

The Voice of the Railroad Passenger



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from
**NATIONAL ASSOCIATION OF
RAILROAD PASSENGERS**

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Major Pro-Passenger Bills Offered in Congress; NARP Provides Vigorous Support

Interest in rail passenger transportation has reached a new high in Congress with NARP taking a leading role in support of legislation to preserve and revitalize all types of passenger service.

There is an excellent prospect that a good rail safety bill, strongly endorsed by your Association, will be approved. There is even a possibility that Congress will overrule Administration opposition and create a Mass Transit Trust

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ICC "Can't-Help-Passengers" Ruling Brings Fast Congressional Response

The ruling by the Interstate Commerce Commission that it does not have authority to set standards of service on passenger trains has brought swift and gratifying reaction from Congressional quarters.

On Sept. 12, by a 7 to 2 vote, the ICC overturned the finding of its own hearing examiner, John Messer, that the Commission has such authority. The two dissenting votes were cast by Chairman Virginia Mae Brown and Commissioner Paul Tierney, both of whom sharply criticized the majority's position.

The ICC took so long in reaching a decision - almost a year after the Messer finding - that NARP threatened a Federal court appeal to compel some action. *(Continued on P. 3)*

NARP BATTLES ON MANY FRONTS FOR PASSENGER TRAINS

On a wide front, your Association is pushing its battle against abandonment of useful and essential rail passenger service.

Leading the list is the renewed fight to save the famed *California Zephyr*. This time, we are opposing both the Western Pacific and the Denver & Rio Grande Western, each seeking to discontinue its portion of the Chicago-to-San Francisco streamliner.

LATE BULLETIN

The ICC has ordered the Rio Grande to keep its portion of the California Zephyr in operation through Feb. 14, 1970. ICC based its order on the fact that the WP's application for discontinuance of its portion of the train is still pending.

As soon as the D&RGW hearings ended, our legal staff, headed by Attorney Andrew P. Goldstein, had to plunge into the WP case. Two different proceedings involving the same train impose a tremendous burden on citizens' groups such as NARP, and to combat this we have asked Congress to amend the ICC act so that discontinuance of a jointly-operated train must be proposed simultaneously by all the participating railroads. *(Continued on P. 3)*

• • N A R P LAUNCHES MEMBERSHIP CAMPAIGN • •

To strengthen our voice and resources during this critical period for rail passenger service, NARP is embarking on a national membership campaign. Our minimum objective is to double our membership within the next several months.

We will employ all possible means to support this campaign, including paid advertising in selected media, direct mail and publicity. However, the best means is through word of mouth.

This is where you come in!

Set out, NOW, to bring in at least one new member. Despite the widespread favorable publicity that NARP has received, there are many people, some right in your own neighborhood and employment area, who are not familiar with our aims and objectives.

Talk to your friends and business associates about what NARP is doing to save and improve this essential mode of travel - and one that will become increasingly essential as highways and airways make ever growing demands on our living space. The locale for the next superhighway or airport may well be the home or office of the person you are speaking to!

Show them this newsletter and let them see what we are doing in their behalf. Show them our brochures. (If you need additional copies of the small Q&A brochure, let us know promptly)

In signing a member, make every effort to enroll him in the \$5 (Regular) category or better. In your own case, when

(Continued on P. 4)

Newsletter Goes Monthly

Starting with this issue, you will be receiving the newsletter on a regular monthly basis.

In this way, we will be able to keep you up to date on our growing activities on the legislative, educational and many other fronts.

We feel this service enhances the value of your membership in NARP and offers a new inducement for others to join.

We have also adopted a new format which we think will make reading easier and more interesting. We will welcome your comments and suggestions. Address your letters to "The Editor, NARP NEWS".

MAJOR PRO-PASSENGER BILLS (From P. 1)

Fund to provide adequate Federal assistance for decent commuter service nation-wide.

An important piece of legislation which NARP is strongly supporting is Sen. Allott's bill (S. Con. Res. 32) directing the Department of Transportation to conduct a six-months' study of our whole rail passenger system with the object of determining the best means of financing and maintaining intercity passenger service. It also calls on DOT to determine how advances introduced through the Northeast Corridor project can be applied elsewhere.

The **Intercity Passenger Service Act**, which NARP helped to draft, has been introduced in both houses of Congress with strong backing. The House bill (HR 13352) was offered by Rep. Brock Adams (D-Wash) with 16 co-sponsors. Sen. Joseph Tydings sponsored the Senate bill (S. 2939). The Adams-Tydings legislation would authorize the Secretary of Transportation to acquire and renovate existing passenger equipment and purchase new equipment, such as Metroliners and TurboTrains. Equipment from this pool would be leased to railroads or regional transportation authorities.

Co-Sponsors of Intercity Passenger Service Act

Senators Tydings, Md; Cooper, Ky; Hart, Mich; Hughes, Iowa; Inouye, Hawaii; Javits, N.Y; McGee, Wyom; Metcalf, Mont; Pell, R.I; Saxbe, Ohio; Scott, Pa; Williams, N.J; Yarborough, Tex.

Representatives Adams, Wash; Bingham, N.Y; Blanton, Tenn; Button, N.Y; Culver, Iowa; Cunningham, Neb; Dingell, Mich; Eckhardt Tex; Friedel, Md; Howard, N.J; Mikva, Ill; Mollohan, W. Va; Moorhead, Pa; Moss, Cal; Tiernan, R.I; Van Deerlin, Cal; Vigorito, Pa.

In testimony before the Senate Surface Transportation Subcommittee on Sept. 25, NARP Chairman Haswell said that because of the railroads' inability or refusal to rehabilitate and replace passenger equipment, the number of passenger cars in service has been declining at the rate of about 1000 a year.

"It is imperative that trains be made attractive enough to lure passengers back to the rails from other modes," he declared. He pointed out that testimony on the California Zephyr case last year indicated that improved equipment on this train would greatly improve its financial results by minimizing maintenance costs and promoting patronage.

NARP strongly favors a well-conceived program of

Federal assistance for passenger trains in commuter, high-speed and long distance service. One reason for the decline in rail patronage has been the inequitable way in which government funds - your tax money - have been spent to improve competitive modes of travel, while at the same time, railroads have received virtually nothing.

Railroads that are making a good faith effort to provide decent passenger service deserve to receive a share of your tax dollars. Federal assistance can save and restore rail passenger service which, in these days of dangerously overcrowded airports and highways, is an urgent necessity.

There are millions of people who want and need rail service. This is amply proved by the success of the Metroliners here and the expressions of appreciation and envy by Americans who have seen and used the upgraded passenger services in Japan and elsewhere abroad. Federal assistance will ensure that the forgotten man of transportation - the railroad passenger - can once again take pride and satisfaction in America's rail service.

Urge Support of Important Passenger Bills in Congress

The following bills are of particular importance. Write your Congressman or Senator urging their support. Identify yourself as a NARP member.

●S. Con. Res. 32 for a study to determine best means of financing and maintaining intercity service.

●HR 13832 certifying ICC's power to set passenger train standards and authorizing restructuring of passenger service

●S. 2939, and HR 13352, Intercity Passenger Service Act, to authorize U.S. to acquire and recondition passenger equipment and lease it to railroads.

●Legislation to strengthen authority of ICC over discontinuance of last trains between two points.

●Legislation to create Mass Transit Trust Fund.

When writing to your newspaper or Congressman in the cause of better passenger service, identify yourself as a NARP member.

Thank You

Every day, we receive from our members a large number of letters, newspaper clippings and other material relating to the rail passenger situation.

We want to thank you for taking the time to send along this valuable information. These on-the-scene reports are most helpful in keeping us posted on the fast changing situation of passenger service. But as this newsletter indicates, the hectic pace of legal and legislative developments makes it impossible to answer each letter.

Nevertheless, please keep your letters coming.

CANADIAN PASSENGER TRAINS KEEP ROLLING

Anti-passenger forces in this country found a good deal of satisfaction in a report that Canadian National was getting ready to throw in the sponge on passenger service.

We are happy to report that this just isn't so.

Here's how the story got started: under Canadian law, a railroad must file a discontinuance application to be eligible for an operating subsidy. As a result, such applications were filed for practically every passenger train operated by the CN.

What this really means, of course, is that the Canadians are planning to *continue*, not discontinue, their revitalized and upgraded passenger program.

NARP BATTLES (From P. 1)

NARP is also opposing Southern Pacific's attempt to reduce the *City of San Francisco's* operation to tri-weekly service. This case is being heard in combined hearings with the WP's Zephyr proceedings. NARP has formally asked the ICC to explore the possibility of combining the Zephyr and City of San Francisco into one train, but to date no action has been taken by the ICC.

NARP has entered the fight to save the Penn Central's *James Whitcomb Riley*, linking Cincinnati and Chicago, with Chairman Haswell acting as NARP's attorney. The Riley is the only remaining train between Cincinnati and Indianapolis, and the last daily train between Chicago and Indianapolis. The PC petition has brought a strong outcry of protest from the press and public. Senator Vance Hartke (D-Ind), chairman of the Surface Transportation Subcommittee, has firmly opposed the discontinuance.

NARP Chairman Haswell has also taken a personal hand in the legal battle against discontinuance of Erie-Lackawanna's *Lake Cities* trains between Hoboken and Chicago. As a witness at ICC hearings in New York City, Mr. Haswell argued that elimination of this train would leave seven substantial Pennsylvania and New York communities without any rail service.

In a letter to the ICC, Mr. Haswell announced NARP's opposition to abandonment of the Milwaukee Road's *Afternoon Hiawatha* trains between Chicago, Milwaukee and Minneapolis. He charged the carrier had deliberately slowed down the schedules to discourage patronage.

The Chicago-Milwaukee corridor offers a "great potential for highspeed service," he argued, and called for improved service in light of growing congestion on the highways and in the air.

The Missouri Pacific's petition to discontinue its downgraded *Texas Eagle* between Texarkana, Austin, San Antonio, and Laredo is being opposed by your Association. This abandonment would end all passenger service between Texas and St. Louis. NARP will be represented before the Texas Railroad Commission by the Austin law firm of Clinton & Richards.

ICC RULING (From P. 1)

When the unfavorable decision finally came, Chairman Haswell immediately announced that NARP would go to court to compel the ICC to reconsider unless Congress itself overruled the Commission.

Three days later, Rep. Brock Adams (D-Wash) introduced HR 13832 specifying that the ICC has full authority to set passenger service standards. The bill also gives ICC power to restructure passenger service.

Underscoring the dissatisfaction with the ICC decision, more than 90 members of the House of Representatives joined with Rep. Adams in sponsoring his legislation.

The ICC itself recommended corrective legislation which was introduced in both Houses, but it merely lists certain housekeeping items, such as cleanliness, over which it would have jurisdiction.

NARP feels the ICC-backed bill falls far short of what is needed. Your Association is giving its full support to the Adams bill.

The ICC's decision has already generated extensive discussion in Congress. On Sept. 24 Rep. Adams called for prompt Congressional action to "correct" the ICC ruling. Nineteen other Congressmen joined in the debate. All were critical of the ICC and strongly supported prompt corrective legislation. Among the speakers were such longtime friends of the passenger as Rep. Pelly (R-Wash); Rep. Heckler (D-W. Va); Rep. Robison (R-NY); Rep. Pickle (D-Tex) and Rep. Ottinger (D-NY).

MENTION NARP!

In writing to your Congressmen and Senators, newspapers, regulatory agencies and others regarding rail passenger matters, identify yourself as a member of the National Association of Railroad Passengers. (Spell it out; not everyone is familiar with the NARP abbreviation).

We should appreciate your sending us copies of your letters and particularly answers received. It will help to keep us advised and in some cases we may be able to be of assistance.

NARP is objecting before the ICC to L&N's attempt to terminate what remains of the *Georgian* between Atlanta and Evansville, Ind., principally on the grounds that L&N may be ordered to restore service between Evansville and Chicago. Just prior to the L&N's takeover of the C&EI tracks between Evansville and Chicago, the ICC granted the latter road permission to end service between these two points. This decision has been appealed to the U.S. Supreme Court.

Clearly, through train service between Chicago and Atlanta makes sense. It seems evident that the prosperous L&N is trying to take advantage of a situation it helped to create in order to permanently eliminate the possibility of restored through service between Atlanta and Chicago.

Sen. Gordon Allott

Sen. Gordon Allott of Lamar, Colorado, has been a forceful spokesman for better passenger service. He authored S. Con. Res. 32 calling for an in-depth study by DOT of the future of passenger service. Widely respected by colleagues on both sides of the aisle, he was joined by 31 co-sponsors. From his key slot on the Appropriations Committee's Transportation Subcommittee, he keeps a vigilant eye on DOT's High Speed Ground Transportation project, and has fought for adequate funds for these programs. First elected to Congress in 1954, he is in his third (non-consecutive) term. He also serves on the Interior and Insular Affairs Committee and is chairman of the Republican Policy Committee. He says: "People who are fighting for rail passenger service are not sentimentalists; they are the realists. They know that if rail service is allowed to die, congestion on the highways and in the air will soon reach totally unmanageable proportions."



NEWS from NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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Penn Central Checked on Checked Baggage Move

A move by the Penn Central that would have added to the tribulations of the travelling public has been beaten through the combined efforts of the State of New York and NARP.

PC decided it would no longer permit passengers to check their baggage on trains between Washington, D.C., and New York City.

Your Association and New York objected to the proposal before the ICC. The ICC ruled that baggage checking was a service the public was entitled to when buying a ticket.

It's a small victory, perhaps, but even this skirmish might well have been lost without an organization such as NARP to speak up for the rail passenger.

MEMBERSHIP DRIVE (From P.1)

your membership comes up for renewal, please consider upgrading it to a higher category. The many activities in which we are engaged are making ever increasing demands on our resources.

Use the forms below to sign new members. (If you use a form in one of our printed brochures, be sure to print your own name and address somewhere on the coupon so we may know who deserves the credit.)

Start NOW! Thank you and good luck!

TULSAN SAVED; NARP MEMBER LED FIGHT The ICC has ordered the Santa Fe to keep the Tulsan in operation for one year from Nov. 20. NARP Member Roscoe C. Migliore of Oklahoma was a leader in the fight to save this needed and well-patronized train. Mr. Migliore showed what active citizen participation can do in the battle to preserve good passenger service.

UPGRADED SERVICE ON CAPITOL LIMITED

C&O/B&O has put back into service its bedroom-lounge sleepers on the Capitol Limited between Washington and Chicago, thus providing additional bedroom space. The lounge will offer snacks and beverages to all passengers.

C&O/B&O has also augmented its daily car cleaning and servicing procedures with a program that calls for a comprehensive cleaning of one passenger car a day at Washington Terminal. Each car will receive this full treatment about every 45 days.

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