

The Voice of the Railroad Passenger



"Railpax" is just the start—keep fighting for better rail passenger service!

from
**NATIONAL ASSOCIATION OF
RAILROAD PASSENGERS**

Nov.—Dec., 1970



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NARP Calls For Additional "Railpax" Routes

The Chairman, Board of Directors, Advisory Board and staff of the National Association of Railroad Passengers extend season's greetings to all our members here and abroad.

NARP WINS FIRST TEST OF RAILPAX ACT

In the first legal test of the "Railpax" Act, initiated by NARP, the Union Pacific Railroad has agreed to continue indefinitely passenger operations at its Kansas City, Mo., terminal.

NARP was joined by the Brotherhood of Railway and Airline Clerks in a suit to prevent the UP from transferring the eastern terminus of its *City of Kansas City* trains from its Kansas City, Mo., terminal to the Kansas City, Kans., station.

NARP argued that the UP's proposal was contrary to the intent of Congress in passing Railpax. Congress intended all inter-city service to be maintained until studied by the Department of Transportation for inclusion in a new rail passenger network.

An affidavit filed by Chairman Anthony Haswell contended the change in stations would cause inconvenient connections with Santa Fe and Missouri Pacific trains using the present terminal. Passengers making these connections would have been faced with the inconvenience and expense of traveling by bus or cab between the stations.

Congressional Committee Blames PC's Collapse On Diversification Into Non-Railroad Enterprises

The House Banking and Currency Committee in an investigative report has blamed Penn Central's bankruptcy on the carrier's program of diversifying into non-railroad enterprises.

Ever since railroads began their diversification programs, NARP has warned against the danger to their solvency and the potential neglect of their rail operations.

The Committee report contends that PC's investments in real estate and pipeline companies drained off at least \$175 million at a time when the carrier desperately needed working capital.

Loans to finance acquisitions "proved a serious problem in attempting to secure additional bank financing," the Committee declared.

"Investigators for the committee have determined that ill-advised investments by PC resulted in a heavy drain of cash so critically needed to operate the railroad," Committee Chairman Wright Patman (D-Tex) asserted.

Other reports will be issued by the Committee covering possible conflicts of interest concerning transactions by PC officers and directors and PC's relationship to banks before the bankruptcy occurred.

Transportation Secretary John A. Volpe released on Nov. 30 DOT's preliminary plans for a basic national rail passenger system authorized by the recently approved Rail Passenger Service Act.

As presently drafted, the system provides for 16 different rail passenger routes described as "city-pair end points" over which scheduled passenger trains will be operated.

NARP Chairman Anthony Haswell immediately questioned the absence of several vital routes. NARP is preparing its own suggested system.

The proposed basic routes are Boston-New York, Washington-New York, New York-Buffalo, Detroit-Chicago, Chicago-Cincinnati, St. Louis-Chicago, New York-Miami, Chicago-Miami, New York-New Orleans, Chicago-New Orleans, New York-Chicago, Washington-St. Louis, Chicago-Houston, Seattle-Chicago, San Francisco-Chicago and Los Angeles-Chicago.

"It is my hope — actually, my intent — that the corporation to be formed to operate rail passenger service will expand upon these routes as demand dictates," Secretary Volpe declared.

NARP called the plan a good beginning "toward the establishment of a rational network" but suggested including a year-round link between San Francisco and Los Angeles, summer service between Portland and San Francisco, and service on the Sunset Route between New Orleans and Los Angeles.

(Continued on P. 2)

THE WHITE HOUSE
WASHINGTON

November 6, 1970

Dear Mr. Haswell:

As you may know, on October 30 I signed the Rail Passenger Service Act of 1970 into law. I believe that all of us are anticipating the beneficial impact of this legislation on the transportation industry, and I wanted you to know how much I appreciated your interest as well as your courtesy in bringing your views on this vital matter to my attention.

With best wishes,

Sincerely,

Richard Nixon

Joseph Vranich, Pittsburgh Chairman, Assumes Post as NARP's Executive Director

Joseph Vranich, regional membership chairman for Greater Pittsburgh, has been named executive director of NARP. He formally assumed office on Dec. 1.

Vranich takes on the combined duties of Woodruff M. Price, who had been executive director since January, 1969, and Otto Janssen, director of public relations. Price becomes legislative director. Janssen plans to open his own agency, Rail Promotion Associates, in Washington. Both will remain on the board of directors. Ann Hagemann continues as membership secretary.



Vranich played a leading role in efforts to revitalize Greater Pittsburgh's commuter rail service. He is the author of two published rail passenger studies. He was vice chairman of PROMPT (Peoples Representa-

tives on Mass Public Transit) in Pittsburgh.

Vranich joins NARP from United Mental Health Services of Allegheny County where he was community information director.

"The reorganization is dictated by a desire to further streamline NARP's operations and make them more efficient as we move into the operational stages of 'Railpax'," said Chairman Anthony Haswell.

"We are delighted to have the services of Joe Vranich, who has demonstrated exceptional understanding of the rail passenger business and is well qualified to help guide NARP in its continuing campaign to bring to our country a truly balanced passenger transportation system," Mr. Haswell declared. "Woody Price will continue to speak for NARP on Capitol Hill."

Vranich is a recent graduate of Slippery Rock State College, Pa., where he obtained his degree in Social Sciences.

STATE OF ILLINOIS URGED TO PARTICIPATE IN NATIONAL RAIL PASSENGER PLAN

NARP Chairman Anthony Haswell told the transportation committee of the Illinois Commission for Economic Development that "Railpax" is an important step forward — "but more must be done at both the state and federal level if we are to get the modern passenger train service that is so vitally needed."

He spoke at the invitation of State Representative Paul J. Randolph in Springfield, Ill., on Nov. 30.

"The state of Illinois, either by itself or in cooperation with adjoining states, should establish a regional program for high-speed rail service to supplement and work with the national corporation," declared Haswell. "If such a state-regional effort were undertaken with meaningful funding, the corporation would be encouraged to give priority to the development of a corridor in that area."

He pointed out that money for high-speed rail transportation could be raised through a general transportation bond issue similar to the \$2.5 billion issue passed in 1967 in New York state. He urged the Commission to study the floating of such an issue in Illinois, with a portion of the proceeds specifically allocated to high-speed rail service.

BAY AREA MEMBERSHIP CAMPAIGN

San Francisco Bay Regional Chairman Scott K. Schiechl is opening a campaign among NARP members in his area to win support for better rail passenger service in California. By letter, Mr. Schiechl is advising Bay members how they can help the cause. Mr. Schiechl's address is 25 Certantes Blvd., San Francisco, 94123.

NARP Calls For Additional "Railpax" Routes (from P. 1)

NARP also urged high-speed service in populous corridors such as Portland-Seattle, St. Louis-Kansas City and Los Angeles-San Diego.

In an editorial on Dec. 6, *The New York Times* was highly critical of the system, quoting some observers as terming the Railpax act the "railroad euthanasia bill." *The Times* said DOT's assumptions that service must be limited to routes promising profitability "foredoom the whole effort to failure." The editorial asked whether Congress in appropriating \$70 billion for interstate highways and other billions for airway development did so on the assumption of profitability. "It may be," *The Times* states, "that the Nixon Administration, rather than believing in an illusion, knows perfectly well that the present approach will not work. . ."

DOT's preliminary report was issued in response to provisions of the "Railpax" Act dictating that within 30 days after its signing by the President, DOT submit recommendations for the basic passenger system to the ICC, Congress, State Commissions, and to representatives of railroad management and labor.

These groups have 30 days in which to review the recommendations and offer comments to DOT before final determination of the system.

Designated service must be operated until July 1, 1973. Additional service — beyond the basic system — may be provided at the discretion of the corporation. Such additional service is subject to discontinuance at any time.

Any state, local or regional agency may procure additional service by reimbursing the corporation for two-thirds of losses attributable to such service.

The report also established service requirements specifying that trains will be scheduled to serve communities at reasonable hours, consistent with demand. Running times shall be as fast as conditions permit.

Train schedules will be adjusted to provide convenient connections between routes. Through cars will be provided between each set of end points, and private-room sleeping cars will be included on schedules when at least six hours of the journey is made between midnight and 8:00 a.m.

Food service — ranging from light snacks to complete meals — will be provided as dictated by trip length.

Lounge service will be available on all schedules in excess of six hours duration and parlor cars provided where justified by the demand.

Railroads agreeing to become a part of the system are relieved of all obligation to operate passenger service as of May 1, 1971, when the corporation commences operation. Those not participating must continue all their passenger trains until January 1975.

Participating railroads must pay into the operating corporation in cash or in equipment sums determined by various formulas related to their present losses from passenger operations. Initial capitalization of \$40 million is to be supplied by the Federal Government, with the remainder to be supplied by participating railroads and private investors.

So Why Aren't They In The Basic System?

"I am convinced. . .that there is a very real need for intercity passenger service and that such service can be provided on an economically self-sustaining basis. By the end of this decade, the total demand for intercity transportation service will put serious strains on our highway and airway systems. This will be particularly true in the major population corridors, such as those on the west coast, in the north-east, and in a broad band across the midwest."

—Secretary Volpe in speech before Investment Bankers' Association, Boca Raton, Fla., 12/4/70.



MISCELLANY



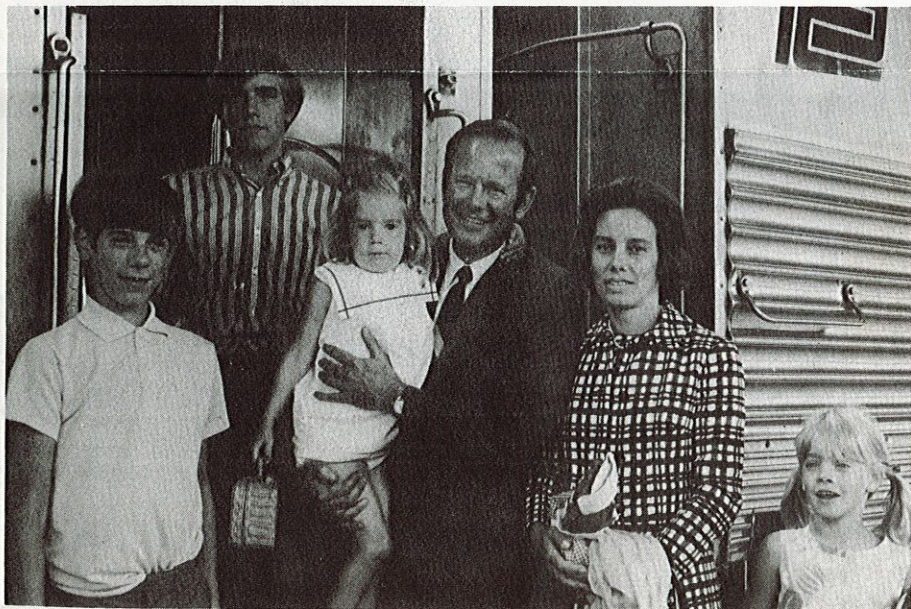
SCL'S "RESORT ON WHEELS" — Seaboard Coast Line's gleaming New York-Miami streamliner, *The Florida Special*, starts its seasonal runs again on Dec. 18 southbound and Dec. 19 northbound. The coach and Pullman train boasts all the attractions of previous years — fashion shows, free champagne, bingo and other games, movies, train telephone — plus a new refinement, color TV. The *Special* supplements SCL's other year-round streamliners, including the *Silver Meteor*, *Silver Star* and *Champion*. The *Special* runs till mid-April.

"REMARKABLE" RAIL COMEBACK WORLDWIDE — Jane's Annual World Railways says that railroads around the world are making a remarkable comeback in both passenger and freight traffic. Railways can now be called a growth industry, the famed British publication says, since many nations now realize the essential need of rail service with air and highway travel nearly reaching their limits. In another 20 years, Jane's predicts, city populations will be 80 per cent greater than today, making rail service the No. 1 salvation of metropolitan areas.

NEW D.C. RAIL SERVICE PLANNED — On Nov. 19, the U.S. Dept. of Transportation initiated a \$17,000 study looking to commuter train service between Washington, D.C. and its Maryland and Virginia suburbs. It is hoped the project will lead to service within a few months. When the Metro subway-rail system now being built goes into operation in the mid 1970s, the commuter trains might be used to extend service further into Maryland and Virginia.

"PROGRESS" REPORT — Syndicated columnist Sydney Harris says that "a good case can be made out that the average traveler is worse off than he was 30 years ago, not better. . . . The average traveler goes from 300 to 500 miles, and here he finds the airplane a dubious advantage over other forms of locomotion. . . . Airplanes do not, and perhaps cannot, fill the place left by the disappearing railroad. . . . Some colleges I have visited are almost totally cut off from public transportation, even though railroad tracks run right through the towns. . . . In many places, the air age has isolated people far more than bringing them closer."

SMART SLOGAN — From the Seaboard Coast Line timetable: "Our Trains Feature Good Restaurants With Changing Views."



Practices What He Preaches — Rep. Brock Adams (D-Wash), a leading advocate of better rail passenger service, uses the trains whenever possible. Here, the Congressman, Mrs. Adams and their family detrain at Washington's Union Station after a recent rail journey.

SAFETY FIRST — A clear plastic material, 250 times stronger than safety glass, used as the face shield in astronauts' helmets, is being substituted for glass in all Penn Central passenger cars, locomotives and cabooses. PC is the first railroad to adopt it as standard. In tests, the plastic deflected .38 caliber bullets fired at short range while sustaining only nicks. The material will protect passengers and employees against the vandalism which costs the railroad over \$1.5 million annually in smashed windows.

RISING SUNSET — "Dining car and sleeping car services have been responsible for *Sunset Limited* passenger loads increasing — on some days doubling — since the services were restored by the Southern Pacific last month," reports Tucson Daily Citizen business editor Richard E. Wilbur. A 16-day count showed twice as many passengers aboard the *Sunset* on several October and November days this year as on comparable dates last fall. Elmo G. Smith of the United Transportation Union urged dining and sleeping car service be put back on a daily basis to "give a true picture of what can be accomplished."

"UN-AMERICAN" IDEA — Don MacLean, the enterprising United Features syndicated columnist, recently estimated that if all the autos in the U.S. were on our roads and highways at the same time, there would be only three inches of space between them. Add 31,455½ more cars, he computed, and you would have a "coast to coast traffic jam" with nothing able to move. MacLean reports that "naturally" the auto industry and various highway departments ridiculed his contention but that shortly afterwards the British Road Federation estimated that if present trends continue, there will be no space between cars on English roads by 1984 (ominous date!). "It seems kind of ridiculous," Mr. MacLean says, that we talk of population control but "even to suggest limiting the number of cars. . . is somehow un-American."

FEAST OR FAMINE — "...the same day the President signed the [Passenger Corporation] bill, top BN officials were quoted as saying they will seek to discontinue all passenger service if the bill weren't signed. As if to underscore the railway's determination, the snack bar on the *North Coast Limited* has been discontinued, forcing folks either to dine in the diner, brown bag it, or starve. Or take the plane or auto, which just might be what the BN wants."

— Columnist Denn Curran, Sunday Missoulian (Mont.), 11/8/70.

USE THIS COUPON TO BRING IN A NEW MEMBER TODAY!

(NL 70)

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

417 New Jersey Ave., S.E.
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SOME MEMBER ACTIVITIES — Regional Chairman Bruce Williams, who is editor of Coe College's *Coe Cosmos*, Cedar Rapids, Ia., gave front page play to "Railpax" and NARP's part in working for the law's approval. . . Member Thomas Jackson, Decatur, Ga., continues his generous campaign of purchasing newspaper space for NARP. His latest ad appeared in the *Albany (Ga.) Herald*. . . Space was also purchased in *The Depauw* of Depauw University, Greencastle, Ind., by Member Richard W. Gudal. As news editor of the university's radio station WGRE-FM, Mr. Gudal plans to tape and broadcast spots promoting NARP. . . The *Denver Post* gave good play to a meeting called by Colorado Chairman Dr. Jerome G. Alpiner to discuss "Railpax." Approximately 85 persons attended.

ABOUT OUR INSERTS — With this combined November-December issue of the newsletter are two inserts:

— A copy of Chairman Anthony Haswell's speech "Politics and Railroad Problems." Additional copies may be obtained upon request.

— A subscription application for Passenger Train Journal.

If either of these inserts is missing from your mailing, let us know and we will send them to you.

NARP IN THE NEWS — Newsweek's Dec. 14 issue reported on DOT's "Railpax" plan, saying that some skeptics viewed it "as simply another stop along the line to the final end of intercity passenger service." Newsweek reported that this opinion was not held by NARP Chairman Anthony Haswell who declared that for the first time "the Federal government is making a commitment to give meaningful support to rail passengers after all these billions they have poured into air and highway transportation."

Also quoting Chairman Haswell's views was Walter Cronkite in his December 8 CBS Network commentary devoted exclusively to the passenger train issue. Mr. Cronkite quoted Mr. Haswell's criticism of the absence of service on the west coast.

LESSON FOR THE RAILROADS — The *Chicago Daily News* quotes Greyhound Lines President James L. Kerrigan as saying that last year Greyhound "moved some 92,000,000 passengers last year, more than all of the domestic airlines combined." The line serves 40,000 communities, more than half of which have no other form of intercity transport. With plans to lure businessmen to busses with improved equipment and service, Kerrigan says: "The future of transportation is in the airplane and the bus." Whether the prospect pleases rail passengers or not, Kerrigan — unlike most of his rail counterparts — seems to deserve an "E" for effort.



of praise for Secretary Volpe and his staff but called for early action to expand the system on the West Coast, in his native state of Texas and elsewhere.

After serving briefly on then-Congressman Lyndon Johnson's staff in 1942, Jake Pickle did duty with the Navy in the South Pacific for 3½ years, then entered the advertising and public relations field. He was director of the Texas Democratic Executive Committee, 1957-60, and in 1963 was elected to Congress to fill an unexpired term. He has been reelected three times.

On the Transportation Subcommittee, Rep. Pickle has taken a special interest in rail transportation. His bill in 1967 set the pattern for the settlement of the national rail strike that year. He helped formulate the High-Speed Ground Transportation Act and has constantly worked for the continuation and improvement of the *Metroliner* and *TurboTrain* services.

HEARTENING STORY — Member W.P. Tuggle, Alamo, Cal., relates this incident that he witnessed as a passenger on Penn Central's No. 52, Detroit-Buffalo, on Sept. 18. At St. Thomas, Ontario, a girl about 19 boarded and discovered she had left her purse and ticket at the station. At the next station the conductor phoned St. Thomas and learned the purse had been turned in to the St. Thomas police. He arranged to have them forward it on the next train. The conductor advanced the young lady money out of his own pocket and he and the brakeman took turns comforting and reassuring her. "I hope the conductor will receive the gratitude of the railroad and the young lady, and I'd like to add my own and that of my companion," Mr. Tuggle said in a letter of commendation to PC.

FLEET FRENCH — *Frances Actuelle*, a French business publication, devotes the bulk of its October issue to the giant strides being made in that country in rail technology. The linear-electric-powered *Aerotrain*, which straddles a single concrete "rail" and rides on a cushion of air, hit a record speed of 264 mph in a recent test run. The Bertin Co., the manufacturer, has entered agreements for production in the U.S., Sweden and Holland.

\$459 MILLION SPENT ON RAIL TRAVEL IN 1969 — The Transportation Association of America reports that of \$104 billion spent on passenger travel in 1969, \$297 million went to intercity rail travel. This is a \$19 million drop from 1968. Commuter rail travel increased \$9 million to \$162 million over the same period.



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