



from NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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Two Routes Added To Amtrak System

COURT ACTIONS FAIL TO HALT TRAIN DISCONTINUANCES

NARP and rail labor were unsuccessful in their court action to delay the discontinuance of non-Amtrak trains. NARP contended that the notices of discontinuances were invalid because their effective date (May 1) was less than 30 days subsequent to the signing of contracts by Amtrak and the railroads. The court ruled that the public had in fact received 30 days notice of the discontinuances, which was all the law required.

NARP also sued to block discontinuance of the Nancy Hanks between Atlanta, Macon and Savannah, pointing out that Central of Georgia (nominal operator of the Nancy) is in fact an integral division of the Southern Railway and hence cannot join Amtrak independent of Southern. The court dismissed the action, ruling that only the U.S. Attorney General could bring suit. NARP has since appealed to the Attorney General to act.

With the exception of one pair of trains in Illinois, a number of other suits brought by labor organizations and commuter groups were no more successful than NARP in staying the May 1 deadline.

IN MEMORIAM

Members of NARP's Advisory Board:

Ogden Nash, Poet and Humorist, Baltimore, Md.

Elmo Roper, Roper Research Association, Inc., New York, N.Y.

RIDING WITH AMTRAK

The following is a representative roundup of opinion on Amtrak as reported to NARP by its members and the news media:

"The extent of congressional displeasure with [Amtrak] can be measured by the more than 700 letters Secretary Volpe has received from the 535 senators and representatives that make up the current Congress. . .the Dept. of Transportation also has received over 5,000 letters from community interest groups critical of [Amtrak]. - Traffic World news item, April 26, 1971.

"Saturday when the Spirit of St. Louis came west from New York the ICC tied the train up at St. Louis with 42 safety equipment defects. That's not bad for eight Penn Central cars." - Letter to NARP from Missouri Pacific R.R. employee.

"One of several Chicago telephone information numbers for Amtrak rings at the Greyhound bus terminal. We called and were told they had no information about trains." - Letters from several NARP members.

(cont'd. on page 3)

Senate Passes Resolution To Study Expansion Of Network

As Amtrak instituted state-supported passenger service between New York and Chicago via Cleveland, and between New York and Boston via Springfield, the U.S. Senate passed a resolution authorizing a \$100,000 study to determine means for providing additional service and trains.

The resolution, now awaiting House action, directs Amtrak to provide Congress with specific cost estimates and detailed market characteristics relating to an expanded system.

The New York-Chicago train via Buffalo and Cleveland made its inaugural run on May 10. Amtrak had announced a Detroit-Toledo connection to this train but those plans were scrapped on May 25 due to "poor track conditions on Penn Central," according to an Amtrak spokesman.

Newly-named Amtrak President Roger Lewis said daily service through Cleveland would be provided for a six month period pending final approval of support funds by the individual state legislatures.

The trains were added under a provision of the Amtrak Act which requires the corporation to operate a service when any state or regional groups agree to pay at least 66 2/3% of the losses attributable to that additional service.

NARP Chairman Anthony Haswell said in a press statement that "Amtrak now bears a greater likeness to a 'national system' upon commencement of operations to Cleveland and other Great Lakes points. . ."

Amtrak termed the trains "provisional" which sparked editorial reaction in on-line cities. Don Robertson of the Cleveland Press wrote on May 10, "As far as Amtrak is concerned, Cleveland is on probation. Well, as far as I am concerned, Amtrak is on probation. Unless it makes a sincere effort to follow through on [service improvements], all its high-sounding promises are so much hot air."

On May 17 Amtrak added service between Boston and New York via Worcester and Springfield, Mass., with through cars as far as Philadelphia. The additional run was made possible when the Massachusetts legislature appropriated \$175,000 to defray the state's share of estimated losses.

Congress, however, is still dissatisfied with Amtrak. Senate Commerce Committee Chairman Warren G. Magnuson (D-Wash.) and House Interstate & Foreign Commerce Committee Chairman Harley O. Staggers (D-W.Va.) sent a letter on May 12 to Amtrak

LATE BULLETIN:

As this issue goes to press NARP has received word that Amtrak intends to restore service over the North Coast Limited route between Fargo, N. Dakota, and Spokane, Washington, on a three-day-a-week basis beginning June 15. Funding for the operation will be provided entirely by Amtrak. Many tour groups, Congressmen and NARP have worked diligently on behalf of reinstating that service.

Advisory Board Member Writes To NARP:

"It is my considered judgment that the American railroad passenger system, once the finest in the world, is now on a par with underdeveloped countries, and in its death throes. Also, that Amtrak is a snare and a delusion, designed to lull us into a false sense of security while the job of killing our passenger service is completed. . . The Amtrak plan should be relentlessly opposed."

—Dr. Mario Pei
Professor Emeritus of Romance Philology
Columbia University

ENTHUSIASTS

Amtrak has announced that Burlington Northern Chairman Louis W. Menk, Penn Central President William H. Moore, and Milwaukee Road Chairman William J. Quinn have been selected by the railroads to fill the three Amtrak directorships allotted to the railroads as Amtrak common stockholders.

On February 26, 1970, Mr. Menk told viewers of NBC's *Today Show* that "in my view we ought to let the intercity passenger train, the long distance passenger train, die an honorable death like we did the steamship, or the riverboats and the stagecoach and pony express."

On September 9, 1970, Mr. Moore told a Pittsburgh news conference that "probably all the railroads in the country are losing money in the passenger business" and that there is "absolutely no future in this country for long distance passenger trains."

On November 13, 1969, Mr. Quinn told the House Committee on Interstate and Foreign Commerce that "we can no longer compete effectively for the passenger under present conditions, which are beyond our control to materially change," and that "there is no foreseeable reversal of this march of events which has produced an exodus from trains."



Courtesy, Portland Oregonian

'nuff said

Hearings on Amtrak before Senate Commerce Committee, April 28, 1971 —

Senator Vance Hartke (D-Ind.):

"What if (railroads) fail to comply? What if you have a deviation from time or any other service and they fail to comply? What is the authority of the corporation to impose any type of penalty? You say there are no penalty provisions in there. How can you make them comply?"

Gen. Frank S. Besson (Amtrak director):

"I do not know — it is merely the pressure that you put on."

Senator Hartke:

"How are you going to put pressure on?"

Gen. Besson:

"We have got people of good will here who have signed contracts, and they say that they are going to use their best efforts and, in my opinion, they will indeed do that."

On April 14, 1971, 14 days prior to the above testimony, the following written directive was issued to all employees of the Western Pacific:

"At the request of Mr. A. E. Perlman, president, all employees must refrain from offering any information in regard to operations in the event they are approached by representative (sic) of the National Rail Passenger Corporation (Railpax). Please be governed accordingly."

Two Routes (from p. 1)

President Roger Lewis which stated that "neither of us is happy with the manner in which the affairs of the Corporation have been conducted to date."

The letter indicated that the Amtrak system was too small, start-up costs, especially for lawyers and public relations, were exorbitant, and the contracts with the railroads are too weak.

The disturbing passage in the contract reads: "Railroad shall provide services hereunder in an economic and efficient manner and shall give appropriate recognition to the importance of on-time passenger train operations and passenger comfort and convenience. Railroad shall make every reasonable effort to maintain the schedules established by NRPC for its Intercity Rail Passenger Service."

Regarding this passage, the Committee Chairmen told Amtrak, "The Corporation has taken two steps back in its operating contracts with railroads. You will note that they contain only vague general standards, and no penalties for violating the contracts. Compare that with the contract entered into by DOT for operation of the Metroliner by the Penn Central. The standards are specific and detailed and the penalties are \$1,000 not per day or per week but per train per violation. The Corporation's contracts rely on nothing more than the good faith of the railroads. . ."

Meanwhile, Amtrak has hired 26 passenger representatives, at \$900 per month plus expenses, to ride the trains and get complaints and suggestions from riders. The goal is one representative per train every seven days.

Amtrak is still without a management team. Roger Lewis, Amtrak President and Board Chairman, was Chairman of General Dynamics Corp. David A. Watts, Jr., Amtrak Vice President for Planning, was Director of Corporate Planning for the Baltimore & Ohio and former B&O Passenger Manager. Sidney Sterns, Amtrak Comptroller, was a Kansas City Southern Ry. employee.

PENNSYLVANIA GOVERNOR and NARP Advisory Board Member Milton J. Shapp rejected a request by Amtrak to declare May "Amtrak Month," saying that instead he should proclaim "Save our Railroads Month" to highlight the cutbacks in passenger service due to Amtrak. All 50 Governors had received the request.

New Amtrak Schedules

8:30 p.m.
8:20 a.m.
2:15 p.m.

Lv. New York (GCT)
Ar. Cleveland
Ar. Chicago (Union)

Ar. 9:30 a.m.
Ar. 9:25 p.m.
Lv. 1:50 p.m.

7:00 a.m.
9:17 a.m.
12:25 p.m.
2:22 p.m.
4:45 p.m.

Lv. Boston
Lv. Springfield
Ar. New York (Penn Sta.)
Lv. Philadelphia
Ar. Washington, D.C.

Ar. 11:45 p.m.
Ar. 9:26 p.m.
Ar. 6:00 p.m.
Ar. 4:00 p.m.
Lv. 1:40 p.m.

Riding (from p. 1)

"This year we are being given a classic runaround to the point where we seriously doubt whether Amtrak wishes to encourage tour groups or special car movements. The *Super Chief* from Los Angeles, we are told, is already at maximum capacity of 18 cars and there is no room for our group." — letter to NARP from A. L. Lloyd, Jr. Clift Travel Service, Inc., San Francisco.

"An Amtrak route from Chicago to Seattle goes directly through the Twin Cities but stops only in Minneapolis. Amtrak trains should stop in both cities. . . Where is 'innovation' with regard to St. Paul's terminal? What kind of 'marketing' dictates that trains run non-stop through such a large city?" — Rep. Joseph E. Karth (D-Minn.) in a House speech, May 17, 1971.

"Passengers wandered from car to car [on the *Spirit of St. Louis*] without direction on which car to board. Newspapers, paper cups and other trash littered the coaches and trash cans were overflowing." — St. Louis Globe-Democrat reporter Robert Teuscher, May 2, 1971.

"The Los Angeles to Chicago train arrives in Kansas City at 5:35 a.m., five minutes after the Kansas City — New York train leaves. . . Some of Amtrak's inaugural bugs were minor, like no gap in a soap container. Cigarettes on board couldn't be sold because packages had no tax stamp. Two women reported there was no inside door handle on the door of the ladies' rest room." — Kansas City Star reporter Mike Zakoura, May 2, 1971.

"On May 11 so many people rode the northbound *James Whitcomb Riley* that no seats were available and the crew, the waiter-in-charge and a passenger had to ride in the baggage section of the combine. Penn Central knew ahead of time that a special group would be aboard between Indianapolis and Lafayette yet refused to add an extra coach." — Letter to NARP from Penn Central R.R. employee.

"Amtrak 69 [through Cleveland] is about as classy as the Zanesville YMCA. Its club car is furnished with an array of chairs and tables that look as if they had come straight from the front parlor of a boarding house for old maids in Moundsville, W.Va." — Cleveland Press reporter Dick Feagler, May 14, 1971.

"Is this the *Broadway Limited*?' asks one Chicagoan who has come to greet a traveling friend. 'Your're kidding. It looks more like a Russian troop train.'" — Wall Street Journal reporter William Mathewson, May 7, 1971.

"Amtrak has not given proper consideration to the environmental impacts of their May 1 train discontinuances. They have ignored the mandate of Congress articulated in the National Environmental Policy Act of 1969 which requires consideration of the impact of such actions upon the environment, as well as exploration of possible alternative courses of action." — Ralph Nader and Reuben B. Robertson, III, in a letter to Senator Warren G. Magnuson.

Members could help to keep NARP posted on Amtrak by sending newspaper clippings on items of interest. Letters concerning Amtrak service deficiencies or improvements should be sent directly to Amtrak (955 L'Enfant Plaza, S.W., Washington, D.C. 20024) with a copy to NARP.

SLACK IN AMTRAK SCHEDULES?

Passenger trains in 1941 and in 1953 over Amtrak routes were faster than most of today's Amtrak trains. In only five instances are present schedules faster. In every case shown below, the faster previous running time was chosen — whether 1941 or 1953.

		1941 vs. 1971	
Route	Train Name	Then hrs: min	Now hrs: min
New York-Chicago	<i>Broadway Limited</i>	16:00	16:50
New York-Chicago	<i>20th Century Limited</i>	16:00	18:40
Chicago-Miami	<i>South Wind</i>	29:10	33:50
Detroit-Chicago	<i>Mercury</i>	4:45	5:50
Chicago-Cincinnati	<i>James Whitcomb Riley</i>	5:15	6:10
Washington-St. Louis	<i>Spirit of St. Louis</i>	19:50	21:20
New York-St. Louis	<i>Spirit of St. Louis</i>	20:10	20:55
Chicago-Los Angeles	<i>Super Chief</i>	39:45	40:30
Chicago-Oakland	<i>City of San Francisco</i>	39:10	48:00
Chicago-Denver	<i>Denver Zephyr</i>	15:38	16:50
Chicago-St. Louis	<i>Abraham Lincoln</i>	4:55	5:15
New York-Miami	<i>Silver Meteor</i>	24:30	25:15
Los Angeles-Oakland	<i>Coast Daylight</i>	9:36	10:15
Chicago-Milwaukee		1:15	1:30
		1953 vs. 1971	
Boston-New York via R.I.	<i>Merchants Limited</i> (then) <i>TurboTrain</i> (now)	4:00	3:48*
Boston-New York via Mass.		4:55	5:25
New York-Washington, D.C.	<i>Afternoon Congressional</i> (then) <i>Metroliner</i> (now)	3:35	2:59*
Washington-Chicago	<i>Liberty Limited</i> (then) <i>Broadway Limited</i> (now)	15:55	16:55
Buffalo-New York	<i>Empire State Express</i>	7:55	7:30*
Cincinnati-Newport News	<i>George Washington</i>	16:05	14:55*
Chicago-New Orleans	<i>City of New Orleans</i>	16:25	17:30
Chicago-Houston	<i>Texas Chief</i>	25:00	26:40
Chicago-Seattle	<i>Empire Builder</i>	44:30	47:00
New Orleans-Los Angeles	<i>Sunset Limited</i>	41:45	44:00
Portland-Oakland	<i>Shasta Daylight</i> (then) <i>Cascade</i> (now)	14:48	16:30
St. Louis-Kansas City	<i>Colorado Eagle</i>	5:00	5:45
Seattle-Portland		4:00	3:30*
Los Angeles-San Diego		2:15	2:45

*Instances where Amtrak trains are faster

Data derived from current Amtrak timetables and Aug., 1941, and July, 1953, editions of *The Official Guide of the Railways*.

"On May 2, Amtrak train 614 from Harrisburg arrived in Philadelphia with 140 passengers, many bound for New York. In prior weeks they transferred to train 158. No more. Only a Metroliner. Sold Out. Should all those riders off 614 sleep in the station all night? No. Penn Central graciously transferred them over to Greyhound." — letter to NARP from E.L. Tennyson, Philadelphia.

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:

- Regular \$5
- Contributing \$10
- Participating \$25
- Sponsoring \$50
- Sustaining \$100 or more

(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.

PUT MAIL ON AMTRAK TRAINS

Editorial

One argument Amtrak offers in defense of its small system is that services must be limited if its "for-profit" status is to be preserved. An action which the Congress can take to enlarge Amtrak while enhancing its profitability would be to require the U.S. Postal Service to give priority to Amtrak trains in the shipment of mail.

Judicious use of Amtrak may help revive speedy postal delivery without adding any time to Amtrak's schedules. Senator Frank Church (D-Idaho) has gone one step further and has introduced legislation to enable Amtrak to operate trains devoted exclusively to mail service.

Efforts to expand passenger service into New England, Southern Montana, Arkansas, Idaho and other areas should be coupled with an effort to procure mail contracts through those neglected areas. Otherwise these regions have no guarantee of improved mail delivery and little hope for passenger service.

The Sporting News recently editorialized, "Trucks and container-type freight cars may be ideal for moving many kinds of goods. Their value as expedited long-distance dispatchers of printed matter is something else, and our harried circulation department can prove it. Rapid delivery of The Sporting News was a routine task when newspapers were loaded on passenger trains. . . Swift delivery has become merely a memory."

Railroads have managed to shed their unprofitable passenger business while maintaining their profitable mail runs. Penn Central has \$30 million in mail revenues from solid mail and express train movements. Union Pacific has \$10 million. Burlington Northern, \$8 million. Mail has always been considered a passenger-related business and perhaps it should have remained that way with Amtrak.

Amtrak has signed 5 contracts with the post office for revenue of \$2 million.

AMTRAK LIMPS ON TRACK — "The most discouraging aspect of the attempt to effect 'the greatest business turnaround in history' is that Amtrak will be primarily a bill-paying organization for the same bumbling rail managements that did more than either airlines or buses to drive away past passenger traffic. Direct responsibility for train operation will remain in the same inept hands. And the same archaic union rules will hamstring efforts to achieve economy and efficiency." — excerpt from New York Times editorial, May 2, 1971.

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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FRIENDS OF THE RAILROAD PASSENGER

17 — Rep. Joe Skubitiz

On April 21 the Amtrak board of directors appeared before the House Interstate and Foreign Commerce Committee and claimed that the small route network announced should "prove itself" before it is significantly expanded.



In disagreement was committee member Joe Skubitiz, Republican from Pittsburg, Kansas, who said, "I have heard a lot of stress being placed upon the losses and the people not using the railroads. I happen to belong to that school of thought that believes if you would go in and study the losses that the railroads are claiming, you will find out that those losses are not quite what the railroads claim they are. I have gone through too many discontinuance actions to buy this sort of thing.

"I believe that the people of the country didn't leave the railroads. I think the railroads left the people and I am hoping that you can get on with making service improvements. That is one reason we should allow more funds so other lines could be placed into this system."

Mr. Skubitiz has been a Member of the House since 1962 and was appointed to this committee in 1967.

NARP Financial Statement Summary — 1970

Receipts:		
	Membership Renewals	\$ 24,412
	New Memberships	\$ 21,198
	All Other	\$157,404
		<u>\$203,014</u>
Disbursements:		
	Litigation	\$ 47,289
	Legislative Representation	\$ 38,136
	Printing, Promotion & Postage	\$ 46,427
	Salaries	\$ 36,525
	All Other	\$ 38,806
		<u>\$207,813</u>

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