



from
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RAILROAD PASSENGERS**

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Two Northeast Train Proposals Are Pushed

1: DOT's Plan For The 70s And 80s

The Transportation Dept. has recommended a substantial government-funded upgrading of rail transportation in the populous Northeast Corridor.

Proposed is a \$460-million program to improve rail service between Washington, New York, and Boston. The program is viewed as the principal answer to the mounting transportation problems in the nation's congested Northeast Corridor.

In a three volume report issued on Sept. 15, DOT recommended more frequent trains, nonstop service available without reservations, and a reduction in Washington-New York travel time from 3 to 2 hours.

Secretary John Volpe told a press conference the plan is the first such program that does not entail a "massive disruption" of the environment.

He said that a theme in the recommendations for the 1970s "is the need to make more effective use of existing transportation systems' capacity rather than introducing new technology systems that will require large and costly new facilities in densely populated areas."

"Avoiding the construction of such facilities is not only economical, but spares us the heavy environmental and social costs often associated with the disruption of densely settled regions."

The cost of upgrading roadbeds and eliminating grade crossings would be about \$100 million for the New York-Washington segment, and \$190 million for the New York-Boston route. An additional \$70 million would be used to upgrade terminals, and \$100 million for new cars.

The report says that money for these improvements will not be available as a purely private enterprise or from Amtrak, and will likely have to come largely from the federal government.

For the 1980s, the report recommends that DOT should begin now seeking possible routes for a right of way suitable for a tracked air cushion vehicle (TACV), and investigate arrangements for operating such a system.

NEW BOSTON RAIL LINE A HIT WITH RIDERS

Monday through Friday riders on the Massachusetts Bay Transportation Authority's South Shore rapid transit extension, opened for revenue service on Sept. 2, has approached the rider projections for the line after 12 months of operations.

The average number of weekly riders between Quincy and Boston in both directions is 20,000. The projection after a year's operation was 20,000.

MBTA General Manager Joseph C. Kelly said the early success of the line "indicates that the public is eager for a fast, comfortable and relaxing alternative to driving on crowded local streets and the Southeast Expressway..."

2: Geo-Transport's Plan For New England

The Geo-Transport Foundation of New England has proposed that an entirely new railroad be constructed between Providence and New Haven via an inland route, to enable nonstop passenger service between Boston and New York on a two hour schedule.

The Providence-based non-profit group estimated that the service it envisions could be accomplished at a cost of \$563.7 million for land acquisition, construction and new equipment, plus \$112.5 million for interest charges during construction and \$13.8 million for financing expenses — a total capital cost of \$690 million.

A key part of the proposal is the new inland route, cutting across sparsely-settled land, and reducing the present rail distance by more than 20 miles. Such a route would make possible a run between Providence and New Haven in 37 minutes.

The plan calls for buying 17 high-speed turbine-powered trains, each with a capacity of 302 passengers, at a cost of \$4 million each. The report says there should be sufficient equipment to provide service varying from 15-minute intervals during peak periods to hourly service during slack periods.

Geo-Transport predicted that if the plan is carried out, the annual number of riders would increase from a 1970 figure of 662,000 to 4.4 million in 1979.

The group calculates that yearly passenger income would also be sufficient to support the long-term debt necessary to finance the project.

Geo-Transport President Robert H. Charles said the proposal, "involving as it does a new track between Providence and New Haven, may create the fear that the present Shore Line and Inland routes will be abandoned. That fear is not, in my opinion, justified. On the contrary, I suspect that the surest way to guarantee the abandonment of those routes is not to build the 2-hour system; in which case the entire rail passenger system in New England will continue its present dreary downhill course.

Charles indicated that the \$690 million cost of the rail program, while a substantial sum, "is far less than the capital cost of the alternate solution of additional airports and highways. For example, even if acceptable close-in sites could be found, two airports, one at each end of the Boston-New York corridor, are estimated to cost at least \$2 billion.



Are the trains you ride excellent, average or deplorable? Use the special forms available through NARP to evaluate and rate your train rides. Amtrak is interested in the score you give their trains.

HAVE WE SACRIFICED HEALTHY AIR FOR OUR AUTOMOBILES?

The Lincoln Memorial and other national monuments in the nation's capital are rapidly deteriorating and may turn into "giant Alka-seltzer" tablets because of atmospheric pollution. Kenneth S. Eisenberg, internationally known expert on restoration technology, said that sulfur dioxide discharged by autos, planes and industry is combining with water to form an acid, sulfur dioxide, which is decomposing the marble monuments.

On the other side of the country in Los Angeles, where air pollution is almost entirely caused by the auto, vegetation damage has been severe. The Dept. of Health, Education and Welfare reports that citrus fruit production has declined drastically in the area to the south of the city and blames it on bad air.

Thousands of other communities between these two great cities are experiencing similar difficulties.

John P. Olsson, Deputy Under Secretary of Transportation said in a recent speech that "Over half of the two million tons of pollution which we pump into our air yearly is produced by the internal combustion engine."

Some of these auto-produced pollutants are:

- Carbon monoxide — 95% of this in our atmosphere is auto-oriented; the level of concentration of carbon monoxide found in any common traffic jam produces symptoms of poisoning such as dizziness, headache, and lassitude.

- A variety of nitrogen oxides — these cause eye irritation and metal corrosion; when these settle in lakes and rivers, they can alter the life cycle of many highly sensitive creatures.

- Lead particles — these scatter incoming sunlight and are instrumental in smog formation.

The poor quality of the nation's air has caused Environmental Protection Agency Administrator William D. Ruckelshaus to state in April, 1971, that seven cities — Los Angeles, Chicago, Denver, Philadelphia, New York, Cincinnati and Washington, D.C. — will be coping with unhealthy air until the 1980s if the auto remains the major means of transportation.

In his warning, he said EPA predicts that only Cincinnati can come close to meeting its standards with the presently contemplated automobile controls and that even that city cannot actually reach the designated level until 1977.

As alternatives to the auto, Ruckelshaus recommended rapid transit, car pooling and staggered work hours. He forecast possible street closings of some areas in cities to minimize the automobile impact.

Undoubtedly, the benefits of effective pollution control could be enormous. It has been estimated that the direct costs of earnings lost because of illness and premature death could be cut by more than \$2 billion annually if there were a 50% reduction in air pollution levels in major urban areas.

Good rapid transit and fast commuter trains could help. An analysis by the Chicago Transit Authority of its Skokie Swift line showed a 13% reduction in hydrocarbons occurred over a 40 square mile area because of a reduction of approximately 2000 auto trips daily.

And the most heavily traveled railroad — whether electric or diesel — creates infinitely less pollution per passenger than autos.

Unfortunately, it may be difficult to get this message across in Washington. Fortune Magazine recently reported that the com-

(cont'd, next column)



Courtesy, Washington Star

NARP SUES ATTORNEY GENERAL MITCHELL FOR FAILURE TO ENFORCE AMTRAK ACT AGAINST RIO GRANDE RAILROAD

A complaint has been filed in the U.S. District Court for the District of Columbia against John N. Mitchell, Attorney General of the United States, for failure to enforce the Amtrak Act against the Denver & Rio Grande Railroad Co. (D&RGW).

NARP claims that the D&RGW violated the law by discontinuing, on June 14, 1971, the Salt Lake City-Ogden portion of the *Rio Grande Zephyr* passenger train which ran from Denver to Ogden.

The RAIL Foundation joined NARP in the complaint.

The Amtrak Act provides that violations of its provisions be taken to Federal Court by the Attorney General. NARP brought the D&RGW violation to the attention of Mr. Mitchell by letter of June 16, 1971.

Section 404(a) of the Rail Passenger Service Act of 1970, which created Amtrak, reads: "Unless it has entered into a contract with [Amtrak] . . . no railroad may discontinue any intercity passenger train whatsoever prior to January 1, 1975. . ." D&RGW did not join Amtrak.

NARP Chairman Anthony Haswell said, "The purpose of the Amtrak Act was to provide the maximum possible incentive for railroads to join Amtrak. By joining, they would be relieved of all obligation to provide intercity passenger service. At the same time, railroads were put clearly on notice that if they chose not to join, they had to operate all passenger service until June, 1975."

"The D&RGW had this choice, and it determined not to join Amtrak. Now it's discontinuing trains and violating the law. Evidently the D&RGW wants the best of two worlds, even if it inconveniences the public," Haswell said.

Haswell indicated that the Association had received a report from a tour operator that the lack of rail service between Ogden and Salt Lake City has inhibited the movement of a sizable tour group by rail between San Francisco and Denver via the Colorado Rockies.

"Mr. Mitchell's failure to move on this violation," said the NARP chairman, "coupled with his failure to participate in any other court action under the Amtrak Act, indicates that the Attorney General isn't interested in enforcing that law against the railroad corporations. There certainly have been other violations during the past 10 months, as witnessed by the three temporary restraining orders issued against railroads by Federal District Court Judges. The Attorney General never appeared in any of these cases."

AMTRAK ENCOURAGED TO SET UP "SCENIC RAILWAYS"

The U.S. Dept. of Interior has urged Amtrak to designate 10 of its routes containing 3,000 route-miles as parts of a "National Scenic Railway System," similar to the National Wild and Scenic Rivers System and the National Trails System.

Harold L. Graham, Amtrak's vice president for marketing, indicated to NARP that he is "extremely interested" in the Interior Dept. proposal to develop "both domestic and international travel to the vast network of national parks."

Air Pollution (continued)

bined forces of the highway lobby spend \$100 million a year on their Washington offices. There is no comparable amount being spent to lobby for pollution-free transit and train travel.

FOREIGN TOURISTS AND AMTRAK — THINGS BEGINNING TO SHAPE UP?

Somebody finally had a change of heart at the United States Travel Service (USTS) regarding rail passengers service.

On numerous occasions, NARP has heard from its European members that information about American rail service was rarely available from USTS offices.

Now, things are supposed to change.

C. Langhorne Washburn, head of USTS, recently announced that "Rail travel has great appeal for foreign visitors" and had detailed a tour specialist from Paris to work with Amtrak and tour operators in the U.S. and abroad.

Concurrently, Amtrak President Roger Lewis confirmed that Amtrak will continue the special 25% rail travel discount for foreign tourists which USTS and individual railroads initiated more than a year ago.

Place An Ad For NARP?

NARP has updated its popular "Six Missing States" ad and placed it in the October issue of Smithsonian Magazine. Reproductions are available to members who wish to reprint the ad in local bulletins and club publications.

HOPED FOR SOON:

BIG INCREASE IN AMTRAK SERVICE

Amtrak has tentative plans for a major upgrading in train service, including more through trains, some new trains and better connections between certain points.

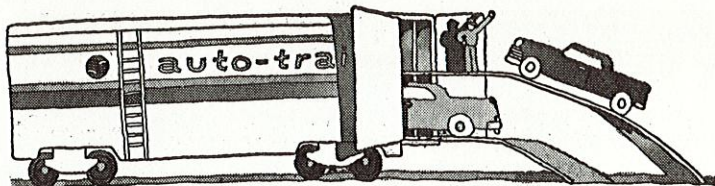
Operating details are subject to change, but it is hoped that the revisions — billed as the "largest schedule changes in the railroad business in the last 10 years" — will occur by mid-November.

Amtrak plans the following:

- Extend some *Metroliner* service through to New Haven, Conn., in addition to increasing New York-Washington frequency to 12 round trips a day from the present nine.
- Double the number of through trains between Washington and Boston.
- By Dec., possibly restore the overnight Boston-Washington *Federal*.
- Originate New York-Florida trains in Boston.
- Restore the *Florida Special*, probably in Dec., and cut the trip time by more than an hour by running non-stop between Richmond and Florida points.
- Provide direct service for the first time between Milwaukee and St. Louis.
- Revise transcontinental schedules to provide better connecting service in Chicago.
- Reschedule the Chicago-Florida *Southwind* to leave Chicago in the evening instead of the morning.
- Offer through service, without a change in trains, between Boston and New Orleans.
- Provide through service between Boston and Chicago on the circuitous *George Washington* route via Washington and Cincinnati.
- Within three months, attempt to restore New York-Montreal service via Albany.
- Perhaps by Jan. 15, add service between Salt Lake City and Los Angeles.
- If traffic builds up sufficiently, add coast-to-coast sleeping car service between New York and either Los Angeles or San Francisco via Chicago.

Meanwhile, Amtrak has started a 24-hour-a-day valet parking service in Washington, D.C.'s Union Station. Passengers can pull into the east end of the concourse and get their cars parked for a fee.

Amtrak has also taken steps to improve taxi service to the Terminal.



Auto-Train Set For Dec. 6 Inaugural Run On East Coast

"Introducing the *Auto-Train*. For only \$190, it'll take you, your car and 3 other people to Florida. Luxuriously." That's the headline of a full-page ad run in several newspapers by Auto-Train, a new, privately-financed corporation.

What is *Auto-Train*? The ad speaks for itself — the train:

- ♦ Is an idea built on the idea that people shouldn't have to wear themselves out driving to a vacation in Florida in order to have the convenience of having their own car with them.
- ♦ Leaves from a brand new terminal right off Interstate 95 in Alexandria, Va., just 15 miles south of Washington, D.C. It arrives at another new terminal in Sanford, Fla., a spot centrally convenient to Walt Disney World, Daytona Beach, Tampa-St. Petersburg and Ft. Lauderdale-Miami.
- ♦ Operates every night, starting Dec. 6, 1971.
- ♦ Leaves at 8 p.m. and arrives in Florida at 11 a.m. the next morning.
- ♦ Has a variety of movies, food and drinks for every taste and age. Even persons on special diets can be accommodated if given advance notice.
- ♦ Has plenty of coach, lounge, dining and sleeping space. The sleepers include "room service, TV and some other nice things."
- ♦ Will have a physician on call in every major city passed along the way. Specially trained stewardesses will be on duty in every car.

Want to make reservations? Call 202-785-4000. NARP wishes *Auto-Train* the best of success. NARP members will be kept posted on its progress.

AMTRAK HIRES TOP-NOTCH TOUR AGENTS

Amtrak has created two new posts in its Washington headquarters to solve tour and group movement problems. Hired to fill the spots were Art Lloyd and Bruce Heard, both formerly with Clift Travel Service in San Francisco, and both intimately familiar with the difficulties of operating special movements. NARP believes Amtrak has taken a very encouraging step, and is to be commended for hiring such qualified and dedicated people.

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. I understand I will receive a membership card and a monthly newsletter to keep me informed of developments.

Enclosed is my remittance for the category checked. I understand that \$3.00 of this amount is for a one-year subscription to the newsletter.

- | | |
|---------------------------------------------|----------------------------------------------|
| <input type="checkbox"/> Contributing \$10 | <input type="checkbox"/> Sponsoring \$50 |
| <input type="checkbox"/> Participating \$25 | <input type="checkbox"/> Sustaining \$100 |
| | <input type="checkbox"/> Life, \$500 or more |

(Please Print)

Name _____

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.

RIDING WITH AMTRAK

"As far as [Amtrak's] lawyers are concerned, they may well have earned their pay, but as of now, the only litigation in which Amtrak has been involved in is the litigation in which they have been opposing public interest groups and so forth. I'm waiting with some interest to see if they're willing to litigate with the railroads as well." — NARP Chairman Anthony Haswell in interview printed in *Passenger Train Journal*, Summer, 1971.

"Amtrak's publicity campaign is doing just fine. A 2nd-grader in the Berkeley schools brought his Amtrak button to 'show and tell', and not one of his 25 classmates knew what Amtrak was. However his teacher came to the rescue and declared it a new airline!" — Rail Travel Newsletter, Oct. 4, 1971.

"From Philadelphia to New York I used a *Metroliner*. The ride was quite good though inferior to British Rail's west coast expresses." — Iain D. O. Frew, London, England, in a letter to NARP.

"Ed Edel, Amtrak's vice president for public affairs, gave a talk recently to the American Society of Mechanical Engineers in San Francisco. On the platform with him were representatives of the railroads of Japan, Britain and France. 'They told of their planned innovations,' he said. 'They spoke of trains that would travel at more than 150 miles an hour and other advancements. I had to apologize to the audience. I felt that I was a little out of place because the only innovations I was prepared to discuss were good food at reasonable prices, clean terminals and on-time trains. Those qualities are taken for granted in other countries. But here they would be innovative.'" — Omaha *World-Herald* reporter Howard Silber, Oct. 10, 1971.

GETTYSBURG RAIL TRIP

NARP's first fund-raising rail excursion to Gettysburg over the Western Maryland, set for Oct. 23, was a difficult trip to arrange. Original plans provided for a start at the Capital Beltway station on the Penn Central but plans were abandoned when PC demanded a \$2 million cash bond insurance coverage. Western Maryland has cooperated splendidly with NARP, as have a number of other organizations, including the Baltimore Chapter of NRHS, the High Iron Co., the B&O/C&O, Rail Road Cars, Inc., and the High Iron Co.

FRIENDS OF THE RAILROAD PASSENGER

Senator Claiborne Pell

"Father of the *Metroliners*." "The driving force behind the High Speed Ground Transportation Act." "A man truly concerned about rail passenger service." That's a sample of the typical statements made about the Democratic Senator from Rhode Island, Claiborne Pell.

In 1966, the Senator's widely-acclaimed book, *Megalopolis Unbound*, was published. (Praeger, Inc., 111 Fourth Ave., New York, N.Y., \$5.95) He said in the preface, "I make no apology for the simplicity of my central theme — that we should and could make far better use of our railroads."

Senator Pell saw to it that we did.



His intensive activities resulted in the passage of legislation in 1965 which established federal involvement in high-speed ground transportation. The program has been immensely successful, as demonstrated by the popularity of the New York-Washington *Metroliners*. Furthermore, personnel are working at research and testing facilities to develop systems which carry masses of people at high speeds while pampering the environment.

It is exactly this type of activity that Pell has been pushing for.

The Senator is still helping to guide these developments. In a Sept. 16 Senate speech he congratulated the Dept. of Transportation for submitting an "excellent report" which recommended investing \$460 million in public and private funds for further ground transport improvements in the corridor extending from Boston to Washington, D.C.

For many months, Amtrak has been urged by Pell to beef up the frequency and quality of service in the region. Amtrak has since increased the number of *Metroliner* runs and has plans to double the number of Boston-Washington through trains.

NARP is honored that the Senator is a member of its Advisory Board. Without a doubt, he is the Senate's most articulate spokesman for the beleaguered railroad passenger.

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