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RETURN REQUESTED

SLOWLY EMERGING CORRIDORS

Rail Passenger Car Construction: U.S. Slows Down—Canada Gears Up

The following petition is being circulated by Labor Research Association, 80 East 11th St., New York, NY 10003: "KEEP MASS TRANSIT ROLLING!—SAVE OUR JOBS!! Since 1870, mass transit trains have been built at Pullman Standard. Pullman plans to shut down its Chicago and Hammond passenger car plants and throw 3,000 workers in the street. Pullman's announced move will also idle thousands of related workers, as well as hurting the surrounding communities.

"Pullman is equipped to build all types of mass transit. The deepening energy crisis, the rising cost of gasoline and the demand to rebuild and extend our passenger service are all important reasons to keep Pullman open.

"American Tax Dollars Pay For The Building Of Mass Transit. We Call On The Federal Government To Guarantee The Continued Productions Of Cars At Pullman's Chicago And Hammond Works. Our Tax Dollars Should Be Used To Solve America's Energy Problems And Keep Pullman Workers On The Job."

You can get these petitions from the Labor Research Association, or make up your own and send the completed petitions to: Save Our Jobs Committee, United Steelworkers of America, #1834, 2460 State St., Burnham, IL 60633. A letter to your legislators would also help.

If Pullman, Inc., exits the rail passenger car building business (after it is done with the Superliners) per its plans and the two plants are abandoned, The Budd Company will be the only U.S. company still in the business. *Railway Age* claims there is a demand for more than 4,000 new rail passenger cars in this country. U.S. production of such cars totalled 566 in 1975, 854 in 1976, and 130 in 1979.

Meanwhile, Edmonton (Alberta) City Materials Manager Stan Armstrong is working to make Alberta the North American centre for building light-rail cars. He says several international companies are interested in opening a manufacturing plant in the province. He received 29 replies after seeking manufacturing proposals from 55 international companies, and has narrowed the field to three contenders.

They are enticed by the prospect of a market that in Calgary and Edmonton alone will be worth \$80 million in just five years. In spite of a one-shot tax break that saved \$500,000, Edmonton had to pay \$1 million in duties on its first 17 cars, which came from West Germany.

Edmonton will need at least 83 more cars within 15 years, Calgary about 70 in the next decade. Armstrong says there are potential markets in Vancouver; Winnipeg; Portland, OR; Tacoma, WA; "and God knows how many other cities in the U.S." (*Edmonton Journal*, June 27, 1980)

Notwithstanding bleak short-term prospects for meaningful funding of the emerging corridors legislation, close study of Public Law 96-254 is warranted. It probably defines the path, if not the rate of speed, which national corridor development will follow, and only a vigilant public and Congress will prevent DOT from using its pivotal role in the process to block any action.

PL 96-254 consists of two titles. "Title I—Rock Island Transition and Employee Assistance" authorizes funds to deal with the impact of liquidation of the Rock Island Railroad, and with certain lines of the bankrupt Milwaukee Road. The only direct significance for NARP is that the demise of The Rock appears to transform the NARP concept of Chicago-Denver service via Des Moines into an idle pipedream; the closest we'll ever come is 30 miles away.

(continued on page 4)

TRAVELERS' ADVISORY—DETAILS ON NARP/HERTZ DEAL

NARP members holding Discount Identification Stickers or Cards receive the following discounts when renting cars from Hertz:

UNITED STATES: 20% on published daily time and mileage rates (Gas excluded); 10% on weekly and monthly; 10% in Florida, Alaska, Hawaii and Puerto Rico (Gas excluded);

CANADA: 10% on flat unlimited mileage rates; 30% on regular time and mileage rates (Gas excluded);

INTERNATIONAL: 10% on time and mileage where permitted by law in Europe, Africa, the Middle East, Asia, Latin America and the Pacific; 20% in Japan (Gas excluded).

Touring rates are non-discountable. These include Weekend, Economy Fare and certain other rates described in the Hertz Worldwide Directory or otherwise published by Hertz.

NARP has been assigned a Special ID Number, 42263. When you rent your car from Hertz (1) give Hertz your Association ID Number. (2) Present your driver's license and acceptable valid credit card. Hertz has provided us with ID cards which you present at time of rental to be sure that you will secure your correct discount. (3) You are encouraged to call the Hertz toll free number in advance to have your Hertz car waiting for you, 800/654-3131.

Amtrak's East Peoria-Chicago "Prairie Marksman" was expected to commence operations around Aug. 10.

Slumbercoach (budget sleeper) service began June 1 on the Washington-Montreal "Montrealer" and will start Aug. 3 on the Washington-Boston "Night Owl." (The Amfleet "economy sleeper service" has been removed from the "Night Owl.") Amtrak's long-range plans call for some budget rooms on all overnight trains.

The New York-New Orleans "Crescent" was to get its first set of rebuilt cars with electric climate control on July 22. The train should be running with such cars every day by early Sept., and the tri-weekly transcontinental sleeper will make its last trips from Los Angeles and New York on Sept. 5 and 6, respectively. (Before then, on the few "transcon days" when the "Crescent" has electric cars, passengers will be allowed to transfer to the outgoing sleeper upon arrival at New Orleans and to spend the night in it. The non-electric transcon car cannot operate with the "Crescent's" electric cars.)

NARP Addresses GOP Platform Committee

"My specific request is for the Committee to adopt a platform which reaffirms our commitment to the operation of a nationwide intercity rail passenger network, and urges investigation of the costs and benefits of improving service in corridors outside the Boston-Washington line." This is what NARP's Ross Capon asked of the Temporary Committee on Resolutions (Platform) for the 1980 Republican National Committee when he testified at the Committee's New York hearing at 26 Wall St. on June 6.

He also suggested that "the Republican Party could perform a service, consistent with its traditional emphasis on fiscal responsibility, by calling attention to the financial needs and energy use of the various modes," and noted the dire straits in which the federal highway trust fund finds itself (June News, p. 3). He emphasized that recent usage statistics for the various modes of transportation show the public wants better train service.

Committee members who were present when Capon testified included both vice chairmen, Gov. Otis Bowen of Indiana and Rep. Trent Lott of Mississippi, as well as Stephen I. Danzansky from Washington, DC. Capon followed Desiree M. Mittelstaedt who represented New Jersey Senior Republicans and stated that "there is a great need for more public transportation." She recommended "reduced fares on all types of transportation for those 65 and older" and reallocating to common carriers the funds that would be saved "by stopping chauffeur driven limousines with one passenger in Government and Industry."

"Our research indicates an Amtrak network fully modernized could achieve 125 passenger-miles-per-gallon (an average resulting from corridors producing 150 PMPG and long-distance trains 100 PMPG) just using current U.S. technology (i.e. giving Amtrak enough of its new equipment to serve the whole system). With joint rail-bus terminals for convenient transfers, intercity buses and local transit would also benefit. Many people who would not otherwise ride intercity buses are willing to use them for short segments of longer trips. The same people riding in autos would achieve only about 55 PMPG even by the mid-1980's and less than 30 PMPG by air."

—June 6 Statement by NARP's Ross Capon delivered at the New York City meeting of the Temporary Committee on Resolutions (Platform) for the 1980 Republican National Committee

A copy of Capon's statement was sent to the National Unity Campaign for John Anderson, and a similar statement was sent to the Democratic National Committee.

A document well worth reading is "A Republican Position Statement on A Transit Policy for the Future" prepared by the Transportation Subcommittee of the Republican National Committee's Advisory Council on Human Concerns and released in Feb. It recommends "a trust fund of at least 20 years' duration to provide a stable source of federal funds for mass transit and ride-sharing capital investment" but opposes use of the funds for operating deficits. Although the statement commends Carter for "requiring tough, cost-effectiveness analysis of rail transit proposals," it sensibly notes that "where a fixed guideway system does prove to be justified, the federal government should stimulate consideration of the new trolley or 'light rail' systems proving successful in many parts of Europe as an alternative to the extremely expensive subway or rapid rail systems of the past."

It is available from the Republican National Committee, 310 First St., SE, Washington, DC 20003 (202/484-6726).

Somewhat less encouraging were the July 9 and 10 actions of the Republican platform committee in Detroit, expected to be ratified by the convention a week later. (The following report on the committee's actions is largely based on articles from *The Washington Post* of July 10 and 11.) The committee recommended adding planks acknowledging the inviolate status of the automobile as America's principal means of transportation and ending the federally enforced 55 mph speed limit by allowing states to set their own limits at whatever level they would like.

GOV. REAGAN ON PASSENGER TRAINS

"Trains are not any more energy efficient than the average automobile, with both getting about 48 passenger miles to the gallon." *The Chicago Tribune* of May 10 claimed Ronald Reagan said this in a syndicated radio commentary, but did not say when it was broadcast. On June 10, NARP wrote to the Reagan for President Committee noting up-to-date and prospective Amtrak energy efficiency figures and asking whether the above quotation still represents Reagan's views.

Southern Pacific Chairman B. F. Biaggini, an outspoken opponent of improved rail passenger service, is a member of Americans for an Effective Presidency, described in the July 10 *Post* as "a high-powered committee of corporate board chairmen and former Republican administration officials . . . that . . . will try to raise between \$3 million and \$8 million to help Ronald Reagan become president." Also on July 10, the Federal Election Commission decided to seek a court ruling on the constitutionality of this and similar committees which claim to be exempt from campaign spending limits because they have no contact with their candidate's campaign. One of three Republican members of the FEC favored the move.

On June 3, the California Public Utilities Commission ordered Southern Pacific to begin Los Angeles-Oxnard commuter service. SP is appealing the decision back to the PUC. If the PUC decides not to hear the appeal, SP would be required to start up the service even while pursuing a further appeal in the courts.

To their credit, Rep. Bud Shuster (PA) and Sen. Malcolm Wallop (WY) opposed the anti-55 mph plank. Shuster, ranking Republican on the House Public Works Subcommittee on Surface Transportation, said he learned from his committee work that the lower speed limit saved millions of gallons of gasoline and thousands of lives because of reduced traffic accidents. Wallop emphasized the conservation aspect, but the committee agreed with Rep. Dave Stockman (MI) who argued that the speed limit amounted to an artificial constraint on the consumption of oil.

The committee approved an optimistic plank promising the country that energy shortages can be made to disappear and another endorsing the desirability of immediate removal of all price controls on oil and gas. The latter step may help fill the few empty seats remaining on existing public transit services, but nothing was said about increasing transit capacity at the same time or about cushioning the impact on poor people.

In related matters, the committee's energy plank includes strong support for increased use of nuclear power and proposes huge immediate (FY '81) increases in defense spending . . . and a three-year program of tax reductions for all Americans. The defense projects listed appeared to add a minimum of \$15 billion to President Carter's own proposals for new (defense) spending and a group of congressional staffers who have proposed military spending increases similar to those in the new Republican platform have estimated their first-year cost at nearly \$40 billion.

Even under President Carter's budget with more moderate defense increases and no tax reductions, it appeared that defense was edging out some Amtrak and mass transit funding. This was so apparent to Secretary of Transportation Neil Goldschmidt, normally the President's most outspoken supporter in the cabinet, that he told 10 big-city mayors during a June 4 closed-circuit TV conference that "the windfall profits tax is mostly going to the Defense Department." That tax had originally been touted as the vehicle permitting the doubling of transit appropriations over the next decade. (*Post*, June 5)

Independent candidate John Anderson, speaking in Seattle to the U.S. Conference of Mayors on June 9, proposed a new \$8 billion federal aid program for cities and towns, listing mass transit as one of the targets. The next day, while speaking in Anaheim, CA, to the American Federation of State, County and Municipal Employees, Sen. Edward M. Kennedy (D-MA) proposed an \$11.9 billion federal program to create 820,000 jobs, including \$1 billion and 20,000 jobs for railroad renewal.

403(b) For New Service

It seems clear that the only new intercity trains Amtrak will add in the next few years will be under Section 403(b). This section of the Rail Passenger Service Act enables Amtrak to inaugurate a service at the request of a state if that state can pay part of the operating costs and can produce a marketing analysis acceptable to Amtrak.

The only exceptions are that Amtrak cannot require state support for the Chicago-Indianapolis service set to commence Oct. 1, according to an understanding reached on Capitol Hill during last year's "Great Route Structure Fight," and the Detroit-Toledo extension will start Aug. 3 without state support because Amtrak estimates incremental revenues will exceed incremental costs of extending a Chicago-Detroit run to connect with the "Lake Shore" in Toledo.

Amtrak has announced plans to restore the NY-Columbia, SC-St. Petersburg "Champion" in FY '83, to introduce a year-round separate Washington-Chicago "Broadway Ltd." in FY '84, and to inaugurate new long-distance trains in FY '84 and FY '86. (Apr. News, p. 4) Unfortunately, the recent antics of Congress towards Amtrak's capital budget make even these modest plans of President Boyd look a bit like pipedreams, thus the importance of Section 403(b) as the most reliable mechanism for establishing new services.

Under 403(b), the state share is 20% of operating costs in the first year, 35% the second, and 50% in the third and subsequent years; 50% of all capital costs.

In some states which have never paid for Amtrak trains before, advocates of 403(b) service may be told that state payments to Amtrak would be unconstitutional. Article VIII, Sec. 10, of the Wisconsin Constitution, for example, says, in part: "The state shall never contract any debt for works of internal improvement, or be a party in carrying on such works. . . . Provided, that the state may appropriate money in the treasury or to be thereafter raised by taxation for the construction or improvement of public highways or the development, improvement and construction of airports

WE'D SOONER GO BY TRAIN!

Rail passenger advocates in Oklahoma swallowed perhaps the bitterest pill dealt out by Washington in last year's route structure fight. Oklahoma was the only state which lost all rail passenger service last year, and this came after its train had been included in the May, 1978, Preliminary Report on the Amtrak Route Structure—which led the ICC to schedule no public hearings on that report in either Oklahoma or Kansas—and after a summer that saw the "Lone Star" jammed through Oklahoma, with passengers sometimes riding in the baggage car, and countless people denied rides because of the equipment shortage.

NARP members in Oklahoma did not give up. They organized—into the Oklahoma Passenger Rail Association (OPRA)—which first attempted to persuade the Amtrak Board to establish an experimental Newton, KS-Oklahoma City section of the "Southwest Ltd.," and is now cooperating with a campaign to establish the "Indian Nations" route as a 403b service—St. Louis-Springfield, MO-Tulsa-Oklahoma City. This campaign is spearheaded by Pat Richardson (524 N. Hudson, Tulsa, OK 74115) of the Tri-State Rail Passenger Coalition and the OPRA Board, and Terry Mondy (1925 S. Sagamont, Springfield, MO 65807) of Missouri Proponents for Amtrak.

OPRA has also been working in support of regional transit districts for major cities, and to enable the state to save some of the rail freight service that might otherwise be lost due to the Rock Island liquidation. OPRA is supporting November voter approval of State Question 545, to allow formation of regional transportation districts and allow the state to fund transportation services of private carriers, including Amtrak. One ally in this effort is Coalition for Transportation Choices (PO Box 18331, Oklahoma City, OK 73154) which is primarily concerned with mass transit in the capital city. CTC's president is Kraettli Epperson.

or other aeronautical projects or the acquisition, improvement or construction of veterans' housing or the improvement of port facilities. . . ." (And people wonder why the railroad industry is going down the drain!)

NARP Board Member David A. Schwengel, formerly president of the Wisconsin ARP, has been leading an impressive campaign to bring Amtrak service to Green Bay and along a northern route between Milwaukee and the Twin Cities which would serve bigger intermediate markets than does Amtrak's present route (Oshkosh, Stevens Point, and Eau Claire). Schwengel's campaign led him to a Wisconsin Supreme Court decision which suggests that the cumbersome and time-consuming process of changing the state constitution may not be necessary to get the state involved in capital improvements for Amtrak service, notwithstanding the forbidding language cited above.

The hope comes from "Wisconsin Solid Waste Recycling Authority, Petitioner, v. Earl, Secretary, Department of Administration, Respondent, No. 75-52. Argued Sept. 2, 1975. Decided November 25, 1975." The decision includes these words: "In determining whether legislation violates a constitutional provision such as the . . . prohibition against state participation in internal improvements, the supreme court's obligation is to interpret the constitutional provision in light of present-day conditions, since the constitution is a living document designed to meet the changing needs of Wisconsin's people. . . . The Solid Waste Recycling Authority Act does not contravene the art. VIII, sec. 10, Wisconsin . . . prohibition against state participation in internal improvements, because: (1) Where, as here, the entity carrying on the state's work is independent from the state, no violation of the internal improvement prohibition occurs; . . . (3) state participation in internal improvements is not prohibited where the improvements are incident to a law predominantly public in purpose; and (4) private capital is unable to satisfy the public need."

"Constitutional" problems may disappear with the right politicians in charge. The states already doing business under Sec. 403(b) tend to have similar constitutions to those in the states where objections are raised. One attorney-general may define payments to Amtrak as "gifts" (!), while another may simply recognize that they are "payments for service." The 1978 change in the Amtrak law removing Amtrak's for-profit status also helped.

Next, you may run into official market research efforts which underestimate the ridership a train would generate. In a future News, we'll have ideas on how to respond to such projections.

BETTER TRACK FOR "EMPIRE BUILDER," "NORTH STAR"

The Milwaukee Road is to receive \$18.8 million in federal assistance from DOT to continue upgrading track and bridges on its Chicago-Milwaukee-St. Paul and New Lisbon-Wausau lines.



By early July, Amtrak had received 132 of 284 Superliner cars ordered in 1975-6 from Pullman, including all 102 coaches, 10 (of 48) baggage/coaches, 11 (of 39) diners, 9 (of 70) sleepers, and 0 (of 25) lounges. On June 30, Superliners replaced Amfleet on the Ogden-LA "Desert Wind," and on July 7, one of six "San Francisco Zephyr" consists was reequipped with the new cars. Pullman recently sued Amtrak, claiming its written contract only requires it to build 249 cars. The 35 cars in dispute were ordered subsequent to the first 249 and include 6 bag/coaches, 4 diners, and all 25 lounges.

CONGRATULATIONS, CRC!!!

"As President Carter signed HR 6837 in a Rose Garden ceremony Friday, a young lobby saw the first step of its plan accomplished, to radically revamp California and national passenger train service.

"The Citizens for Rail California has been pushing for most of the past year what has become known as the Emerging Corridors Bill, and saw it approved by Congress last week . . .

" 'They (CRC) were tremendously effective,' said Alan Ciamporcerio, an aide to Rep. Lionel Van Deerlin, who pushed hard for emerging corridors. 'They're the leading group nationally in lobbying for rail service. They never let us sleep. Without their interest, I doubt we would have gotten this far.'

"An aide to . . . Rep. Robert Matsui of Sacramento also lauded their efforts. 'It is difficult to determine their effect on us,' stated Mike Gessel, 'because, to a large extent, we agree with them. But they have people in the organization who are capable of analyzing certain feasibility notions and providing very valuable information.'

" 'They appear to have been effective in lobbying some other congressmen. . . .'

"Greg Thompson, the president of CRC . . . outlines the CRC view that private railroads are mere 'caretakers' of public right-of-way. . . . 'We will push much harder . . .,' explained Thompson, 'that the railroads are a public highway, a national resource, and that the companies are caretakers. If they want to remain caretakers, they better play ball or they won't remain caretakers.'

" 'We cannot tolerate having right-of-way underused. It is too expensive to build new track, and we need the railroads.'"
—San Diego Daily Transcript, June 2, 1980

LOWLY EMERGING CORRIDORS (continued from page 1)

"Title II—Rail Passenger Corridors" provides additional funding and direction for the Northeast Corridor and starts the ball rolling on emerging corridors. The first EC report is due from DOT Secretary Goldschmidt on July 29, by which time he is to "submit the proposed method for evaluating rail passenger corridors (together with explanatory material) and the ranking of the corridors with the greatest potential" to the Congress. Here is how the law describes what DOT is presumably doing now. (Amtrak is referred to as "the Corporation.")

"(a) The Secretary, in consultation with the Corporation, shall develop a method for evaluating rail passenger corridors.

"(b)(1) The evaluation method developed by the Secretary under this section shall be designed to determine which corridors (A) have the greatest potential for attracting riders on rail passenger service in the corridor, (B) have the greatest potential to reduce energy consumption, and (C) are capable of providing cost-effective rail passenger service.

"(2) In developing an evaluation method for purposes of making the determinations described in paragraph (1) of this subsection, the Secretary shall consider at least each of the following factors:

"(A) Potential ridership.

"(B) Operating costs and revenues.

"(C) Preliminary information on the costs of capital expenditures required.

"(D) Economic and demographic growth projections.

"(E) The evidence of State commitment to rail passenger service.

"(F) The adequacy of energy efficiency of other transportation modes in the area served.

"(c) The Secretary shall, in consultation with the Corporation, determine which corridors have the greatest potential to attract riders, reduce energy consumption, and provide cost effective rail passenger service according to the evaluation method developed under subsection (a), and shall establish a priority ranking of such corridors.

After that preliminary report is submitted, Amtrak is to "develop design and engineering plans to the extent necessary to provide accurate information . . . which (Amtrak), in consultation with the Secretary, determines necessary to complete an accurate assessment of the anticipated costs and benefits of instituting new service in" the previously-identified "corridors with the greatest potential." The law directs Amtrak to consult with state officials and work cooperatively with the rail carriers on this. Furthermore,

"(2) If a rail carrier described in paragraph (1) or this subsection is unwilling to cooperate with the Corporation in developing a design and engineering plan, the Corporation may apply to the Secretary for assistance in obtaining such cooperation. The Secretary may require such a private rail carrier to cooperate with the Corporation in developing such plan, and shall fix an amount which the Corporation shall reimburse such carrier for the work it performs.

The House language, an amendment by Rep. Lionel Van Deerlin (D-CA), would have required the Secretary to require a railroad to cooperate. Although railroad lobbyists succeeded in getting the wording softened a bit, it shouldn't make any difference if the Secretary is committed to improved rail passenger service.

Finally, the Secretary and Amtrak are to prepare a "final Corridor evaluation and . . . shall include for each corridor":

"(1) ridership projections for rail passenger service in such corridor;

"(2) operating cost and revenue projections for such corridor;

"(3) projected capital expenditures, as determined by the Corporation under section 1002, for improvements in such corridor.

"(b) The Secretary and the Corporation shall submit such a report on corridor evaluations by February 15, 1981. If the Secretary and the Corporation believe that further analysis is required after February 15, 1981, they shall submit a supplemental report with such additional information.

The following section gives Amtrak broad authority, but no money, to upgrade service elsewhere:

"SEC. 1007. SERVICE BETWEEN CORRIDORS.

"If the Corporation determines that improvements in or institution of rail passenger service on a route between corridors would be justified by an increase in overall ridership on Amtrak trains, the Corporation shall undertake such service or improvements in such service as it considers appropriate in order to increase ridership on such route and in the connecting corridors.

The basic Amtrak law is augmented with the following procedure whereby the Secretary "may" (again modified from "shall" in the House bill) force a railroad to operate a service desired by Amtrak:

Sec. 216. Section 402 of the Rail Passenger Service Act (45 U.S.C. 562) is amended by adding at the end thereof the following new subsection:

"(h) Upon receipt of an application from the Corporation in any situation where the Corporation is unable to obtain a satisfactory, voluntary agreement from a rail carrier for operation of additional trains on the rail lines of that rail carrier, the Secretary may, after a hearing on the record, order such rail carrier, within 60 days, to permit or provide requested operation of trains of the Corporation over such rail lines on schedules based upon legally permissible operating times. If the Secretary determines not to hold a hearing, the Secretary, within 30 days after receipt of an application from the Corporation, shall publish in the Federal Register his reasons for not holding a hearing. Any such hearing must include a consideration of whether such an order would unduly impair freight operations of the rail carrier involved, and the burden shall be on the rail carrier seeking to oppose the operation of an additional train to demonstrate that the requested operation will impair freight operations. In establishing such scheduled running times, the Secretary shall give proper consideration to the statutory goal that the Corporation shall implement schedules which will attain a system-wide average speed of at least 55 miles per hour which can be adhered to with a high degree of reliability and passenger comfort. The compensation payable by the Corporation to a rail carrier for an operation ordered pursuant to this subsection shall be that which is properly established pursuant to an agreement between the Corporation and such rail carrier, or, in the absence of an applicable agreement, shall be determined by the Commission in a proceeding pursuant to subsection (a) of this section."

PL 96-254 provides an additional \$750 million for improvements to the Northeast Corridor, bringing to \$2.5 billion the federal government's investment in the project to date. The law specifies that \$37 million of the additional money be used to improve the deteriorated and congested B&P Tunnel under Baltimore. Of the \$37 million, \$9 million is for track and signal work on Conrail and Baltimore & Ohio tracks, to permit the diversion of some Conrail freight trains out of the B&P Tunnel and onto the B&O's parallel line. The remaining \$28 million will be spent on the tunnel itself, to replace wood ties and bolted rail with new concrete ties and welded rail, improve roadbed drainage and stability, correct defects in the tunnel wall, and reconfigure track interlockings at tunnel approaches. These improvements will raise the tunnel's speed limit from 20 to 40 mph, but will not improve clearances or permit double-track operation while freight trains are using the tunnel.