

The Voice of the Railroad Passenger



America's Railroads — Who Needs them? The Passengers Do!

from  
**NATIONAL ASSOCIATION OF  
RAILROAD PASSENGERS**

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## Congress Prepares to Tackle Major Passenger Legislation

The reconvening of Congress in January will signal renewed action in both the Senate and House to stem the decline of rail passenger service and lay the groundwork for a revived and restructured national system.

High on the Senate Commerce Committee's agenda is an omnibus bill providing \$435,000,000 over a 4-year period to assist passenger service. Among other proposals, it incorporates the Adams-Tydings bills (HR 13352/S 2939) authorizing the Department of Transportation to acquire and rehabilitate equipment for lease to the railroads, and providing operating subsidies for designated trains.

In the House, Rep. Friedel's Surface Transportation Subcommittee is awaiting promised legislative recommendations from Federal Railroad Administrator Reginald Whitman based on a DOT study into the feasibility of a network of "corridor" and long-haul passenger service. DOT reportedly leans to a COMSAT-type of private corporation to operate passenger services.

There is no question that in both committees, there is a strong conviction that something must be done, and done soon, to brake and reverse the present trend in passenger service.

The Senate omnibus bill provides that within four months of passage, DOT must recommend to Congress trains to be included in a "National Rail Passenger System." DOT must consider the U.S. rail network as a single national system and take into account all opportunities for faster, more convenient service. It must also consider opportunities for extending service to more centers of population and means of reducing costs.

DOT would have the power to direct railroads to operate trains in "The National Rail Passenger System." DOT could also specify the types of equipment to be used and operating schedules.

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### Irving Wallace Joins NARP Board

Another internationally-known figure — Irving Wallace, the author and playwright — has joined NARP's Advisory Board.

Mr. Wallace, who resides in Los Angeles, travels everywhere he can by train. Quite a few of the many millions of words that have gone into his best-selling books have been written in the comfort of train compartments.

A recent Wallace book, "The Sunday Gentleman," devotes a chapter to the joys of European train travel and ends with the author's advocacy of rail passenger service. "The Sunday Gentleman" is now available in paperback.

We know that NARP members everywhere will welcome Mr. Wallace to our ranks.

### Southern Membership Chairman Sets "Incredible" Record

What would you say is a good performance for bringing in new members? Five? Ten? Even 25?

Multiply that last number by 20 and you have the almost unbelievable record run up by the Rev. M. Earl Eargle of Thunderbolt, Georgia, with the assistance of a few associates.

According to our latest count, the Rev. Eargle and his colleagues have signed up 500 new members for NARP, give or take a couple.

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### PASSENGERS WIN RIGHT TO APPEAL DISCONTINUANCES IN SUPREME COURT DECISION

Rail passengers won a notable victory when the U.S. Supreme Court ruled unanimously in the *Georgian/Hummingbird* cases that the public has the right to appeal an ICC action in the Federal courts.

At issue was the discontinuance of service between Evansville and Chicago over former C&EI tracks, now owned by the L&N, and the discontinuance of L&N's *Hummingbird* between Cincinnati and New Orleans.



Rep. J. J. Pickle, Texas, greets a crew member of the Texas Eagle during a recent trip with his family between Austin and Longview, Tex. Rep. Pickle is among those fighting to prevent discontinuance of this famous train.

Railroads have always enjoyed the right to appeal an ICC train-continuance order, but the courts have ruled that the public has no right to contest a discontinuance on the technical grounds that the ICC has taken no appealable action.

The Supreme Court has now rejected this doctrine, thus giving passengers a new legal weapon to save passenger service.

The *Georgian/Hummingbird* cases are now before the Federal District Court in Chicago for a decision on the merits.

In a related action, ICC ordered the Evansville-Atlanta

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## ENTHUSIASTIC MEMBERSHIP EFFORTS SWELL NARP'S RANKS

Our membership drive continues to gain momentum, with new adherents in December — normally a “standstill” month — totaling about 150.

Better than 25% of the new memberships are coming in through newsletter application forms. A number of members accepted our suggestion to give memberships as holiday gifts. We are providing recipients with the names of the donors.

Our advertising campaign will open with a full-page ad in the February issue of *Trains*, due off the press near the end of January. The March issue of *Audubon* will carry a NARP ad directed chiefly to conservationists. The spring issue of *Passenger Train Journal* will run the same full page ad that appears in *Trains*. Other advertising plans are still in the discussion stage.

The Q&A brochure has been extensively revised and is now in production. Hopefully, copies will be available before the end of January.

The present brochure has been through four fairly large printings and the supply is now almost exhausted. An initial press run of 20,000 will be ordered for the new brochure.

As soon as the revised version is ready, we will undertake a substantial direct-mail membership solicitation campaign, using the brochure as an insert.

Members from all over the country have pitched in with enthusiasm and ingenuity to help swell our ranks and extend our influence.

Here are some of the things our members are doing in support of the campaign:

- Scott Schiechl, San Francisco, is distributing the Q&A brochure with a postpaid reply envelope attached. Also, at his own expense, Mr. Schiechl is placing a NARP coupon ad in the 15,000-circulation National Model Railroad Association Directory.

- Kevin McKinney, Flossmoor, Ill., editor of *Passenger Train Journal*, will donate the space for the ad, mentioned previously.

- Walter Loftin, Alexandria, Va., editor of the *NRHS Timetable*, announced our membership drive in the publication and urged his members to join us.

- Norman K. Johnson, San Bernardino, Calif., is posting the NARP newsletter on his business club's bulletin board to stimulate interest.

- Ronald C. Jones, Madison, Wis., editor of the *Mid-Continent Railway Gazette*, reprinted a newspaper story about NARP and urged Mid-Continent Railway Historical Society members to join our organization.

- Several members have written to their local newspapers urging support for NARP. Among those we know of are Lyell D. Henry, Jr., Iowa City, and Peyton Moncure, Missoula, Mont. This is a simple and effective way of winning friends and we urge other members to follow suit. Please send us copies of your letters when they are printed.

- James G. Schneider, Kankakee, Ill., president of the Kankakee Federal Savings and Loan Association, has again devoted a generous section of his bank's company newsletter to a boost for NARP.

- Howard B. Thornton, director of Midwest Travel Service, has given NARP an impressive plug in the *Bulletin* of the Central Oklahoma Railfans Association. He also pays a well-deserved compliment to Roscoe C. Migliore, our Oklahoma membership chairman, for the part he is playing “to keep trains running everywhere.”

The story of the Rev. M. Earl Eargle's remarkable membership recruitment efforts is told elsewhere in this issue.

There unquestionably are many other members who have developed interesting and unusual ways to promote NARP. Let us know about them so we may pass these ideas along to other members.

To all of you who have been working to expand our ranks, NARP expresses its sincere gratitude.

## Questionnaire Replies

### Swamp NARP Offices

The response to our questionnaire distributed with the December newsletter has already surpassed all expectations.

One mail delivery alone brought approximately 500 replies. The big job of tabulation and analysis will begin shortly. However, if you have not responded and wish to do so, there is still time to include your return.

A cursory examination of several hundred replies at random indicates this survey will be of inestimable value to our cause. If the full tabulation follows this pattern, it will show, among other things, that (1) income levels of our membership are well above the national average (2) many women and young people are among our members (3) an impressively large number of professional people and business executives belong.

The final results and analysis will be carried in an early newsletter or as an insert.

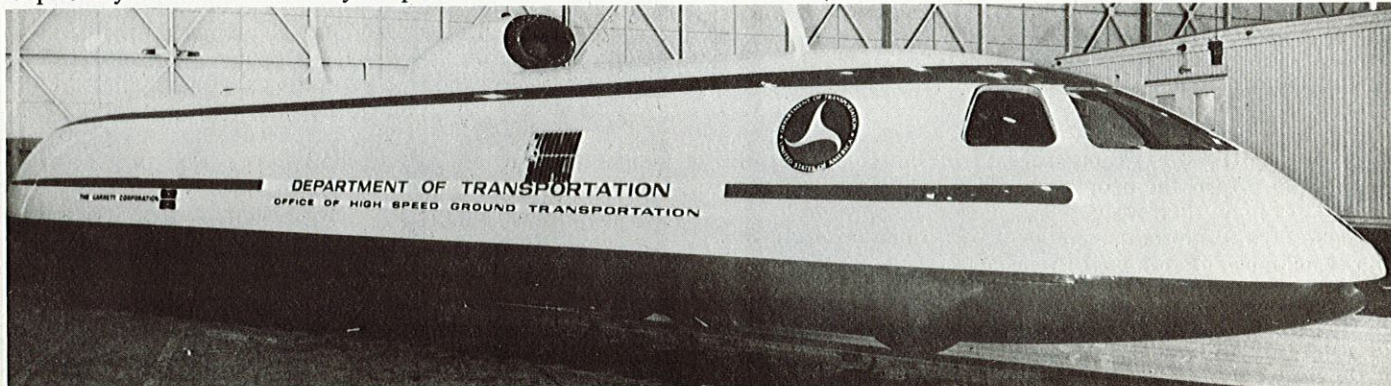
We wish to extend out sincere thanks and appreciation to all of you who participated.

(Please note: If you include additional material in the envelope with your questionnaire reply, kindly mark on the envelope “Additional Enclosure.”)

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## Spread the Word

NARP has earned a reputation as a responsible, public-spirited organization. Take advantage of this goodwill by identifying yourself as a NARP member when writing to newspapers, legislators and regulatory authorities on rail passenger matters. (Don't abbreviate; spell it out).

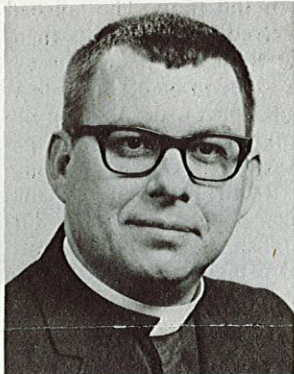


250-mph "Magnet" Train — This sleek, bullet-nosed experimental rail car was unveiled recently in Los Angeles by the U.S. Department of Transportation. It operates on an advanced propulsion principle known as "linear induction" in which magnetic forces propel the car forward. DOT officials say the craft holds great promise for commuter and ultimately inter-city travel.

## Southern Chairman's Record (from P. 1)

The Rev. Eargle was appointed membership chairman for Georgia, North Carolina and South Carolina in November. However, the minister began his personal recruitment campaign long before his official appointment. He was one of NARP's original members.

Despite this remarkable record, the Rev. Eargle has no intention of resting on his laurels. If anything, his campaign on behalf of railroad passenger service is being intensified.



The pastor gives generous credit to the small group working with him, including Henry DiVenuto of Macon and Miss June Roberts of Atlanta. Of Miss Roberts, the Rev. Eargle says she has recruited many new members "and works in a most dynamic way."

We don't expect anyone to equal the Rev. Eargle's record, but if all of us could do a small fraction as well, NARP's voice would grow into a deafening roar.

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## MISCELLANY

**IDEA FROM BRAZIL** — Stephanie M. Bonsavage, the talented syndicated travel writer, carried an item from one of her readers describing a trip on Brazilian trains.

The reader bought an "Amerailpass," similar to the European "Eurailpass" and traveled "wherever my mood and the rails took me." The pass cost \$50. He called Brazilian trains "very good. . . similar to European trains."

Apparently a rail pass is too startling an innovation for U.S. railroads to consider.

**GERMAN LESSON** — Germany apparently is moving toward a truly balanced transportation system, at least for its major cities, according to a recent N.Y. Times item.

Dr. Heinz Maria Oeftering, German Federated Rail Road System president, told a meeting of Long Island commuter groups that Munich is integrating its rail, trolley, bus and subway systems with a single ticket good on all modes. Similar networks are planned in Frankfurt, Stuttgart and the Ruhr area. The Munich system alone, Oeftering said, will enable 200,000 commuters to leave their cars at home.

The kicker in the German's talk was that the \$100 million deficit of the commuter lines is partly recovered by profits from long-distance passenger trains!

**NO SHOW** — No one believes in the free enterprise system more than the people who run America's railroads, if we are to believe their words — but most of them seem to have neglected one important ingredient. According to the American Newspaper Publishers' Association, the airlines spent \$48,561,000 in 1968 on newspaper advertising. The railroads spent a grand total of \$2,932,000 — and a large but undetermined part of that was for freight promotion. Compared to 1964, airline advertising rose by more than \$10 million while RR advertising declined by more than \$1.5 million. We don't have figures for the other media, but if you watch television you have a pretty good idea of how the railroads stack up against the air carriers.

**EVERYTHING'S UP TO DATE ON THE KANSAS CITY SOUTHERN** — You can still ride as a passenger on the Kansas City Southern Lines. All you have to be is what KCSL describes as a "key man" looking for an industrial site. The railroad, which dropped its last regular passenger train recently, ran a quarter-page ad in the *Wall Street Journal* showing a picture of a smart-looking "site-seeing car" and offering to haul "key men" along the route to look over KCS's real estate and pick an industrial site. KCS bills itself in the ad as "the uncommon carrier." As it no longer hauls common people, we think it is an apt slogan.

**JUMBO HEADACHE?** — The "jumbo jets," designed to carry 250 to 375 passengers, apparently are going to be something less of a boon to the traveling public, the environment and the airlines than they originally were billed to be. According to a Civil Aeronautics Board study, fares aren't going to be any lower; airline profits will decline because of the high purchase cost, and airport congestion won't be eased because of the need of new feeder service to make the flying boxcars pay. Otherwise, things look just great.

**BALANCED TRANSPORTATION?** — A new group has sprung up in Washington to promote, among other things, a "balanced transportation system." It is known as the "Highway Users Federation for Safety and Mobility" and, according to the *Washington Star*, has a budget of \$3,200,000 to attain its lofty goals. HUFSM's idea of "balance," apparently, is to build more freeways and have more cars and busses to operate over them. Oddly — or perhaps not so oddly — the Federation makes no mention of rail transportation. The group represents trucking, automotive and allied interests, according to the *Star*. HUFSM apparently will try to explain to citizens protesting the construction of more freeways through their communities and countryside the error of their ways.

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## Congress Prepares (from P. 1)

Railroads operating trains in the national system would be eligible for subsidies up to 80% of losses. The carriers could also obtain needed equipment from DOT's passenger equipment pool.

The bill makes it next to impossible to discontinue a train included in the national system. Conversely, trains not included could fairly easily be dropped. This legislation also clarifies ICC's authority to set passenger service standards.

The Nixon administration has taken no position on the bill although it is reportedly opposed to any operating subsidies for budgetary reasons.

The railroad industry opposes the bill in its present form because it wants no less than a 100% subsidy for operating losses. Reliable observers contend that the industry knows this is unattainable and view the railroads' stand as a reaffirmation of the determination of most of the carriers to get out of the passenger business.

These observers say the industry feels that if it can forestall any program of Federal aid, then the ICC will be more lenient in allowing train discontinuances.

It is virtual certainty that the number of trains remaining in the proposed national system would be substantially less than now in operation. NARP reluctantly accepts this fact as a necessary compromise in order to maintain a basic system connecting key cities with modern equipment.

In NARP's view, however, this system would provide a foundation which could be expanded and improved to meet growing transportation needs.

The Metroliners have clearly shown that good trains generate a demand for more good trains. The basic system, if approved, would guarantee first-class service. Public demand for more of the same would be hard to resist.



## from NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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### Passengers Win Right (from P. 1)

segment of the *Georgian* kept on for six months. ICC's decision was based on the fact that L&N had downgraded service.

ICC has ordered an investigation into Santa Fe's bid to drop the *San Francisco Chief* and provide service only between Los Angeles and Chicago.

The Erie-Lackawanna was permitted by the ICC to discontinue the *Lake Cities*, its only remaining intercity train. Elimination of this Hoboken-Chicago service leaves the lower tier cities of New York State without train service. NARP opposed the discontinuance.

The ICC is seeking authority from the Illinois Public Service Commission to drop the *Governor's Special* between Chicago and Springfield. NARP opposes reduction of service in this natural "corridor."

ICC has ordered the *California Zephyr* and *City of San Francisco* to continue running until Feb. 14 pending a ruling on requests to discontinue the *Zephyr* and reduce *City* service to tri-weekly.

Hearings before the Texas Railroad Commission on dropping the *Texas Eagle* have been recessed till late January or February. NARP's legal counsel is examining data submitted by MoPac in support of its claim of heavy losses and NARP has requested additional information.

The B&O has permission to discontinue its all-coach overnight train, *The Diplomat*, between Chicago and Washington. However, this train will be replaced by a daylight train between Akron and Pittsburgh and a conveniently scheduled evening commuter train between Washington and Cumberland, Md. There will also be through daylight service between Akron and Washington.

### NARP IN THE NEWS

NARP has been receiving increasingly wide exposure in newspapers and periodicals and on radio and television.

The greatly respected *Congressional Quarterly* (CQ) in its Dec. 19 issue devoted three pages to NARP's operations, featuring the story on the cover. Many leading newspapers throughout the country have used reprint material from CQ in their news and editorial columns.

NARP Chairman Haswell was interviewed aboard an Indiana train on Dec. 9 and several days later the program was telecast nationally on the CBS-TV evening news.

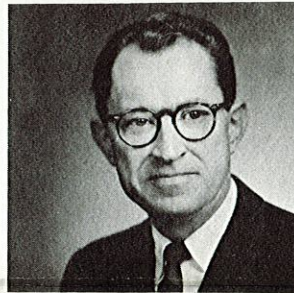
An interview with Mr. Haswell was recently taped by WOR radio, New York's leading station. It will be broadcast in the near future. Mr. Haswell is also scheduled for a West Coast TV-cast on highspeed corridor service in the latter part of this month.

## FRIENDS OF THE RAILROAD PASSENGER

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### Rep. Glenn C. Cunningham

When the CB&Q dumped passengers off one of its passenger trains in a remote section of Nebraska in the middle of the night, it didn't know that a staunch and powerful passenger advocate was waiting to catch the train. The railroad



had received permission to abandon the train and issued the expulsion order in an effort to beat a possible court order to keep the train running. That waiting patron was Rep. Glenn Cunningham, Republican of Omaha, Nebraska, a member of the Surface Transportation Subcommittee and a highly respected voice on Capitol Hill. The Congressman's strong protest against this

shoddy treatment of the traveling public played a part in criminal charges being made by the U.S. Department of Justice against the railroad and individual company officials. It also resulted in an order by the ICC to the whole industry that such a disgraceful incident must never happen again. Rep. Cunningham played an active role in recent hearings on rail legislation in which NARP participated. He has won many accolades in his career, including Omaha's "Outstanding Young Man." He was first elected to Congress in 1956 and now is serving his seventh consecutive term.

### Pat on Back for UP

Kind words about Union Pacific service comes from one of our members in Cincinnati, Mrs. Arthur S. Mode.

Reporting on a vacation trip with her husband, Mrs. Mode reports that her UP trip was "sheer joy — spotless, smooth-riding, courteous personnel, and food less costly and far better" than that served on PC's *James Whitcomb Riley*. However, Mrs. Mode reported that the Riley was cleaner and not as far off schedule as when she previously used it. She also found it

### NARP Represented in 69 Ohio Towns, Random Sample Shows

NARP is in the process of analyzing the distribution of membership throughout the country.

As a test, we pulled at random the cards for one state. It turned out to be Ohio.

We discover that 69 Ohio communities are represented on our membership roster, ranging through the alphabet from Akron to Xenia. Our heaviest concentration is in Cincinnati, followed by Dayton, Toledo, Columbus and Cleveland in that order.

It is also interesting to note that NARP can claim the status of an international organization with members in England, France, Holland, Italy, Mexico, Switzerland, Vietnam, and many of the Canadian provinces. There are also members in the non-contiguous U.S. areas of Hawaii, Alaska, Puerto Rico and the Virgin Islands.