

ROUNDUP

# Forces at Work in D.C. May Decide Amtrak Future

While the railroad presidents swarm about Congressional offices on Capitol Hill, Senators and Representatives are working overtime to find a solution to the Northeast Rail Crisis and the problem of Amtrak's quality of service.

The railroads are seeking to convince Congress that they should have more money for the real or imagined services they perform for Amtrak, and that Amtrak should be used as a means of funneling "rescue funds" to the Penn-Central.

The Department of Transportation, Amtrak, the National Association of Rail Passengers (NARP), and certain key members of Congress seem to agree that Amtrak's payments to the railroads should be in some measure based on quality of service. The railroads are fighting that concept with energy, money and high-ranking personnel.

NARP is urging Congress to establish a basic limit on Amtrak compensation to the railroads based on "avoidable costs" with any additional payments to be awarded on the basis of quality of performance.

(Currently Amtrak pays railroads enough to cover costs tied entirely to passenger service, to pay "avoidable expenses", i.e., those that could be eliminated if the passenger trains stopped running. Amtrak also pays the railroads a five per cent override. The railroads want to be paid on a "fully allocated" basis, i.e., Amtrak should share all costs of facilities jointly used by both passenger and freight trains.)

Meanwhile, the Senate has voted to adopt the Cook Amendment, which is similar to NARP's proposal that any person or company can provide auto-train service anywhere in the nation, thus eliminating the possibility of an Amtrak monopoly on future auto-train service. If enacted into law, the provision will help Auto-Train Corporation's plans for a Louisville to Florida auto train.

The Senate on June 28 passed a \$185 million appropriation for Amtrak, considerably more than Amtrak had requested. Meanwhile, a House subcommittee reportedly will investigate the apparent conflict of interest of certain Amtrak board members, and seek a "restructuring" of the Amtrak board.

NARP has officially protested the proposed Amtrak discontinuances — Chicago-Florida, New York-Kansas City, and Richmond-Newport News. In a letter to the Interstate Commerce Commission, NARP Chairman Anthony Haswell said "Were Amtrak to initiate appropriate connecting service between Cincinnati, Columbus, and Cleveland, we would acquiesce in discontinuance of present service between St. Louis and Pittsburgh. However, up to now Amtrak has refused to do so. Accordingly, the trains should be kept running. We believe that the Newport News-Richmond segment should be retained and rescheduled to provide good connections between the Hampton Roads area, Washington, and New York."

On another front, the Department of Transportation has announced that it has dropped its opposition to federal funding of financially ailing northeast railroads and said it is willing to commit \$85 million to keep the systems running through 1974.

Senator Hartke on July 16 announced his proposals for solving the Northeast Crisis, including establishment of a new agency, the Federal Rail Emergency Planning Office in the Interstate Commerce Commission.

Despite Washington's apparent preoccupation with Watergate, considerable time and energy is being devoted to Amtrak and the Northeast Rail Crisis. Hopefully, the railroad passenger will benefit.

# Amtrak Plan to Drop Two Trains Is Opposed

By William H. Jones  
Washington Post Staff Writer

Amtrak, the National Railroad Passenger Corp., has announced plans to discontinue its daily Floridian between Chicago and Miami and the National Limited, between New York, Washington and Kansas City, but the action will be opposed in formal protests to the Interstate Commerce Commission.

Unless the ICC acts to extend the trains, Amtrak says they will be stopped Aug. 2. If the agency responds to protests by delaying the proposed abandonments, final action would have to be taken within four months.

A spokesman for the National Association of Railroad Passengers said Amtrak's decisions will be opposed. NARP, the official continued, thinks both trains should be continued but with different routes.

The Nixon administration has recommended that both trains be dropped citing estimated losses of \$7.5 million for the year ended June 30.

But Anthony Haswell, NARP chairman, recently told a House subcommittee that Amtrak's operations of the Miami-Chicago train were poor. In the first quarter of 1973, according to Haswell, only one Floridian operated on time and trains averaged over two hours late.

NARP has suggested that a new route be taken for the Floridian that could cut 10 hours off the present day-and-a-half trip, by traveling the west coast of Florida instead of going east from Thomasville, Ga., to Jack-

sonville, Fla., and then south.

The National Limited, NARP officers believe, should be rerouted west of Pittsburgh to Cleveland (which has no intercity passenger service now), and then to Toledo and Chicago, with the addition of a connector train between Toledo and Detroit.

NARP agrees that Amtrak service from Pittsburgh to St. Louis, by way of Columbus, could be dropped, but is in favor of keeping daily service between St. Louis and Kansas City. Another proposal of NARP is to extend an Amtrak train between New York and Buffalo, to Chicago.

The Senate, inclined to support additional rail passenger service, has approved \$185 million in funding for Amtrak in the new fiscal year, or double the proposal of the Nixon administration.

In the House, action on Amtrak legislation was stopped by the July 4 recess.

Congress is expected to approve some restructuring of the Amtrak board of directors, possibly to include three consumer representatives. One consumer space on the board has never been filled.

There also is growing opposition to Amtrak board member John J. Gilhooley, who is chairman of Transport of New Jersey, one of the nation's largest bus firms and a contributor to a current anti-Amtrak advertising and lobbying campaign of the National Association of Motor Bus Owners.



NATIONAL ASSOCIATION  
OF RAILROAD PASSENGERS

# HASWELL'S COMPLAINT

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I WE SUBMIT that no man, not even Amtrak President Roger Lewis himself, concerns himself more with Amtrak than does Anthony Haswell, chairman of the 5500-member nonprofit National Association of Railroad Passengers (NARP) which was quite instrumental in the creation of the quasi-Government corporation which now operates most U. S. inter-city passenger trains. Tony Haswell is a sort of positive-thinking Ralph Nader. He can cite 101 sound reasons for the preservation of the passenger train, ranging from conservation of land and energy consumption to sightseeing pleasures ("The air traveler will see a relief map of the country if he is lucky; otherwise he will see the clouds"), yet he finds small solace in Amtrak: "Its record as a whole has been a disappointment."

A disappointment? That's not what Amtrak says about Amtrak. *Amtrak at Two*, a 15-page progress report on the corporation's first two years of operation dating from May 1, 1971, is a glowing account of reversed travel trends, reduced deficits, refurbished equipment, computer reservations, facelifted stations — i.e., of "light at the end of the tunnel."

Tony Haswell isn't convinced. In a 60-page statement filed with a Senate subcommittee on May 16, 1973, he allocates a bare paragraph to Amtrak's accomplishments. The burden of his testimony is that Amtrak, flawed by its enabling legislation, either does not know what it is doing or has allowed itself to be grievously manipulated by the railroads. In consequence, Haswell charges, Amtrak is wasting money producing a mediocre service. Too many of its trains are slow, late, and excessively expensive — and avoid both population centers such as Cleveland and scenery such as the Colorado Rockies.

NARP's creator isn't taken in by shiny cars: "The refurbished cars, with their bright new stripes, new carpets, and new upholstery look beautiful while sitting in stations on display for the edification of very important persons. However, once the cars are in motion — which after all is the whole idea of transportation — they become chambers of aggravation complete with air-conditioning failures, heating failures, electrical failures, noisy and rough-riding trucks, and an untold variety of squeaks and rattles." Also, Haswell asks, why didn't Amtrak substitute electric heating for steam heating as long as it was having all its cars rebuilt (or was supposed to be) from the trucks up?

Haswell inquires why turbo trains, whose most salient feature is their ability to negotiate curves faster than conventional equipment, are to be deployed on some of the straightest routes [Milwaukee-Chicago-St. Louis] in the land.

His estimate of Amtrak's equipment program: "badly mismanaged."

Nor is he happy with the lack of a common servicing yard for Chicago Union Station; with the number and location of Amtrak's new depots (two to date; and the one in Cincinnati is "under a highway viaduct next to two junkyards"); with the fact that only 2600 of the 11,000 full-time passenger-train employees are on Amtrak's payroll; and with the "incredible bungling" on such matters as a lengthy Chicago-Florida schedule as well as "indecision and vacillation" in the making of an orphan Texas-Mexico service.

Haswell reserves his sternest comment, though, for Amtrak's railroad subcontractors. He singles out only three for credit: C&O/B&O; Milwaukee Road ("an outstanding on-time performance"); and Union Pacific. Out of 6 pages of analysis of the remainder, 3½ are devoted to Southern Pacific — long the bane of NARP. The charges against the subcontractors include resistance to new routes, poor on-time performance, rough-riding track, and freight-train interference.

To make of Amtrak what he believes its potential is, Haswell would install in its top management someone with railroad expertise ("The fact remains that Amtrak is responsible for running trains rather than flying airplanes") who would command the respect of the industry; discharge the three railroad directors (BN's Menk, MILW's Quinn, PC's Moore) on grounds of negativism about passenger trains; reduce the state share of subsidized runs from two-thirds to one-third of deficits; give passenger trains preference over freights; charge Amtrak with hiring all employees engaged full time in passenger service; and make available Federal aid for track improvements which the carriers cannot afford.

In the final analysis, what you make of all this depends on what you make of the passenger train itself. If the concept of carrying people on trains is valid, for either economic or social reasons, then Amtrak deserves better than the low-profile management and bare-bones budget it has been accorded to date. If, on the other hand, Amtrak is without merit outside the populous corridors but would be difficult to dismantle because of labor and political pressures, then the corporation as constituted at present seems adequate pending a graceful exit.

We reserve our comment on the Haswell statement to a couple of points about the Amtrak/railroad relationship. First, only the idiocy of a Watergate-like reasoning appears to explain why a handful of railroad presidents keep insisting in public that Amtrak is academic. The facts of the matter are that Amtrak has lifted the major burden of passenger losses off the backs of the rails, that Lou Harris polls indicate most people like to see passenger trains go by (if not ride them), and that

post-Penn Central railroading doesn't need to blacken its other eye. So why poke the alligators?

Second, Haswell overlooks a key element of the Amtrak/railroad friction: The rails' only incentive to cooperate is for p.r. purposes. The AAR's estimate is that Amtrak's 12 railroad subcontractors are subsidizing the corporation in the amount of 52 million dollars a year in terms of inadequate compensation for services rendered. And that is not the whole story, for even if the rails lost no money on their Amtrak contracts, there still would be no profit incentive to compensate them for freight-train delays, silk-smooth track standards, supervisory and management time, and all the rest. No other industry is compelled by law to do business with the Government on deficit terms — why the rails? Surely a demonstrable, defensible connection exists between this situation and Haswell's conclusion that "the railroads are not satisfied with being relieved of the financial obligations of passenger service but want the trains physically removed from their tracks."

JOURNAL OF COMMERCE

JULY 10, 1973

## Mexico Railways Purchase Locomotives

Journal of Commerce Special

MEXICO CITY, July 9 — The National Railways of Mexico have announced the purchase of 38 high-horsepower diesel-electric locomotives from the General Electric Company (U.S.A.) for approximately \$15 million.

The locomotives will be built by General Electric's Transportation Systems Business Division at Erie, Pennsylvania. Delivery of these U36C's is scheduled to begin in mid-1973.

Rated at 3,600 hp., the locomotives will be used in heavy freight service on the Mexicano, Jalapa and Veracruz al Istmo divisions of the railway. All three lines serve Mexico City through interconnecting divisions.

The Mexicano and Jalapa divisions, through other northern divisions, interconnect with the Southern Pacific, Santa Fe and Missouri Pacific railroads at El Paso and Laredo, Texas. The new locomotives are standard 56.5-inch gage and identical to GE locomotives used by U.S. railroads.

# Are trains off the track?

Tired of late service, passengers ride herd

By Lucia Mouat  
Staff correspondent of  
The Christian Science Monitor

## Washington

Anthony Haswell takes the train at least twice a month between Chicago and Washington. But he enjoys it hardly at all.

Ask him and he'll tell you: The ride is "incredibly rough," the equipment is "not properly modernized," and the train usually pulls into the station a good 60 to 90 minutes late. It's altogether "unsatisfactory."

The main reason this tall young lawyer stays on the tracks at all is that he happens to be chairman of the National Association of Railroad Passengers (NARP) and, as such, feels an obligation to ride the trains "regularly."

Mr. Haswell founded the 5,500 member nonprofit organization six years ago when the future of rail-passenger service looked even more uncertain than it does today. Once a lawyer for Illinois Central Railroad, the NARP chairman admits to a lifelong fondness for trains and rail travel — always marked by keen awareness of the gap between reality and potential.

NARP's goal is "expanded and modernized" rail-passenger service, and Mr. Haswell willingly concedes there have been significant forward strides in recent years.

NARP supported the establishment and favors the well-funded continuation of Amtrak, the quasi-public national railroad-passenger corporation which took over most intercity passenger service from the railroads in May, 1971.

Such passenger services as reservations, ticketing, and meals are all on the improvement list. However, Mr. Haswell wastes no time in pointing out that he considers such amenities mere "cosmetics" in comparison with the very "fundamental" job of "running the trains." The fact re-

nains, he says, that the trains "are low, they're rough, and they don't run on time."

## Tracks blamed

Outdated, uneven track and roadbeds, in his view, are responsible for many of the difficulties, and he terms it "imperative" that they be improved. So-called "slow orders," imposed on trains because of poor track conditions, are a major factor in Amtrak's poor record of on-time arrivals. They figure strongly, for instance, in the regular two- to four-hour delays on the Chicago-New Orleans run.

What makes the present situation doubly hard for many train buffs to accept is the fact that it all used to be so much better. The Chicago-Miami run, for instance, which now is on the verge of cancellation, takes seven hours longer than it did 20 years ago. Similarly, while some trains averaged 80 to 90 miles an hour back in the 1950's, the current point-to-point average speed for a passenger train is closer to 50-55 miles an hour.

NARP and Mr. Haswell suggest that the government impose mandatory track standards, and the funds to fulfill them if needed, so that freight trains could comfortably average speeds of 60 miles an hour while passenger trains could settle in at about 80 miles an hour.

What bothers the NARP chairman particularly in this repair venture is that neither the railroads themselves nor Amtrak seem to be very interested. Suggesting that Amtrak too often tends to "throw up its hands in despair" in the face of obstructionism from individual railroads, he says that the corporation takes the "absurd" position that its job is simply to run the trains on the tracks provided by the railroads.

Mr. Haswell asserts that Amtrak thought of itself originally as "the contractor" and has never quite got-

ten away from that concept despite Congress's legislative prod last year that the corporation directly "operate and control" all aspects of its railroad-passenger service as far as practicable. Charging Amtrak with "dragging its heels" in compliance, the NARP chairman says the corporation needs to acquire more operational expertise and commitment at the top-management levels to command needed respect from the railroads and to aggressively move to get what it's entitled to in terms of performance.

As it is, Amtrak recently filed its 18th suit against a railroad — the latest against Louisville & Nashville Railroad — on the grounds that its train arrivals have been so late that Amtrak has suffered a loss in reputation.

## Battles to fight

"I don't believe litigation is the answer," says Mr. Haswell. "Amtrak has to fight its battles more directly — it's got to run its own empire."

Every "empire" needs personnel, and while Amtrak has managed to take hold with its own ticket and reservations clerks, only about 2,600 of the 11,000 in full-time Amtrak passenger service are employed directly by the corporation.

Mr. Haswell also criticizes Amtrak for "face lifting" rather than really rehabilitating railroad equipment which it has purchased. The result, in his view, is that the cars, once in motion, "become chambers of aggravation," complete with air-conditioning failures, heating failures, electricity failures. . . .

For a start in these repairs, which would cost an estimated \$100,000 per car, Mr. Haswell suggests that the steam-heat apparatus be replaced by an electric heating system supplied by power generated by the locomotive.

## Cost trimming, too

While NARP has walked around most fare controversies, feeling that service standards and reliability deserve top priority, the consumer organization considers Amtrak's current deficit of \$147 million much too high in relation to public benefits received, and suggests there are many areas in which costs could be trimmed.

Overall, however, NARP considers one conclusion inescapable. Its organizational brochure says flatly: "Government assistance is the only answer if we are ever to achieve a truly balanced transportation system."

Mr. Haswell, who asserts that the railroads not only want to abolish Amtrak but physically remove passenger trains from the tracks, says he is very concerned about the consequences of the administration's Department of Transportation rescue proposal for the bankrupt Northeast railroads. It would preserve a core passenger system run by private enterprise but let the chips fall where they may in discontinued trains.

## Bill supported

NARP supports the bill sponsored by Sen. Vance Hartke (D) of Indiana which calls for a nonprofit corporation to acquire the track and roadbeds of the bankrupt carriers. It would rehabilitate these and lease them to the various railroads.

If Congress opts for nationalization as a solution — and Mr. Haswell says there is ample precedent in federally owned highways, airways, and waterways — the NARP chairman urges that it not stop with the bankrupt railroads. "The public should not be stuck with the dogs," he says, "while private interests continue to fatten up on the profitable lines."

## Le Beau packages West, Rockies train trips; with Amtrak

NEW YORK — Le Beau Tours and Amtrak will operate a joint series of escorted and independent rail tours to California and the West, including the Canadian Rockies.

The Southwest Escorted Holiday program will visit Grand Canyon, Los Angeles, Yosemite Park, San Francisco and Reno. It's priced at \$699 from Chicago.

## Northwest vacation

The Northwest Escorted Holiday will visit Glacier Park, Banff, Lake Louise, Jasper Park, Vancouver, Victoria, Seattle and Yellowstone Park. Price is \$749 from Chicago.

The independent rail vacations to California and the West feature streamliners with slumbercoach sleepers. A basic two-week tour includes Grand Canyon, Los Angeles, Reno and Denver.

## Optional tours

Other optional programs include California Parlor Car Tours to Yosemite Park, Yellowstone, Glacier Park and Las Vegas.

Le Beau will issue all vouchers including rail tickets and will confirm immediately, a spokesman said.

For information on the tours as well as folders contact Le Beau Tours, 6 East 43rd St., New York City 10017, telephone 212-867-8882.

CORSICANA TEXAS SUN/MAY 30, 1973

## OUR OPINION

# Tough Talk on Amtrak: Impolite but Realistic?

Corsicana Chamber of Commerce President Don Bowen may have surprised many long-time Bowen-watchers last Thursday when he delivered an unmistakably "get tough" speech to representatives of the Southern Pacific Railroad about what he called the "foot-dragging" of the Railroad in delaying implementation of the proposed national railroad passenger service (Amtrak) route from Dallas to Houston via Corsicana.

Bowen said unless the Southern Pacific shows good faith in providing track and realistic timetables for the Amtrak route originally scheduled to open June 10, he will exert his influence as president of the Chamber to get Corsicana action to follow the City's prerogatives in limiting length and speed of trains between the city limits. (He suggested figures of a 20-

car limit with a five-mph speed, which would seem to be a considerable impediment to the operation hereabouts of the freight service which the SP's spokesman characterized as the most successful in the nation.)

That is harsh talk coming from our pleasant and gentlemanly Chamber president, but it may be as realistic as it is inescapably impolite.

Corsicana received its first significant growth as a way-station in the construction of the old Houston and Texas Central a century ago, and only a trip across town in almost any direction is necessary to dramatize the city's hospitality toward—and obverse dependence on—the "iron horse." The recent problem can be solved without attention to some of the most mobile of all "freight": people.

The Dallas-Corsicana-Houston corridor must be the South's prime target for moving modern, wide-ranging citizens as quickly, cheaply, and comfortably as possible, and railroadmen who claim somebody else can or should do it better seem unfaithful to their much-honored "track record" as the implement that finally won the West and provided the seven-league boots for the industrial revolution that helped growth of our industrial complex must be heavily geared to favorable access by highway, rail and—eventually, probably, air and water.

(The Trinity will be developed sooner or later as surely as the Dallas-Houston freeway had to connect the majority of Texas population always destined to locate throughout the Trinity Valley.)

A deep awareness of energy ratios is upon us—call it a "crisis" or a "panic" as you will—and railmen have been basking in the statistics favoring railroads. There seems little reason to believe that such a make this the strongest nation in the world.

Bowen acknowledged the City's appreciation of its railroads, specifically including the SP—which is a member of the local Chamber of Commerce and a significant taxpayer—and Joseph Bart, speaking for the SP, pled an earnest com-

mitment toward cooperation, both on the Amtrak impasse and on such logistical problems as rough rail crossings and blockage of emergency routes.

Bowen replied that he'll believe it when he sees passenger service with reasonable timetables through Corsicana.

Nobody in Corsicana, surely, wants to harass, insult or demean this great and epochal giant that helped carry the modern world to a sleepy little community scattered along Post Oak Creek.

But we are reminded of a small, faded photograph resurrected from the old Daily Sun Building next door to the Post Office. It is a picture of "The Daily Sun Band," which welcomed trains here, we're told, more than half a century ago, when passengers included state and national leaders such as Gov. Beauford Jester of Corsicana, opera troupes, oilmen creating some of the great black liquid bonanzas of the day, and private citizens even then cognizant of the "Big C" and its food, fiber and hardware.

We'd like nothing better than to see a Daily Sun band greeting such rail passengers again, and we are confident that a noble railroad and one of the nation's most promising sectors can renew such traffic.

# Bankrupt Railroads Pay Executives Less. Right?

By STEPHEN M. AUG  
*Star News Staff Writer*

Executives at bankrupt railroads are paid smaller salaries than their colleagues at highly profitable railroads. Right? Wrong.

In fact, an examination of Interstate Commerce Commission records shows that executives at bankrupt railroads are paid salaries that are about equal to those paid officials at similar-sized railroads that may be highly profitable.

And the nation's largest bankrupt railroad — the Penn Central Transportation Co. — managed to find enough money to give pay raises to virtually all its top officials last year (except its president, William H. Moore, who plus \$2,700 for being a director of some subsidiaries and another \$3,696 in life insurance fees paid by the company).

Among other information in the ICC records:  
• The last pre-bankruptcy

chairman of the Penn Central, Stuart T. Saunders, is shown receiving a pension last year of \$97,827.11 from the prosperous Norfolk & Western Railway. Saunders worked for N&W from 1939 until 1963, when as its president, he left to become president of the old Pennsylvania Railroad. His Penn Central pension is \$50,000 a year, limited by court order, rather than the \$144,000 he had expected to receive.

• Norfolk & Western, which had been helping pay salaries of several officials of Erie-Lackawanna Railroad (an N&W subsidiary) abruptly stopped when E-L went into bankruptcy last summer. As a result, Erie's payments for salaries in bankruptcy are slightly greater than they were when the railroad was solvent.

• The most highly paid executive on any U.S. railroad may well be Benjamin F. Biagini, president of the

Southern Pacific Co., who received \$290,300, of which \$210,300 was salary.

Precisely who was the most highly paid railroad executive last year is difficult to say. There is some confusion as to whether salaries reported to the ICC by railroad-based conglomerates cover only portions of pay resulting from railroad operations, or pay from nonrail businesses.

SOUTHERN PACIFIC CO. is a conglomerate, with interests in pipelines, lumber, oil, gas and mineral rights, and communications.

As a result, the most highly paid railroad executive may be John P. Fishwick, president of the Norfolk & Western, who last year received \$50,124, of which \$225,000 was salary.

With the exception of the top two or three executives, the base salaries of healthy and unhealthy railroads appear to be little different. Penn Central, for example, which lost about \$222.8 million

last year, had 38 executives who were paid \$40,000 or more last year, and five were paid more than \$20,000. This doesn't include the three trustees and their principal lawyer, Jervis Langdon, one of the three, was paid \$95,000, and the trustees' lawyer, Robert W. Blanchette, received \$70,000.

Penn Central's neighbor and competitor, the profitable Chesapeake & Ohio-Baltimore & Ohio system, had six executives at \$70,000 or more, one of whom could be exempted from being a railroad official, since he runs the company's plush Greenbrier Hotel resort. In fact, C&O president Hays T. Watkins had total earnings from the railroad last year of \$167,493 — about the same as P.C.'s Moore.

THE LARGE, prosperous Union Pacific had only four officers with salaries of \$70,000 or more — but like a number of wealthy railroads, their pay was boosted by sizable bonuses. For example, UP

President John Kenefick had a salary of \$110,000, the same base pay as that of G. W. Maxwell, president of the bankrupt Erie-Lackawanna. But Kenefick had additional compensation last year of \$40,904.

It is, in fact, in the area of additional compensation that executives of prosperous railroads have the opportunity to earn far more than their colleagues at bankrupt lines.

The Washington-based Southern Railway, for example — one of the nation's most prosperous lines — paid its executives last year a bonus of 22.5 percent. They could, however, have earned more had the company's profits been greater.

SOUTHERN'S PLAN — similar to that of other railroads — provides a 25 percent bonus if the railroad's profit reaches a predicted target. The bonus could be as much as 50 percent if it goes 15 percent above target, or it could

shrink to nothing if performance falls 15 percent below target.

Largely as a result of the bonus, compensation for Southern President W. Graham Clayton Jr. soared \$16,814 above his \$150,000 base salary. Southern's four executive vice presidents, all with a base salary of \$90,000, earned an additional \$2,000 on average from bonuses and other fees, such as serving as directors of Southern subsidiaries.

COMPARISONS of base salaries are difficult, because job titles and actual work may differ from one railroad to another, but here are some comparisons of executive salaries:

Basil Cole, Penn Central vice president for legal administration, earns \$70,000 a year; Owen Clarke, vice president, law, C&O, \$82,400; John S. Shannon, vice president, law, N&W, \$77,000; W. J. McDonald Jr., vice presi-

dent and general counsel, UP, \$90,000.

W. R. Divine, vice president, finance, Penn Central, \$89,250; John T. Ford, vice president, finance, C&O, \$68,400; W. S. Cook, vice president, finance, UP, \$112,500; Hamilton M. Redman, vice president, finance, N&W, \$105,000.

J. B. Addington, vice president, operations, Penn Central, \$89,250; K. T. Reed, vice president, operations and maintenance, C&O-B&O, \$78,600; W. J. Fox, vice president, operations, UP, \$70,000; R. D. Spence, vice president, operations, Southern Pacific, \$80,000; Richard E. Dunlap, vice president operations, N&W, \$80,000.

PRECISELY why railroad salaries — exclusive of bonuses — are roughly comparable, could be that many larger railroads actively examine the salary structure of the competition. Penn Central officials, for example, can cite

lengthy statistical comparisons of their salary schedules as compared with other like-sized railroads.

Another reason is that for several years 13 major rail systems have been paying a management consulting firm that specializes in compensation — Edward N. Hay & Associates — to do a continuing study of jobs and salaries.

Dr. Frank Martin, a managing partner of the firm, said the system — used by more than 1,000 companies in various businesses — assigns points to various types of jobs and eventually calculates the nature of a job and the range of salaries paid for such work.

The railroads cooperating in the study are Bessmer & Chicago & North Western; Grand Trunk; Illinois Central; Chicago, Milwaukee, St. Paul & Pacific; Missouri Pacific; N&W; Frisco; SoPac; Southern and UP.

THE SUNDAY OREGONIAN, JUNE 24, 1973

## Amtrak officials seeking interest of 'lost generation'

WALL STREET JOURNAL/JUNE 21, 1973

### Amtrak Plans to Offer New Express Service For Shipping Packages

Priority, Economy and Custom Service Slated, Often Priced Below Rival Modes of Transit

By a WALL STREET JOURNAL Staff Reporter  
WASHINGTON—Amtrak said it will begin a new rail express service for packages.

The semipublic passenger-train corporation, formally known as the National Railroad Passenger Corp., will offer three types of service — "priority, economy and custom" — in many cases priced to offer savings over air, bus, truck or rail-freight transportation for express shipments.

Currently, Amtrak offers express service only in an experimental program for points between Richmond, Va., and New Haven, Conn. The new program will cover 32 cities for the priority service and 110 cities for the other two classes.

The express service will be Amtrak's second venture outside its primary task of carrying passengers, and is similarly designed to help reduce the corporation's sizable deficit. Amtrak has been offering an expanded mail service, which has grown to about \$4 million in annual revenue, much of that winding up as profit. It was authorized to seek revenue from mail and express service in legislation Congress passed last year.

The priority express service will be offered for shipments under 25 pounds moving on high-speed trains like the Metroliner and Turboliner. It will be offered for 32 cities on 10 routes, including Boston-Washington, New York-Chicago, Chicago-Kansas City, and Seattle-Los Angeles.

Amtrak will charge a flat \$7.50 for priority shipments. An official said this would be well below a \$15-\$30 range for the air express service this Amtrak service is designed to compete with.

The economy service will cover regular traffic between 110 cities served by trains carrying through baggage-express cars, Amtrak said. The corporation will impose a \$5 minimum charge, with rates per hundred pounds ranging upward from \$3. The service will be limited to pieces up to 50 pounds and shipments up to 250 pounds, except when advance arrangements are made.

The Amtrak official said he expects rates in this service to be higher than bus and truck rates on shipments up to about 25 pounds, to be competitive in the 25-to-50-pound range and to undercut bus and truck express on shipments over 50 pounds.

Amtrak's custom service will cover the same 110 cities. Operation and rates will be tailored to the customer's service needs and required traffic characteristics, Amtrak said. Space will be reserved in express cars for such items as publications, drugs and auto parts.

LABOR NEWSPAPER/JUNE 23, 1973

## Greater Use of Railroads Means Big Fuel Savings

Current and prospective fuel shortages make it more vital than ever for America to use its railroads better, instead of promoting the use of autos, trucks and planes. We hope the government wakes up to this — and acts on it.

Transportation as a whole accounts for one quarter of all the nation's energy consumption. And trains consume far less fuel per unit of transportation than their chief rivals.

This fact has been brought out recently by G. A. Lincoln, former chief of the U.S. Office of Emergency Preparedness. Writing on "Energy Conservation" in Science magazine, Lincoln cited the following figures on average passenger-miles per gallon of fuel: Jet plane, 21-22; auto, sedan, 32; cross-country passenger train, 80; suburban train, two-deck, 200.

For freight, Lincoln cited these figures on average cargo ton-miles per gallon of fuel: Boeing 707, semi-freight, 8.3; 40-ton truck, 50; 40-car fast freight train, 97; 100-car freight train, 250. Other modes comparing favorably with the train were big inland barge tows, large pipelines, and supertankers. But these last modes are limited as to cargo and/or destinations.

Clearly both on freight and passenger transportation, the railroads are great fuel savers. Lincoln stressed especially the need for mass transit. Commuting by auto involves a drastic waste of energy, he warned. In 1971, he noted, over half the nation's auto energy consumption "went for urban trips of 10 miles or less, and 56 per cent of all commuting was by autos containing only one occupant."

Another recent study by scientists at Oak Ridge National Laboratory, summarized in the Transportation Engineering Journal, gave similar facts and conclusions. Those scientists cited also the pollution aspect. In 1969, they reported, transportation accounted for 52 per cent by weight of total U.S. air pollution with the great bulk of that coming from cars and trucks.

In addition to fuel shortages and air pollution, the problems of urban congestion, safety and noise pollution also "may provide additional incentives" to turn more to trains and barges, the Oak Ridge scientists concluded.

Similarly, in a statement presented to the House subcommittee which is considering the Northeast rail crisis, Gov. Thomas Meskill of Connecticut cited findings which show that "moving freight by truck requires approximately 3,460 British thermal units (BTUs) per ton mile, versus 624 BTUs per ton mile by rail." In other words, trains consume only one-fifth the energy of trucks in hauling identical amounts of freight.

In view of all these facts, it seems almost incredible that the U.S. Secretary of Transportation — speaking for the Nixon Administration — should be willing to see thousands of miles of railroad line abandoned in the Northeast, and willing to see limping inadequate service over many of the remaining lines.

But this is what Secretary Brinegar has indicated, in congressional testimony about the DOT's plans for the Penn Central and other bankrupt roads. Public spirited members of Congress have sought a more positive program. So have rail unions and civic groups. To save fuel, to cut pollution, to aid travelers and shippers, it's long past time the U.S. government developed a truly positive policy for the railroads.

Amtrak, the quasi-governmental railroad passenger operation, is riding the rails in search of its own lost generation.

"We have a serious generation gap of 20 to 25 years," says Harold L. Graham, Amtrak's vice president of marketing. "There are people under 45 who have never ridden a train in their lives."

Rail passenger service, and volume — have been declining for over 20 years, Graham says. "The pendulum went all the way in one direction but now it's swinging back."

The decline in traffic was reversed last year, he says, when Amtrak carried 16.6 million passengers. Volume for this year is estimated at 19.2 million passengers.

Of course, Amtrak (formally, the National Railroad Passenger Corp.) is still losing money. Now two years old, the government-subsidized operation lost \$152 million in its first year. Graham says, and \$124 million in its second. He projects a fiscal 1974 loss of \$95 million, including \$20 million in increased labor and material costs.

A new business This, he says, compares with \$60 million U.S. railroads were losing on passenger service pre-Amtrak — when they were operating about twice as many trains. (Amtrak currently is averaging 215 trains a day, over 27,000 miles of track and services 450 cities.)

How do you go about marketing a dinosaurish concept like rail traffic? It's an interesting problem, Graham admits, but he denies he's trying to sell a "tired, old business." "In essence," he says, "there is no 'past,' it's a new business."

The key, he says, is to consider rail transportation at speeds being used in other countries. "Speed becomes the keynote to how much impact you can make. In Europe,

for instance, rail speeds of 125 M.P.H. are common and that makes you speed-and-time-competitive up to a distance of 500 miles."

There is a limit, Graham says, to how many highways and airports can be built. "The only unused (about 10 per cent of the time) 'highway' in the United States is the rail line."

"Once you get over 100 M.P.H. — and that is perfectly feasible — the most economical mode of carrying people is by rail. All you have to do is add cars."

And cost, in coach, is just slightly above bus, he added, and considerably cheaper than air.

The trouble, he says, is that U.S. railroading is just beginning to break that 100 M.P.H. barrier.

"This is a business in which the technology of the last 20-25 years — aerospace, computer, new materials — has not been applied. Most of the cars were designed 20 years ago."

As a consequence, it's been a matter of refurbishing old equipment although new rolling stock is on order. For instance, jet-powered turbo train service will start this summer.

"It's a very broad-scale campaign, Graham says of the advertising and marketing program. "Built around things like comfort, sightseeing, the ability to get up and move around, a great sense of safety."

Surprisingly, he says, it was necessary to start with basics: The trains run; here's where the station is; here's how much it costs.

"No one likes to get in a situation where he feels foolish," Graham says. "So we give him the basic abc's."

"Many, for instance, weren't eating on the train. They either didn't know they could or couldn't find the diner or thought it too expensive."

"What pleased so many — the white linen, sparkling silver, attentive service — terrified others. So we explain what the diner is and what to do when they get there. Getting rid of the fear increased diner usage in some areas by 50 per cent."

# Youth Discovers Amtrak - And Loves It

Archie Bunker is all wet about these here meat-heads. The youth are standing up for America — riding crowded Amtrak trains.

In San Francisco the other day Gay Anderson, a California-based hostess, said in the past 18 months the type of Amtrak passengers has changed from quiet retirees to lively younger people seeing their country for the first time from the observation roof of the dome car or through the windows of a transcontinental train.

Miss Anderson says most of the youth travelers are first-timers on trains. She told a reporter: "They love the informality and comfort of rail travel, making new friends as they cross the country."

Of course it is a new kind of rail travel these first-

timers are experiencing — trains with movies, television and pianos aboard.

The young people do not have the trains to themselves. Because of the fuel shortage, many travelers, old and young, afraid of not being able to get enough gasoline to vacation by automobile, are packing the trains. Reservations are double those of a year ago. To meet the demand Amtrak is adding as many cars as possible.

With the youth getting so smart so fast, one smart aleck kid may even come up with the idea of putting up billboards along the highways telling the tired, beleaguered motorist:

"Next time try the train."

DALLAS TIMES HERALD/JUNE 21, 1973

# Corsicana throws switch in Southern Pacific-Amtrak railway dispute

By KIT BAUMAN  
Staff Writer

Southern Pacific Railroad could win its bitter fight to keep Amtrak passenger trains off its presently freight-lucrative Dallas-to-Houston line, but a new element has been added which might turn SP victory into prolonged agony for the railroad.

That possibility arose three weeks ago when the city of Corsicana's Chamber of Commerce promised to seek a city ordinance limiting trains passing through that city to 20 cars and posting a maximum speed limit of five miles per hour.

Admittedly, says Corsicana Chamber president Don Bowen who originally leveled the threat during a meeting with SP and Amtrak spokesmen, it's merely another move in the "chess" game to get the passenger service into operation.

More to the point, though, it's also legal.

"Any state law could preempt such a local law," Dallas assistant city attorney Ken Dippel said Wednesday. "But until that happens, a city has the right to set those limits."

Dallas' ordinance sets a 20 miles per hour speed limit for trains through residential areas and at grade crossings.

Such an ordinance as the one proposed by Bowen and the Corsicana Chamber likely would be challenged in court, Dippel added, on the question of reasonableness.

Corsicana, a city of 20,000 about 50 miles south of Dallas, is cross-hatched with railroad lines used daily by the Southern Pacific, Burlington Northern, Fort Worth & Denver and St. Louis-Southwestern railroads. All of those lines intersect major traffic arteries in the town. Complaints from citizens held up by passing trains for as long as 15 minutes have become commonplace.

Yet the city, like many of Texas' small municipalities, is also hungry for business. The 26 trains that pass

through the city limits each day provide this, so community leaders have been reluctant to deal with the complaints.

Amtrak also would mean business to the town, Bowen said this week, "even if it meant only 10 jobs." It was with this thought in mind that he wrote to the SP's Dallas office in early May urging rail officials to cooperate in bringing Amtrak service to the town.

The SP replied, he said, requesting a meeting with Bowen and other interested individuals in Corsicana so they might present their point-of-view. A meeting was arranged for May 24. Dallas City-County Amtrak Committee member Dr. M. D. (Dan) Monaghan of Garland—who is Bowen's cousin—also was invited to attend.

Southern Pacific Public Relations manager Joseph L. Bart Jr., handled his organization's presentation before the group and countered Monaghan's arguments in stating that "there is no 'public be damned' attitude in our railroad."

Near the end of the hour and a half meeting, Bowen leveled his threat.

"All I hear from you," he told Bart, "is negativism. You've dragged your feet."

"But after a reasonable time I'm going to do everything in my ability to get a city ordinance of 20 cars and no more than five miles per hour through Corsicana for trains."

The meeting broke up on that note. In a meeting of the Chamber's board of directors a few days later a resolution was passed stating that the group would go before Corsicana's city commission seeking such an ordinance "at some future date."

Since that time, Amtrak and Southern Pacific representatives have appeared before a three-judge National Arbitration Panel in Washington seeking an end to the lengthy fight. That panel, meeting on June 7, was unable to reach any decision after a day-long hearing. It adjourned, promising to convene at some future date to hear more testimony from both sides.

That second meeting has not yet been announced. The Corsicana Chamber people are anxiously awaiting it. Whatever action they may take depends on that panel's decision.

Should the ruling be in Amtrak's favor, Dr. Donaghan said Wednesday, the Southern Pacific likely would file suit to overturn it. That is where the pressure could be applied to the railroad by the type of action the Corsicans have promised, he said.

"I'm reluctant to call it 'blackmail,'" said Bowen. "It's really more like a chess game. We've made a move. Now it's up to the railroad to make the next one."

There's been no discussion on what steps might be taken should the arbitration panel's decision go in the railroad's favor, Bowen and Monaghan agreed.

But the fight has been so bitter both foresee the possibility of a "sore loser" attitude and accompanying action like the Chamber's search for new laws regulating railroad traffic.

Bryan, which joins Corsicana as a "flag stop" on the proposed Amtrak route, wants no part of such "vindictiveness," according to that city's Chamber of Commerce executive vice-president Pat Mann.

But he added a cautioning note when contacted Wednesday:

"If it gets much tougher here, we might get in that situation," he admitted when told of the Corsicana Chamber's action.

The Bryan and College Station, city councils and Chamber offices already are on record as supporting Amtrak service, he said. The atmosphere is different in his area, he added, because there have been no meetings with railroad and Amtrak representatives.

There's a wait-and-see attitude hanging in the arbitration panel's decision, Mann said. The outcome will determine whether any steps similar to those proposed in Corsicana are considered.

NEW YORK TIMES/JUNE 19, 1973

## FAST METROLINER LURES AIR RIDERS

F.A.A. Study Shows Trains Gaining Ground on Jets

By ROBERT LINDSEY

Trains are gaining ground on jetliners in the competition for travelers along the 226-mile route between New York and Washington.

According to a Federal Aviation Administration study made available yesterday, rail ridership between the cities jumped 18.6 per cent last year, while airline patronage increased only 3 per cent.

The F.A.A. analysis showed that 2.2 million people made the trip by air in 1972 and 854,000 by rail. Almost two-thirds of the train passengers traveled on the high-speed Metroliner.

Passenger volume on the route by both modes of travel increased 6.8 per cent last year to 3.1 million, the F.A.A. found.

While the analysis showed that the majority of travelers still preferred jet liners to trains, it provided the first clear indication that the Metroliner, which began service early in

1969, was cutting into the airlines' market.

Downward Trend Reversed

Trains increased their share of the combined air-rail passenger market from 25 per cent to 27 per cent between 1971 and 1972, reversing a long trend in the opposite direction.

The analysis of New York-Washington travel patterns resulted from an F.A.A. study of the impact of the Metroliner and conventional trains on air travel. It was given to Amtrak, the quasi-governmental corporation that runs most intercity trains, including the Metroliner and Amtrak officials then made it available to newsmen.

No effort was made to measure the impact of the Metroliner on travel by private cars or buses. Previous studies have indicated more than 80 per cent of the trips on the route are in private autos. Spokesmen for bus operators — which have been expressing growing bitterness over Amtrak's federal subsidies—said they did not keep figures breaking down New York-Washington passenger volume.

The New York-Washington one-way coach fare by air is \$26; by bus, \$11; by conventional train, \$11.25; and by Metroliner, \$19.

SALEM OREGON STATESMAN/MAY 19, 1973

# Tortoise Gains On the Hare

For once, mass transit is going in the right direction. Amtrak's increase to a daily north-south schedule through Salem, starting June 10, will make it much more likely that people will think of using the train. Additional service breeds its use, just as the reduction of railroad passenger service was a primary cause of further rejection by the public.

With United Air Lines abandoning its early morning service to San Francisco from Salem earlier this year, Amtrak looks even more competitive with air travel headed south from the state capital.

The San Francisco-bound UAL flight from Salem leaves at 4:45 p.m., arriving at 7:04. The flight back starts at 9:30 a.m., arriving in Salem at 11:36.

For anyone using these flights (instead of flying from Portland) to do a full day's business in the Bay Area, it means two nights in a hotel.

The Amtrak schedule leaves Salem from San Francisco at 5:15 p.m., about the same time the UAL flight departs. It arrives in San Francisco at 8:45 a.m. the next day, in time for a day's business. The daily departure will be 8:40 p.m., arriving in Salem at 11:47 the following morning, within minutes of the UAL flight. The major difference is two nights on the train instead of a San Francisco hotel.

As to costs, they are comparative. A midweek trip by husband and wife on UAL (using June's fares) to San Francisco is \$174.98. The same thing on Amtrak, including two nights in a bedroom, is \$186.92. The air traveler would have more time in the big city and free meals on the plane but also the expense of two nights in a hotel and limousine or bus costs to and from the airport.

Amtrak isn't about to drive the airlines out of business, but with the increase in service, the tortoise makes a big move forward in his race with the hare.

LABOR/April 21, 1973

# Warns Against Ripping Up Rails

Preservation rather than decimation should be the approach to saving railroad operations in the Northeast, according to President Harold C. Crotty of the Maintenance of Way Employees.

Following up on previous comments (carried in LABOR) relative to the Northeast rail situation, Crotty urged that the federal government "honestly develop a plan to realign or restructure the bankrupt railroads in the Northeast to preserve them for the citizens, communities and industries that need them."

"Only the federal government can preserve those lines that are needed today and will be needed tomorrow," he continued. "It must not embark on programs that will result in those lines being ripped up, sold, destroyed or discarded."

"For when those lines are gone, no one, not even the federal government, will be able to buy back the land and rebuild the railroads that are needed now and will be required perhaps to a greater degree to meet the transportation needs of future generations."

Crotty added that "a subsidy from the federal government will be needed to put these bankrupt carriers back on their feet." He said "this would be far less costly than any plan to eliminate half the railroad plant, or any plan to nationalize the right of way."

# New York-Washington Trains gain on planes

By Michael F. Conlan  
Newhouse News Service

WASHINGTON — For the first time in years, a passenger train is back on the track and competing with an airplane.

The number of rail passengers traveling between Washington and New York jumped by 19 per cent last year, according to a report prepared by the Federal Aviation Administration. Airline ridership in the same heavily urbanized corridor rose by 3 per cent, said the report.

A spokesman for Amtrak said the semipublic, government-supported corporation was "completely surprised" by the report. "After 25 years of declines, the number of rail

passengers finally turned up dramatically," he noted.

PASSENGERS riding the high-speed Metroliner rose by 21 per cent, and 15 per cent more were using conventional trains along the 226-mile route. Total riders climbed from 720,000 in 1971 to 854,000 last year.

Airline figures showed an increase of 68,000, from 2,215,000 to 2,283,000.

Despite the gains made by the railroad, airlines continued to dominate the market between the two modes, carrying 75 per cent of the passengers. It is estimated that about 88 per cent of intercity passengers travel by private auto, 9 per cent by air and 3 per cent by bus and rail. Bus companies have no breakdowns on the number of passengers they

carry along the New York-Washington route.

The FAA report attributed Amtrak's gains to positive marketing programs, fare cuts on conventional trains (reduced from \$13 to \$11.25 one-way) and increases in the number of both Metroliners and conventional trains. One-way Metroliner and air fares are \$19 and \$26 respectively.

AMONG THE marketing improvements noted by the FAA, in addition to lower fares, were better scheduling, more through service, some frequency increases to allow uniform departure patterns and improved on-board food service.

The air market continued to be dominated by the air shuttle — the no reservation service that guarantees every-

one a seat — said the report. It found that about 1.3 million of the 2.2 million air passengers traveled by shuttle.

Over-all in 1972, Amtrak ridership rose by 11 per cent, said its annual report. On 8 of its 21 routes the increases ranged from 33 to 99 per cent. The New York to Washington and Chicago to Quincy corridor trains were the only Amtrak routes to show a profit.

## 'Reno Fun Trip' Planned By Northern California

The Northern California chapter of ASTA will make a "Reno Fun Trip" June 22-23 to attend the opening festivities for El Dorado Hotel. The trip, sponsored by the Reno Chamber of Commerce, will include Amtrak transportation from Oakland and back.

A Western Outing on July 28 will take chapter members to the ranch of Earl Ising (Travel Universal) at Livermore, Calif., where they will hold a barbecue and visit a nearby winery.

### Trip to Guatemala

August's chapter event is a familiarization trip to Guatemala, from the 22nd to the 28th of the month. There they will stay at three Guatemala City hotels—the Camino Real, Guatemala Biltmore and Ritz Continental—and make excursions to Antigua and Chichicastenango.

Rates for the Guatemala trip are \$69 per person, double, and \$79 single.

### Hawaii Seminar

The chapter will hold its annual Hawaii product seminar Sept. 20-23 and in November will meet in Taiwan. The meeting will be held in Taipei from Nov. 25 to 27, following which members have a choice of four optional excursions.

The cost of \$95 double includes accommodations at the Taipei Hilton. Carriers being used are TWA, Northwest Orient, JAP, Philippines and China Airlines.

### Fred G. Timms

a veteran railway sales executive who has served as Amtrak's manager — passenger service, has been appointed manager-national programs, a new position. Among his main assignments are development of tour programs and liaison with other components of the travel industry. Timms began his career with Canadian Pacific and in 1951 joined the Santa Fe railway system. When the National Railroad Passenger Corp. took over most U.S.

passenger service, including that of the Santa Fe line, he was named acting Amtrak sales manager for Chicago and later director-sales. He came to Washington in July, 1972, as the system's manager — passenger services.

Amtrak has announced a new policy allowing cyclists to take along bikes on baggage cars for as far as they are ticketed for one \$2 handling charge. The price is the same for 20 miles or 2,000. Amtrak accepts the bike in lieu of one of the three pieces of baggage totaling 150 pounds it allows each passenger.

ENVIRONMENTAL QUALITY MAGAZINE/May 1973

## opinion Return to the Rails

Since World War II, the percentage of railway passengers in America has declined from some thirty percent of the nation's travelers to less than five percent. And as the train lost its popularity in America, people quickly focused on the bus, truck, plane and automobile as more desirable modes of transportation. Today we're beginning to recognize the appalling results.

As Lewis Mumford aptly states, "By shifting the main burden of transportation to cars and trucks, we have extravagantly multiplied the number of vehicles in constant operation, decreased their speed, wasted time, money and petroleum, slowed freight and mail deliveries, and increased human tensions. Meantime, we have nullified the shorter work week, and the promised gain in leisure, by spending more hours in monotonous daily travel, under conditions highly inimical to health."

Yet there's an alternative to the frenzied highway and airport expansion which continues to contribute to our deteriorating environment: A return to the rails. Railroads are the nation's safest, most efficient and economical means of transportation today.

But first some facts. The highway use of motor fuel exceeded 103 billion gallons in 1972. This is 877 gallons of fuel for every registered motor vehicle in America, exclusive of motorcycles. The EPA has suggested gasoline rationing for the notoriously toxic Los Angeles basin. This past winter thousands of cities experienced shortages of fuel, with no promised easing of the crisis in the near future.

More facts. The automobile uses 2 1/2 times the energy per passenger-mile than a train in cross country travel. An airplane — six times the energy. A person who flies coast to coast is personally using as much fuel for that one trip as

his automobile will consume in six months. If he takes the train, he will use one-sixth as much energy as in a car.

So let's consider the advantages of returning to the rails, from a purely environmental viewpoint. Trains have the unique potential for using energy from just about any source — oil, or electricity from coal, gas or atomic energy. Thus, as our crisis for oil further develops, trains could potentially make use of other fuel resources in greater supply.

Trains also require far less land than either airports or highways. Manhattan's two railroad stations handle 105 million passengers a year, on just 124 acres. New York's three airports handle less than a third as many passengers on more than 60 times as much land. The new Dallas-Ft. Worth airport is as large as Manhattan Island, but its capacity is less than Manhattan's 9-acre Penn Station.

Infinitely less air pollution is created per passenger by the most heavily traveled diesel or electric railroad as compared to cars or planes. While railroads are currently responsible for only about 1 percent of the total national air pollutant emissions, the automobile is responsible for "over half of the two million tons of pollution which we pump into our air yearly," according to John P. Olsson, Deputy Under Secretary of Transportation. And the airplane? A study released by the EPA last December said that although 90 percent of the nation's jet airlines now have engines producing a reduced level of emission fumes, aircraft will continue to be a major source of air pollution until at least 1980.

Yet despite the environmental advantages of rail passenger service, the future of Amtrak, our only rail passenger commodity, is in doubt. When

Amtrak began operating on May 1, 1971, it inherited a passenger network that had suffered seriously from mismanagement and neglect. With some Government "seed" money, Amtrak cleaned up the trains, reduced the fares, got them on schedule and began an extensive advertising campaign to get travelers "back on the rails."

Come this June 30, 1973, Congress must review Amtrak's operation, and pass new legislation to keep the passenger rails open. But several of President Nixon's top advisors are opposed to Amtrak, believing there's no place or need for rail passenger service. Most notable are Domestic Advisor John Ehrlichman, Treasury Secretary George Schultz, and newly appointed Secretary of Health, Education and Welfare, Casper Weinberger. There is even speculation that Weinberger, former Director of the Office of Management and Budget, will recommend to his successor that Amtrak be dismembered, under the guise of wanting to hold the line against wasteful government spending. Perhaps these "advisors" also wish to keep the support of railroad presidents who do not want passenger trains interfering with their profitable freight trains.

Proponents of Amtrak include virtually every member of the Senate and a large percentage of the House, as well as consumers, environmentalists and rail labor unions. Yet the pro-train forces are not nearly as powerful as the highway or aviation interests. *Fortune* magazine has estimated that the combined forces of the highway lobby spend \$100 million a year on their Washington offices alone. Thus the fate of rail passenger travel in this country is indeed tenuous.

The solution is clear. With fuel running out, land becoming scarce, and our air quality reaching the point of no return, it's time we had a choice in our modes of travel. Amtrak's survival could help shape the course of passenger transportation in America for years to come, but only if we let our legislature know how we feel. Write and tell them to support passenger trains. Also, you yourselves should try a return to the rails — you'll love it.

JOURNAL OF COMMERCE/JUNE 25, 1973

## Traffic Report

### TurboTrain Back In Service on CN After Upgrading

Canadian National Railways is back in turbotrain business again after an operational lapse of two years and four months and about 120 engineering changes. The turbos re-entered service on the Montreal-Toronto run June 22 in the form of nine-car, instead of seven-car trains in both directions. To replace the present afternoon Rapido service between Canada's two largest cities.

Time for the trip is four hours 10 minutes at an average speed slightly over 80 miles an hour compared with 67 mph for the conventional diesel-hauled Rapido. Maximum speed is 85 mph on present tracks but roadbed and ties are to undergo further repairs.

CN has three nine-car trains acquired from United Aircraft of Canada Ltd., of suburban Longueuil, Que., and non-modified to meet its special requirements.

Essential changes in the new trains are more powerful engines and the installation of interchangeable units.

The engines employed are the ST6K-771 gas turbine, a derivative of the PT6 gas turbine. It is rated at 520 shaft horsepower, compared with 400 SHP in the earlier model.

Five ST6K-771 engines are aboard each of the three turbotrains. Four are used for traction, the fifth supplying power for services such as electricity, heating and air conditioning. One of the four power units can be switched over to drive a standby generator for electricity.

The engine is considered in the new generation of power plants developed at United Aircraft and is said to have much in common with the engine that powers the environmental control system aboard the L1011 TriStar.

CN will seat 110 club and 262 coach passengers in the new train compared with 300 passengers in all in the old version. Coach passengers have a 24-seat lounge area in one dome unit, club passengers have access to the other dome unit on the train.

JUNE 20, 1973

### Amtrak Gets Locomotives

The National Railroad Passenger Corp. (Amtrak) will begin operating its first completely new locomotives this week.

The first of 40 coming off General Motors production lines will pull the Super Chief between Chicago and Los Angeles and other trains between Chicago-Houston, Los Angeles-San Diego and Los Angeles-Seattle.

The new 3,000 horsepower, 100 mile-per-hour units replace the 1,500-horsepower locomotives, averaging 20 years old, that have been hauling Amtrak trains.

Amtrak has also ordered 15 new electric locomotives to go into service in 1974. Late this summer four Turbotrains will begin service.

Amtrak proposes a capital equipment program for fiscal 1974 including \$15 million for conventional cars, \$27 million for more locomotives and \$25 million for self-propelled, high performance cars for Northeast Corridor service.

**N.Y. Bar Study Hits Profit Emphasis**

**U.S. Aid Seen Needed for Railroads**

By William H. Jones  
Washington Post Staff Writer  
A New York City bar association committee believes that "common sense requires" financial assistance from the federal government to support the railroad industry in the northeastern states for the next several years.

In a study of the "Northeastern Railroad Crisis," a special transportation committee of the Association of the Bar of New York City concluded that the basic approach of the Nixon administration — emphasizing the profitability of rail segments when drawing up a new "core" system — is "unsound."

Because a northeastern rail transport system "is in the national interest, profitability cannot be the sole determinant of the system," said the bar association report.

Moreover, the Department of Transportation's concept of "exclusive financing of the new operating entities from private capital is wholly unrealistic if the national interest should ultimately require that rail operations continue to serve any substantial number of communities from which little or no profit is derived," the report stated.

DOT's proposal of distributing stock in newly chartered carriers to the estates of bankrupt railroads, said the lawyers, appears to be unjust and constitutionally defective while the administration's assumptions that courts overseeing railway reorganizations will permit existing services to continue during an interim period "seems unduly optimistic."

The bar association committee said the best proposal made to date on the Northeast crisis is that of

the Interstate Commerce Commission, although the lawyers expressed a number of objections to parts of the agency's plan.

A major attraction of the ICC proposal is a provision for "the substantial interim government funding which we believe is needed if the northeastern railroads are to achieve a rational and long-term solution . . ."

For example, the lawyers questioned the validity of the ICC plan for subsidizing money-losing branch lines only for an initial three-year period, after which states and local governments would have to take over all subsidies if service is found to be necessary.

The bar association committee also called for new freedom in rate-making by railroads, more efficient procedures for abandoning non-compensatory services,

and prohibiting inequitable taxation of rail property by any government.

To help reduce unnecessary work forces, said the committee, the federal government should consider underwriting labor protective agreements of the bankrupt lines.

**In Reviewing New Highway Plans**

**DOT Urged to Consider Energy**

By MURIEL ALLEN  
Journal of Commerce Staff

WASHINGTON, June 19 — Rep. Henry Reuss, D-Wis., urged the Department of Transportation (DOT) today to consider the effect of energy shortages when it reviews proposals for new urban highways, and DOT officials agreed to study the suggestion.

"We keep building highways as though there was no limit to cheap gasoline," Rep. Reuss said on the opening day of joint energy conservation hearings in the House. The country faces the possibility of a serious gasoline shortage this summer.

The hearings, which will re-

sulting July 10, were scheduled by subcommittees of the government operations and science and astronautics committees. Today the legislators quizzed key government energy policy makers who outlined a number of purely voluntary measures under way to conserve energy in the current period of fuel shortages.

**Cooperation Unlikely**

Rep. Joel Pritchard, R-Wash., suggested to the government panel that the public is not likely to cooperate in voluntarily reducing its use of energy since many people believe that gasoline shortages are the result of a conspiracy by the major oil companies to drive up prices.

In his opening statement, Rep. Reuss, chairman of the conservation and natural resources subcommittee of the House Government Operations Committee, expressed concern that "federal agencies are not fully exercising their powers to encourage the conservation of energy and prevent its waste."

"Instead, they are relying primarily on a few forms of voluntary efforts to conserve fuels, such as reduction in driving speeds," Rep. Reuss said.

"DOT should start tomorrow requiring in all environmental impact statements for urban highways a statement of the effect of energy shortages on the economic wisdom of building highways, and weigh this against the environmental deficits," the Wisconsin Democrat said. Dr. Irwin Halpern of DOT agreed.

Rep. Reuss' questioning of an Interior official revealed that Interior Secretary Rogers C. B. Morton has given up his air conditioned, chauffeur-driven limousine in favor of a more economical Plymouth. But Dr. Halpern said Transportation Secretary Claude Brinegar still has a Cadillac, "an older one."

Stephen Wakefield, assistant secretary for energy and minerals at Interior, said many automakers lease limosines to the government for less than the cost of smaller compact cars. "They consider it an advertising plus," he added. He said Interior's new Office of Energy Conservation "will give more attention to government purchases of compacts."

John Court of the Environmental Protection Agency (EPA) said his agency is "evaluating the desirability of an increased gasoline tax and/or a fuel economy tax on new automobiles" to reduce growth in demand for gas. EPA soon will propose a voluntary program of labeling cars with energy-consumption characteristics, he added.

Rep. Pritchard said if a gas tax is enacted, "the money should go to research and development to solve energy problems, not into highway funds."

The government spokesmen, including officials from the Department of Housing and Urban Development and the National Bureau of Standards, warned that many experimental projects, such as battery-powered cars and coal gasification, are long-range answers that will raise energy costs to consumers in the 1980s.

MUNCIE STAR/JULY 1, 1973

Bob Barnet

**'I Rode All the Lines  
—All the Big Trains'**

It is the evening of June 17, 1973, and it is Father's Day and the good-byes have been spoken and it is time to go home to Indiana.

The red-and-white diesel units round a curve and roll toward the Clearwater station and the waddling cars are strung out behind and a little blond boy clutches his mother's hand and his eyes are large and bright. Suddenly, the storybook train is a creaking, clanging, monster and the boy scampers for the station door. His mother pursues him and brings him back and dries his tears and he boards the train with his mother and his brother.



This is Amtrak's Floridian, northbound, and it will run the 266 miles to Jacksonville, stopping at Tampa, Orlando, Winter Park, Sanford and Deland. At Jacksonville, cars will be added and others taken away in a midnight scrambling of equipment and sleeping passengers from Florida's West Coast and Miami's golden beaches will not know when their cars became parts of trains that will roll on northward through the summer darkness to Chicago and New York.

THE TRAIN GLIDES smoothly past the golf courses with their royal palms, past the neat homes and the shanty towns that are the back doors of the cities, and black children and white smile and wave and the scarlet oleanders and yellow hibiscus bloom among the garbage cans and the rusting hulks of abandoned automobiles.

On through the open country the train goes, past lakes where the white cranes, those patient fishermen, stand eternally and wait. On through the cattle country, past citrus groves where the orderly tree-rows stretch endlessly to the horizon and the late-blooming Valencia's gleam in the green foliage like yellow bulbs on Christmas trees.

The newsman and his lady are settled in their bedroom in the handsome Pullman car Altamaha River by sleeping car attendant E.W. ("The E's for Eula") Brooks, a veteran of 33½ years on the nation's railroads. Mr. Brooks is proud of his job and isn't quite sure that he wants his last one and one-half years before retirement to pass swiftly. He is a duck hunter who plans to go back some time to his native Stuttgart, Ark., where the mallards darken the evening sky above the rice fields.

THE NEWSMAN and the sleeping car attendant talk of Chicago, where Brooks now lives, and of railroading. "It's a beautiful way to travel," E. W. Brooks says. "I hope we can make it work."

"There are always little problems with the equipment. Sometimes a light doesn't work or we have to fix a faucet. Maybe most people wouldn't notice, but I rode the trains when passenger railroading was great. I was part of it, and it makes me proud to think of it. I rode all the lines, all the big trains. I started as a boy fresh out of Arkansas, working on the old Panama Central out of New Orleans. It's like some people remember the big steamboats, how fine and strong and wonderful they were. I remember the passenger trains that they work, and I know how things could be that kind of railroading could come back. The big trains all had names, and people knew them and loved them.

"Maybe people will realize some day that we need good passenger service. Automobiles are fine, but this is the greatest, richest country in the world and it's ridiculous that we should have to depend on one form of mass transportation."

"SHOULD THE government step in and do the things that need to be done?" The newsman asks, and E. W. Brooks says thoughtfully, "That looks like the only way, but there are big

people pulling against that. The big trains just have to come back, somehow or other. Maybe my grandchildren will ride them. I hope so. I know how wonderful they can be."

It is night when the train reaches Orlando and suddenly, magically, the coaches bloom with the bright orange shopping bags with the insignia of Walt Disney World. The young folks are sunburned and happy, the old folks sunburned and weary.

The train rolls on through the darkness, and the little towns rattle past and passengers press their faces against the windows as they strive to see the names.

Finally, there is Jacksonville and its huge station and the newsman is reminded that the old railroad stations, forlorn in their faded splendor despite obvious cleanup campaigns, are among the few depressing sights along the way.

THE TRAIN STOPS next day at the big white station in Montgomery, Ala., and a graying station agent tells the newsman of changes that are to come. "This is all going to be part of a convention center complex. This is a three-story building and the city plans to use it all for offices and meeting rooms."

"I was hoping they wouldn't change it or tear it down until I got my time in. It has been a wonderful place. It was built in 1898 of solid natural brick. You can see that the joints in the brickwork don't vary a quarter of an inch. They painted the red brick white a couple of years ago. Maybe they'll lease part of it to Amtrak for a passenger station. I have to keep on believing that we'll be needing a passenger station. This was a busy station once, open night and day, with a restaurant and news stand and all the other things. Trains came and went away and there were always people here."

"How many trains come through now?" the newsman asks, and the station agent says, "Just that one. Northbound and southbound each day. Just the Floridian. Just No. 53."

AND SO ON homeward. The passenger train opens new vistas to the young traveler and lavishes long-forgotten wonders upon the old. Once again, he sees the little towns that are bypassed by the great interstate highways. He glories in the real pride of mid-America, the hills and lakes and rivers, the land and its people and their homes.

The Floridian is a composite of all the great trains that once bore Americans from the Great Lakes to the Gulf of Mexico, the Hummingbird, the South Wind, so many others. As it carries a Hoosier northward it is perhaps the Orange Blossom Special, beloved of country fiddlers, but as it moves carefully across the mile-long trestle at Louisville it becomes the fabled Wabash Cannon-Ball, because the traveler is home again in Indiana.

Perhaps the Floridian is not as good as any of these crack trains of yesterday. Perhaps it is greater than any because it lives and breathes and each day surges majestically northward and southward, and they are dead.

THE NEWSMAN wonders if the Floridian is a lonely Flying Dutchman whose whistle sounds a mournful dirge as it moves in ghostly splendor through the darkness of the Alabama pine-lands. Perhaps it is instead a sturdy link that will join a glorious past with a common-sense future in which the great trains of legend will live again and rescue a nation from smog and congestion and highway slaughter.

It may be that the dedication of the men and women of Amtrak will convince a nation that searches frantically for some sophisticated miracle of mass transportation that the answer is "down by the station, early in the morning," and has been there a long, long time.

ATLANTA GA. JOURNAL/JUNE 22, 1973

**A Successful Train**

AMTRAK IS an organization with federal funds to spend on passenger rail traffic in this country.

It is meeting with varying degrees of success on different runs in different areas.

But it is being quite successful in its experiments with fast new equipment on the Washington-New York run. These trains are called Metroliners and according to a recent study, ridership of the rails increased 18.6 per cent last

year, whereas airline patronage increased only 3 per cent between the two cities. The trains increased their share of the combined plane-train passenger market from 25 per cent to 27 per cent, which is an encouraging note to rail fans who have been accustomed to declining statistics.

Trains then still can be competitive in some circumstances, and these circumstances would seem to include speed, comfort, economy and a high-population density.

## Amtrak cashing in

The luck in timing that enables something to ride the flood crest is often a key factor in a success story, whether it be the success of an individual or of a venture. And a unique corporate entity familiarly known as Amtrak appears to be in the right place at the right time with the right goods.

Congress created the National Railroad Passenger Corporation in 1970 with the specific goal of saving the nation's passenger train system from extinction. It was a controversial action, with critics convinced it wouldn't work and was a waste of lots of money.

Amtrak probably is not yet out of the woods — but what could be sweeter than an energy crisis hitting automobiles, buses and maybe even aircraft? Just when Amtrak is halfway through an ambitious program of refurbishing its equipment and expanding its service, too.

Things like the suggested Vancouver-Portland commuter train make a lot more sense now than they did when the thought that one might not be able to keep the gas tank filled hadn't occurred to anyone. Amtrak says confidently that it can haul a lot more people than cars are hauling for a given amount of fuel.

Besides, Amtrak appears to have been getting the smarts, energy crisis or no. It looked at its competition, and borrowed things that worked there. Some are still experimental with Amtrak; some are adopted. Viz:

Airline hostesses serve passengers at their seats. To railroading in the old days, that might be heresy. Not to Amtrak. Trains on some of its runs now have hostesses

who do serve passengers at their seats, and the customers are said to love it.

Airlines have been known to show movies also. Any reason why that wouldn't work in trains? None, said Amtrak. Or, speaking of heresies, how about a club car with live entertainment? It's on the run between Washington, D.C., and Montreal; and it's claimed to be such a hit that similar lounge cars are being added to other long runs with heavy passenger potential.

Somebody in Amtrak recalled that in the Gay Nineties or thereabouts, bicycles were popular in towns but not for trips between towns. Item: Amtrak now lets passengers take their bikes with them anywhere in the country — and provides free cartons to transport them safely.

Amtrak also got in step with the rest of the tourist industry and dropped baggage charges. Riders now can put up to 150 pounds in baggage cars for free.

Not to be outdone by airlines, Amtrak is also selling package tours, sometimes even including a car for a week in resort areas.

Whether all this is being done profitably is yet to appear. But when Amtrak sprang full-blown into action in 1970, the 20,000 passenger trains carrying 77 per cent of the traveling public in the heyday of rail travel were down to fewer than 450 carrying less than 7 per cent of the public, a research report says. Amtrak is back up to 1,600 trains, and reports soaring ticket sales.

If the energy crunch continues—or even if it doesn't—we may all be glad for the presence of the Diesel Horse. The full report isn't in yet, but what's available looks promising.

### Low road

I read with surprise James Kerrigan's comments about rail competition in "Greyhound bares its teeth at Amtrak" (Transportation, Jun. 9).

Mr. Kerrigan may be having some of his problems because he has failed to tell his Greyhound employees about competition. I travel to New York from Harrisburg by Amtrak because I can never reach Greyhound on the phone for information, because they take 40 minutes longer to make the trip, and because their people are indifferent, arrogant, and seem to be annoyed by the intrusion of a customer into their daily routine.

John A. Schmidt  
Camp Hill, Pa.

### BUSINESS WEEK/June 30

How interesting that Greyhound complains about someone else getting government assistance. Perhaps Greyhound should build its own highways and pay taxes on them. Assistance by the federal government to Amtrak is so minor when compared to the highway money as to be almost pitiful.

Donald L. Wilson  
Utica, Mich.

## Rails vs runways

There was a line in the lead of a news story recently that may have raised some eyebrows, and some hopes: "... a passenger train is competing with an airplane."

The passenger train—or, actually, the passenger service—referred to is that scheduled by Amtrak between Washington and New York City and the reason for the conclusion that train and plane are now in real competition is that the number of people who rode the trains between Washington and New York in 1972 was up 19 percent, while those who flew the route increased only 3 percent.

As a matter of fact, Amtrak ridership was up 11 percent on all of its runs in 1972, with eight of the 21 routes showing increases that ran from 33 to 99 percent, which is a rather dramatic improvement after 25 years of nothing but declining patronage.

But it's the Washington-New York figures that are really encouraging for Amtrak, because the trains on that run are up against some very strongly entrenched aerial competition that, with its shuttle runs (no reservations required, a seat guaranteed) and the many flights available, makes commercial flying about as convenient as it can get.

According to the Federal Aviation Administration, which made the report on Amtrak and the airlines, the reasons for the improved position of Amtrak are that more trains are available, the scheduling is better, the rail fare is cheaper than the air fare and the food service on the trains has improved.

Incidentally, the Amtrak Washington-New York service also showed a profit, which should cause those who have maintained that the day of the passenger train was past because it wouldn't pay to consider updating their history.

NEW YORK TIMES/JUNE 26, 1973

### PENN CENTRAL SAYS U.S. SUIT IS WEIGHED

PHILADELPHIA, June 25 (AP)—The Penn Central Company, parent company of America's biggest railroad that threatens to shut down this summer if it does not get massive financial help, wants to sue the United States for taking private property for public use.

David Berger, attorney for the parent company, said in a letter, contents of which were released yesterday, to the three court-appointed trustees running the trains that "a substantial part of the rail services now being offered . . . are being performed in the public interest and for the public use at great losses to the debtors' estate."

Mr. Berger told the trustees it is in violation of the Fifth Amendment of the United States Constitution to take private property for public use—as has been done with Penn Central—and fail to pay just compensation.

Mr. Berger said if the trustees fail "to institute an appropriate legal action as promptly as possible for just compensation" the Penn Central Company will do it.

The trustees had no immediate comment.

There is no "anti-Amtrak" attitude at American Express. In fact, we are all rooting for Amtrak's success. Personally, I enjoy the Metroliner as a softer and steadier way to get to Washington.

Stephen S. Halsey, Senior Vice President, American Express

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