	\$718	-3.4%
Mass transit total	\$3,730	\$3,873	\$3,864	-3.7%

On Jan. 31, President Reagan released a budget showing *declining* mass transit spending, a stark contrast with the ascending figures his people used to win votes for the gas tax in December (see table, Jan. NARP News).

"Either advertently or inadvertently, the administration lied to the entire transit industry on the impact of the gas tax," said Thomas Downs, Director of Transportation for the District of Columbia (*Wash. Post*, Feb. 4).

The total transit appropriation would be 23% below the authorized level; FY '84 outlays 3.7% below FY '83's.

Ignoring the bipartisan gas-tax agreement to cut large-city operating assistance by 20%, the new budget proposes a 68% cut. At a Jan. 31 interest-group briefing, DOT officials said they would try to eliminate operating assistance for FY '85, ignoring gas-tax provisions for a "block grant" approach leaving the operating/capital choice to be made outside Washington. Good-bye, new federalism!

The interest-groups were told that the proposed Amtrak funding level was the "result of long and lengthy conversations with [Amtrak President] Graham Claytor." But Claytor's own budget request, submitted Feb. 15, was 18% higher (budget authority of \$807.1 million vs. DOT's proposed \$682 million).

Amtrak projects \$649.1 million for operations (\$900,000 under its FY '83 estimate), \$155 million capital, and \$3 million labor protection.

Amtrak's operating recommendation assumes continued service on "all routes currently operated, including the basic system, state-supported Section 403(b) service, and 'sunset commuter' trains. It is also assumed that inflation will not exceed 8%, that Amtrak will continue to get some form of relief from interest payments to the Federal Financing Bank, and that no substantial increase in the employer contribution to Railroad Retirement occurs."

The capital figure includes \$30 million for Northeast Corridor improvements to offset a like amount of Corridor Project money designated for Atlantic City under the Rail Safety Act (Jan., p. 4), and \$20 million for the New York West Side connection (\$10 million already has been spent) to offset regular Amtrak capital money designated for this by the Rail Safety Act.

The President's budget proposes statutory language indicating that "no funds need be expended or reserved for expenditure" for the Atlantic City and New York projects.

DOT says it includes no funds for the "Cardinal." Claytor, in a Feb. 15 UPI interview said: "The Cardinal this year I think is going to meet all of its criteria. . . . If you'll look at the Cardinal, and not just read what some of the nasty people say about it, you will find that it has improved drastically. . . . Each year it's been better, considerably better." Claytor also indicated plans to request declining operating subsidies in succeeding years.

DOT wants states to pay 100% of the costs of 403(b) and 403(d) trains. Yet the states are already struggling to meet the higher non-federal-share requirements for Section 403(b). Under the 1981 law, the old requirement, 50% of solely related costs, in-

Reg. 8 meets in Multnomah Cty. Central Library Aud., 801 SW 10 Av., Portland (not Union Sta.), 1:30 pm, Mar. 26. Reg. 4 (Harpers Ferry, Mar. 26) reg./accom. info: John Czyzewski 703/938-4585 (226 Maple Av. W, Ste. 300, Vienna, VA 22180).

NEW NARP BROCHURE AVAILABLE

A new brochure promoting NARP membership is available. Send a self-addressed, stamped envelope to get a copy. It is also useful simply for acquainting people with the arguments for public support of rail passenger service. If you are a travel agent, let us know if you would like a supply of these brochures to insert in Amtrak ticket folders for your train-riding clients.

increases next Oct. 1 to 65% of short-term avoidable costs (which Amtrak defines to include depreciation and interest) for services covered by contracts in effect before Oct. 1, 1981. (It is 45% for new services in their first year. Capital costs remained unchanged at 50%.)

403(d) refers to Amtrak commuter trains. They are funded by Amtrak at 100% (Chicago-Valparaiso and certain Northeast services) or the 403(b) percentages (Ann Arbor-to-Detroit).

Please tell your U.S. legislators you support Amtrak's funding request, including the Cardinal, and you oppose changing Secs. 403(b)/(d). CA/NY members: please urge state legislators to restore funding for "Spirit"/"San Joaquins"/Oxnard commuter (non-Amtrak) / "Adirondack" / #62 +65 Syracuse-Niagara Falls, which were omitted from governors' budget requests. ■

TRAVELERS' ADVISORY (cont. from p. 1)

vide more attractive station times at Omaha and Salt Lake City. During test runs Feb. 7-8, Amtrak equipment (2 F-40 locomotives and 14 cars) ran as the "Rio Grande Zephyr," easily meeting its schedule (arriving early at Helper and 15 minutes early at Salt Lake City).

Claytor says this is an "all-or-nothing" move; he will not operate two Denver-Salt Lake City routes. What do you think about the move?

Amtrak also hopes this year to replace train service at Clearwater and St. Petersburg, FL, with two feeder bus routes connecting with trains at Tampa. Bus service would be provided at the two "de-trained" rail stations and at two beachfront locations. What do you think about this?

Northeast rail commuter service weathered Conrail's exit surprisingly well. Philadelphia area commuters had braced for the worst, but railroad workers agreed to accept SEPTA's proposed working conditions/wages while negotiations continued. SEPTA had planned a total shutdown for about two weeks to process and train an expected large number of new employees, but a commuter group got a court order requiring SEPTA to maintain as much service as possible, and SEPTA complied. Full service resumed Jan. 22 and ridership during the following week was 90% of the pre-Jan. 1 level. Labor negotiations continue.

The SEPTA board decided to continue commuter rail service to Trenton and West Trenton, but Dec. 31 was the last day of operation for SEPTA's single peak-hour Downington round-trip (which has been shown in Amtrak's Harrisburg timetable) and for commuter rail service in Delaware. Restoration of service between Marcus Hook, PA and Wilmington, DE depends on the outcome of negotiations between Delaware/Amtrak for track access and Delaware/SEPTA for an operating agreement.

In a separate matter, a defective bridge last Oct. forced substitution of buses for trains beyond Swarthmore on the Media/West Chester line. SEPTA hopes to have the railroad bridge back in service by next Oct.

New Jersey Transit, which ended the single Newark-West Trenton run as planned Dec. 3, has decided to retain service between High Bridge and Phillipsburg pending outcome of a study of the feasibility of extending service to Bethlehem and Allentown, PA—a study which had been requested at public hearings on termination of the service.