



from
**NATIONAL ASSOCIATION OF
RAILROAD PASSENGERS**

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**ILLINOIS COMMISSION DENIES IC
TRAIN-OFF BID, BLASTS CARRIER
FOR DOWNGRADING SERVICES**

The Illinois Central's bid to drop the *Governor's Special* between Chicago and Springfield, Ill., has been rejected by the Illinois Commerce Commission with a blast against the carrier for acting "to discourage patronage rather than encourage it."

Declared Commission Chairman D.H. Armstrong: "The equipment used is antiquated, the time schedule inconvenient for the public, the advertising of service inadequate, the station buildings ill-kept and unclean, the on-time performance of the trains poor . . . and the comfort of the passengers downgraded." The order added that before a petitioner is given relief, he should be sure lost patronage "is not a consequence of its own dereliction."

In the Penn Central's bid to drop all its long distance trains, NARP has asked the ICC to issue a subpoena to require PC President Paul A. Gorman to appear to clarify contradictory statements in the railroad's testimony.

Specifically, NARP argues that, on the basis of an internal PC memorandum, Mr. Gorman had decided to request abandonment of all its east-west passenger trains before avoidable loss figures, used to justify the petition, had actually been developed. However, Passenger Service Vice President Howard C. Kohout had stated that PC wasn't prepared to ask for the discontinuances until the study had been completed.

In another action, the Post Office Department has authorized its regional offices to switch 1st class mail traveling less than 750 miles from air to ground transportation to reduce costs. Such mail going more than 250 miles has been moving by air on a space-available basis.

The Department says most short-haul mail will go by truck and longer-haul by rail. The move is expected to save \$7 million annually.

The Air Transport Association has protested, contending air carriers will lose \$12 million annually and that local-service airlines will be particularly hurt.

In Canada, the Dominion government has ordered the Canadian Pacific to continue its crack transcontinental train, *The Canadian*, with a government subsidy. The carrier has also been ordered to offer a plan to reduce its deficit. (Continued on P. 2)

**Penn Central Central Bankruptcy Opens Way
To Revitalize Rail Industry, Haswell Says**

In a public statement, NARP Chairman Haswell termed the Penn Central bankruptcy "an opportunity to revitalize the railroad industry to better serve both passengers and freight shippers." Blaming PC's difficulties on funneling of resources into non-transportation fields and "government starvation" of railroads, Haswell called on Congress to prohibit rail diversification into unrelated businesses and to give railroads equal treatment with other modes. He urged Congress to consider government acquisition of rights of way and fixed facilities.

**PASSENGER NETWORK BILL MOVES
AHEAD; HIGHSPEED EXTENSION URGED**

With initial House subcommittee hearings completed, the Rail Passenger Service Act is now awaiting a vote that will move it on to the full House Committee on Interstate and Foreign Commerce and from there to the House.

At the Transportation Subcommittee hearings held on June 2, 3 and 4, all major interests reaffirmed their support for the measure. These included DOT Secretary Volpe, the ICC, the AAR, representatives of rail labor and NARP.

NARP Chairman Anthony Haswell testified that by setting up a corporation to run passenger services "the operation of trains will be removed from the control of those who want to get rid of them and put it into the hands of a management dedicated to giving the best possible service at the lowest possible cost."

"To permit the entire inter-city rail network between the East and Midwest to be abandoned at this time, with the U.S. government planning to maintain rail service in the immediate future [through the Rail Passenger Service Act], would be wanton disregard of the needs of the traveling public. For the ICC to approve the Penn Central's scheme would be a return to the 'public be damned' attitude which, we had hoped, had disappeared with the wood-burning locomotive."

N.Y. Atty. Gen. Louis J. Lefkowitz, PC Hearing, Albany, May 22.

This alone, he declared, should assure "a tremendous improvement in the quality, utility and economics of passenger service."

While the AAR and rail labor offered several amendments, they do not affect their support for the basic concept of a quasi-public corporation to operate the trains.

Prospects for Congressional approval and enactment into law look bright. A number of NARP members have received letters from their Congressmen affirming that they will vote for the bill when it reaches the House floor. Supporters are hopeful that Congressional action will be completed in July.

Meanwhile, both the House and Senate Commerce Committees are considering extension of the High Speed Transportation Act while expires June 30. This is the program, sponsored by Sen. Claiborne Pell (D-RI), which brought into being the *Metroliner* and *TurboTrain* services in the Northeast Corridor. (to P. 3)

ICC CHAIRMAN SPEAKS. . . "I wish there were more groups representing consumers as individuals, such as the National Association of Railroad Passengers. At least to the present time consumers have never been well organized . . . Transportation organizations today have a very special responsibility to help the public find the direction that should be taken to assure that we shall have the capabilities and systems necessary to fulfill the requirements enunciated in the national transportation policy and to prevent the development of a crisis."

—Interstate Commerce Commission Chairman George M. Stafford speech on the value of consumer organizations at National Defense Transportation Day luncheon, Washington, D.C., May 15.

"Riley Boosters' Club" Affiliates with NARP

The Riley Boosters' Club, Inc., an Indianapolis-based organization devoted to the continuation of Penn Central's Chicago-Cincinnati *James Whitcomb Riley* and other passenger services in Indiana, has become a NARP affiliate.

"NARP pledges its enthusiastic backing to this public-spirited group of more than 300 supporters of rail passenger service," NARP Chairman Haswell said in a press announcement. "The *Riley* is an important link in our national rail system and almost certainly will be included in the basic network envisioned by the Senate-endorsed Rail Passenger Service Act of 1970, now awaiting House approval."

The Club is headed by Robert G. Moorhead, president; John R. Hickman, secretary, and Othmar Grueninger, treasurer. All are NARP members from Indianapolis. Its 18-member board includes Mayor James R. Williamson of West Lafayette; Mayor Donald Blue of Lafayette, and Mayor Ralph W. Van Natta of Shelbyville.

The group produces a wide variety of attractive flyers and posters promoting Club-sponsored tours and rail service generally. Other trains promoted include *The South Wind* and *The Spirit of St. Louis*.

NARP members interested in working with the Club should contact Mr. Moorhead at P.O. Box 16552, Indianapolis, 46202.

Finlay Tours Gives Major Boost To NARP's Membership Campaign

A major direct mail promotion program for NARP and rail passenger service is being undertaken by one of our members at his own expense.

Redfield Finlay, Jr., of Finlay Fun-Time Tours, 11306 Burbank Blvd., N. Hollywood, Cal., is mailing 5000 NARP brochures with a hard-hitting covering letter declaring that rail passenger service can be saved "but to do so, we must all pitch in and lend our active support."

Mr. Finlay calls for support for the Rail Passenger Service Act of 1970 and "the only spokesman for you...when it comes to rail passenger service" - NARP.

"Stand up and be counted with us; yes, FIGHT FOR TRAINS!" Mr. Finlay's letter concludes.

NARP expresses its deep appreciation to Mr. Finlay for his public-spirited stand. We know NARP's members everywhere join us in this sentiment.

NARP Pins, Bookmatches Prove Popular, Other Materials Still Available

Members have responded enthusiastically to NARP's offer of promotional items at cost.

Within the first two weeks after the announcement, over 150 orders were placed for the lapel pins and 675 orders for bookmatches.

Several members have reported that the pins have generated productive comment. Mrs. Lyle Weber, Columbus Jct., Iowa, who received the first pin for proposing the idea, reports that a townswoman inquired what the pin stood for and, upon learning, immediately signed up for membership.



If you mislaid the order blanks sent with the last newsletter, simply order on your regular stationery. Bookmatches, in packages of 50 books, are \$1.00, postpaid. Lapel pins, men's or women's styles, are \$3.75 each, postpaid. Be sure to enclose your remittance.

Free material still available upon request: Q&A brochures, clipping brochures, the Southern Pacific report, mats and repro proofs for local advertising, sets of three 1-minute radio spots.

Supplies exhausted: The "Six Missing States" reprints, NARP promotional posters.

NEW GENERATION OF HIGH SPEED PASSENGER TRAINS FOR 1970's IS PLANNED BY DOZEN NATIONS

Some dozen countries have on their drawing boards designs for new high speed passenger trains scheduled to go into service in the 1970's, according to a monograph by Alan R. Cripe of United Aircraft Corp., published by the Society of Automotive Engineers.

Gas turbine trains designed to operate at maximum speeds of 185 mph are planned by French National Railways and the proposed "Europolitan" Network. Start-up dates are in the mid-70's.

Possibly as early as next year, Japan National Railways plans a 156 mph electric on its San-Yo Line. A similar speed electric is contemplated by Italian Railways between Rome and Florence.

British Rail's 150 mph gas turbine APT is slated for 1975. Trains with top speeds of 125 mph are scheduled by USSR Railways (Moscow-Leningrad), German Federal, Swedish Railways, Spanish National, and Canadian National (Turbo II).

This year, French National and Indian Railways will start operation of 112 mph gas turbine and diesel and 100 mph electric trains respectively. Cripe, who designed the *TurboTrain*, foresees 90 to 100 mph trains on the proposed U.S. Intercity Network in this decade.

BRITISH PASSENGER GROUP URGES RAIL EXTENSION TO HELP SAVE ENVIRONMENT

Our British counterpart, the Railway Invigoration Society, in its June **Progress Report** reproduces the annual address of its chairman, Dr. M.P.L. Caton, which makes interesting reading and sound sense.

Dr. Caton states that for the first time in the Society's 16-year history, it is able to report that British Rail earned a profit.

"This is an encouraging note on which to begin the seventies but I believe the full potential of rail transport in Britain is far from realized," the chairman says. "1970 is 'European Conservation Year' and at long last it is being appreciated that 'profitability,' however vital, is not an end in itself and, unless it can go hand in hand with the provision of a worthwhile environment, man is a poor creature indeed.

"There are few greater threats to our environment than the uncontrolled development of road transport, not only through contamination of town and countryside and noise and fumes but through the rapid consumption of land for the construction of highways and car parks. . .What use is a transport system which cannot function without destroying the places it is designed to serve?"

Referring to authorization for a new electrification program, Dr. Caton declares "what a bargain it is - 250 miles of Britain's most important truck route electrified for no more than the cost of construction of 2½ miles of urban motorway!"

In the same issue, the editor expresses thanks to one of its American members for keeping the Society apprised of U.S. rail developments through copies of the NARP newsletter. It will probably surprise no one in NARP's ranks that this member is also NARP's prodigious correspondent, John J. Bowman, Jr., of Lancaster, Pa.

IC FARE INCREASE DENIED (from P. 1)

Proposed June 1 fare increases by the Illinois Central of 40% for first class and 20% for coach, strongly opposed by NARP, have been suspended by the ICC. The Commission will make a ruling by Dec. 1.

NARP contended the ICC offered no market studies to justify the request and that the proposed increases were "extortionate" and amounted to an attempt to abandon passenger service.

Despite opposition by NARP and others, the ICC has permitted the C&NW to discontinue its last daily passenger trains on the Shore line route between Chicago and Green Bay, Wis.

RAIL NETWORK (from P. 1)

The success of the program has provided convincing proof that people will ride good trains and in great part is responsible for the strong feeling in Congress that passenger service must be preserved and expanded.

In a letter to Committee members, NARP has urged extension of the act, pointing out that technology developed by the High Speed program will be of great benefit to the Rail Passenger Service Corporation which will run the national network.



MISCELLANY



HERE'S WHAT MORE HE COULD ASK FOR... Under a picture of a boy with earphones on his head, a comic book in his hand, and enough hot dogs, hamburgers and other goodies on a tray in front of him to feed a brigade, one of our transcontinental airlines asks: "A plane ride... to California. What more could a kid ask for?" If that isn't just a rhetorical question, we should like to suggest an answer. What more he could ask for is a seat in a dome car aboard a fine transcontinental train where, in lieu of clouds, comic books and movie cartoons, he could watch the passing American scene: snow-capped mountains and great river valleys, deep forests and rolling farmland, grazing herds and fleeting wildlife, busy towns and lonely rural outposts. The youngster might find these things more absorbing than gimmicks to guard him against boredom, 30,000 feet above the scenery.

EUROPEAN RAIL LINES HAVE AIR CARRIERS WORRIED. . . *Railway Age* reports in its May 25 issue that the aggressively-promoted and upgraded European rail lines have the air carriers worried.

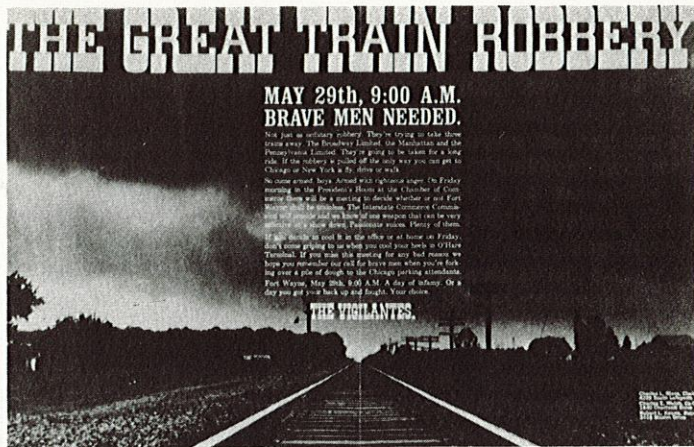
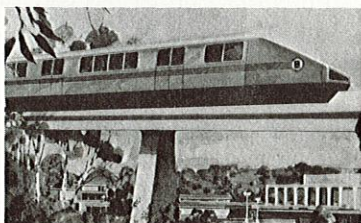
The magazine reports that British businessmen can get from central London to central Manchester in two hours and 40 minutes by train compared to — by the airlines' own estimates — three hours by air, counting city-to-airport time. Britons have the choice of eight trains each way daily at a first-class price \$25 below air rates.

Says the Paris-based Institute of Air Transport: "Rail transport in Europe seems to be moving toward a new balance by creating markets or holding its position. . ."

THE BRITISH RAIL WAY — "... while we in the U.S. are rapidly phasing out passenger train services, the British are intent upon improving theirs. And it's significant to note that almost every train operates at heavy capacity; its super trains often require advance reservations. . . in truth, the way to get around the British Isles is by train. They run to almost every corner of the tight little island, and frequently. Twenty-five each day between London and Coventry, for example, and 13 round trips on Sundays. . ."

—C.W. Johnson in the *Springfield, Mo., Sunday News & Leader*, 5/24/70.

Return of Rail Flyer? — Washington papers on June 3 carried a picture of this tracked air-cushion passenger train under the headline, "Aerotrain. The Best Way to Fly to New York." A proposed timetable shows 26 daily trains operating between Washington and New York, with stops at Baltimore and Philadelphia, with 75 minute running times. Aerotrain Systems, Inc., Chula Vista, Cal., has reached agreement with two French companies to build and market the Aerotrain in the U.S. and Mexico. The company says French experimental models, powered by linear induction motors, have exceeded 250 mph. Full-scale prototypes operate on tracks near Paris and Orleans. The parent company, Rohr Corp., is building 250 conventional cars for the new San Francisco Bay rapid transit system.



One of the most imaginative and brilliantly-executed ads that we have seen in a long time was run in the Ft. Wayne, Ind., papers to generate opposition to PC's train-massacre program. The group behind the program was headed by Charles E. Welsh and Charles L. Glass, both of Ft. Wayne, billing themselves as co-chairmen of "The Vigilantes." Creative work was handled by Bonsib, Inc., Ft. Wayne and Indianapolis advertising agency. According to our reports, the ad helped to bring out a record crowd at the May 29 hearing.

NEW CHAIRMEN APPOINTED

Two additional southwestern states and the Greater Pittsburgh region have been added to the list of areas served by NARP regional chairmen.

Donald C. Dickinson, Tucson, has agreed to serve as regional membership chairman in Arizona and New Mexico. Mr. Dickinson is director of the School of Library Science at the University of Arizona. His affiliations include the American Association of University Professors, the American Bibliographic Society and the Arizona and American library associations. He is the author of the "Bio-Bibliography of Langston Hughes."

Joseph Vranich, a public relations executive, will serve as chairman for the Greater Pittsburgh area. He is the author of a recent study, sponsored by NARP, into the need for expanded rail service in the Pittsburgh area. Last year, he produced under NARP auspices a well-publicized study on Cleveland-Pittsburgh highspeed corridor service.

The Rev. Eargle Invites Advertising Sponsorship

The Rev. M. Earl Eargle, regional membership chairman for Georgia and North and South Carolina, invites NARP members in that area to participate in joint sponsorship of newspaper and radio advertising in behalf of the Association.

"The prepared print advertising and one-minute radio spots supplied by national headquarters have proved their pulling power in other areas," the Rev. Eargle said. "Members in our area can help the cause of rail passenger service and NARP by joining in this effort."

Remittance should be sent to NARP, 417 New Jersey Ave., S.E., Washington, D.C. 20003.

N.Y. ADVERTISING REPORT

New York Regional Chairman Andrew W. Poschmann reports that approximately \$100 has been contributed by members toward a NARP ad in the Sunday N.Y. Times travel section. The amount needed is \$750. Another \$100 has been pledged.

Mr. Poschmann expressed his thanks to contributors. Donations will be returned if the needed amount is not raised.

GOOD NEWS — Federal Railroad Administrator Reginald Whitman has predicted in an interview that within the next decade, U.S. intercity passenger trains will be traveling at speeds up to 300 mph. During a visit to St. Louis in connection with Transportation Week, Whitman told the *Globe-Democrat* that rail travel is needed in view of the vast increase in highway traffic (10,000 more vehicles coming into the highways daily) and growing congestion in the air.

MEMBERSHIP SETS RECORD IN JUNE

The cherished goal of signing up one hundred new members in one day was reached and exceeded on June 1 when 138 additional names were added to NARP's membership roster.

The previous record was set back in early March when 60 new members signed up.

The new record is largely attributable to the opening of our extensive direct mail program which got under way on May 20. Letters soliciting support for NARP were sent to about 60,000 persons. This is a list-testing program, with random samples taken from 25 different mailing lists. The lists that show the best results will be used for expanded mailings.

With new advertising appearing in **Trains and Passenger Train Journal**, and with an expansion of our local advertising and promotion programs, the possibility exists that NARP's roles could be expanded by as many as 1000 new names in June.

NARP members generously continue their sponsorship of advertising in their local papers. Thomas A. Jackson, Decatur, Ga., who has already bought advertising in three important Georgia newspapers with combined circulations of over half a million, has placed a new NARP ad in the Sunday Augusta, Ga., **Chronicle-Herald**. In addition, he is conducting an intensive personal campaign through the distribution of brochures and posters.

The Rev. Canon Albert J. duBois, Pelham Manor, N.Y., editor of **The American Church News** with a monthly circulation of 65,000, has kindly contributed space for the NARP ad in his excellent publication. Returns are already being received at NARP.

Space has also been purchased by Peter Goetz and Mrs. E. Arnold Evans, Rome, N.Y., and Messrs. Philip J. Green, Leon and James Marketos, and Francis R. Smockzynski, Utica, N.Y., in the **Rome Sentinel**.

John Fraser Roos, Culver, Ind., authorized NARP through its advertising agency to purchase space at his expense in the travel section of the nationally-circulated **Christian Science Monitor**. The ad appeared in the June 23 issue. This highly respected publication has carried several stories about NARP's campaign with gratifying results.

Prof. Norman E. Kemp of the University of Michigan donated space for NARP ads in the **Ann Arbor News** (circ. 37,723) and the campus paper, **The Michigan Daily** (circ. 19,500). Ann Arbor now boasts 47 active NARP members.

In the same city, Sam Breck and a group of other members have been carrying on a spirited campaign through flyers, mailings and personal contacts to oppose Penn Central's train-off plans.

A similar group in upstate New York, operating as the Western N.Y. Division of NARP, has been conducting an all-out effort

FRIENDS OF THE RAILROAD PASSENGER

8 - Rep. Howard W. Robison

Rep. Robison, Republican from Owego, N.Y., has long been an advocate of good rail passenger service and has often spoken up for rail passengers in speeches on the House floor.

Since his graduation from Cornell Law School he has established a distinguished record of public service. Before coming to Congress in 1958 he served as attorney for his town and county.



He is senior partner in the law firm of Robison and Manyon. Affiliations include three Bar associations, two of which he served as president. He is serving his seventh Congressional term and sits on the Appropriations Committee and its subcommittees on Public Works, Post Office, Treasury and Executive Offices. He is chairman of the N.Y.

Republican Congressional delegation.

Recently he told NARP: "1970 can be the turning point for rail passenger service. Congress, working with the Nixon administration, is developing a practical solution to the rail passenger crisis. It is my hope that legislation will be enacted soon to build into our transportation system of the future a modern, well-run intercity passenger network."

to oppose the PC discontinuances and promote NARP. The effort is spearheaded by Gregg Spindler and Dale Madison.

Northern Ohio Regional Chairman Raymond C. Bottles has been conducting a hard-hitting program to generate support for NARP and has won widespread favorable publicity in newspapers throughout his area. In addition, Mr. Bottles has personally sponsored NARP advertising in the **Oregon (O) News** and the **Maumee Valley News**.

Our members across the nation are continuing their valuable campaign of promoting NARP and rail service through letters to the editor. Highly-effective letters that have come to our attention include those by Preston J. Bristow, Jr., Dayville, Conn., in the **Norwich Bulletin** and Iowa Regional Chairman Lyell D. Henry, Jr., in the **Des Moines Register**. Both letters urged membership in NARP, giving our address.

Readers in Maine were exposed to NARP's membership appeal through ads placed in the **Wellesley Townsman** and **The Shopper** by Salvatore DeFazio, Jr., and Henry H. Thayer.



**NATIONAL ASSOCIATION OF
RAILROAD PASSENGERS**

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(A not-for-profit corporation)

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