



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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Membership dues start at \$15/year (\$7.50 for those under 21 and over 65) of which \$4.00 is for the subscription to NATIONAL ASSOCIATION OF RAILROAD PASSENGERS NEWS, published monthly except in November, and GETTING THERE.

(No. 4 was mailed April 22)

RETURN REQUESTED

TRACK-REPAIR BILLS INTRODUCED

TRAVELERS' ADVISORY

Amtrak's All Aboard America Fare has been extended through the summer with some modifications. Tickets are on sale through Aug. 31, good for 30 days of travel between June 1 and Sep. 30. Only the single-zone fare has risen, from \$125 to \$175. (2-zones remain \$225; 3-zones \$299.) Tickets must now be purchased at least 5 days before departure and are subject to inventory controls—i.e., space sold at AAA rates will be limited. Not good for sleeper travel June 24-Aug. 21, or for Week-of-Wheels auto rentals. 3 "destinations" still permitted.

The "California Zephyr" will remain on its Wyoming detour route at least until July 1, when Rio Grande hopes to open a permanent line relocation around the Thistle, UT, mountainside. The relocation requires construction of a half-mile tunnel; a vice president of Morrison-Knudsen, which is drilling the tunnel, has said July 1 may be optimistic in light of the mountain's uncertain geology.

All 3 "Capitol Ltd." sets now have a Heritage dome coach. Quincy, IL (24th St.), is now a permanent "Illinois Zephyr" stop.

Amtrak has added ice cream and chocolate milk to lunch & dinner menus, and added chili, pocket sandwiches, and a vegetarian platter for lunch. Fried eggs, prepared to order, and grilled ham have been added for breakfast, along with the option of 1 or 2 eggs. Late risers can now order eggs, toast, hash browns at lunchtime.

Effective with the Apr. 24 timetable change, all Metroliners began stopping at Newark, NJ. Also, Amtrak has opened a ticket office at the World Trade Center in lower Manhattan, which is connected to all Amtrak trains via the PATH subway and cross-platform transfers at Newark, NJ.

Amtrak's Phila.-Washington "Chesapeake" is expected to make its last runs north of Baltimore on June 30, ending all rail passenger service at Elkton, Perryville, and Edgewood, MD, and Amtrak service at Chester, PA. Pennsylvania funding for this Sec. 403(b) train is ending because Pennsylvania cannot legally indemnify anyone for liability costs and Amtrak cannot cross-subsidize commuter services from intercity funds.

Maryland is seriously considering the July 1 addition of two Baltimore-Washington weekday round-trips. Counting the "Chesapeake" remnant, Maryland would then be sponsoring four peak-traffic-flow and one reverse commute round-trips on the Amtrak mainline.

The Los Angeles-Oxnard commuter trains last ran on the morning of Mar. 1, although Caltrans offered substitute buses that afternoon and on Mar. 2, as the railroad was out of service due to flooding. (The trains also failed to

Reps. Silvio O. Conte (R-MA), ranking member of Appropriations, and Bob Edgar (D-PA), member of the Public Works subcommittee overseeing highways and mass transit, have each introduced bills which would fund track improvements badly needed to make Amtrak's—and certain other—services faster and more efficient.

So long as Amtrak can offer, for example, Chicago-St. Louis average speeds of only 52 and 53 mph, track improvements will be just as vital to Amtrak's future success as route and service expansion. Indeed, track improvements are prerequisites for more frequent service on corridors outside the Northeast. Faster schedules would mean more revenue—and more runs with a given amount of rollingstock.

H.R. 1509, Conte's "Economic Recovery Through Railroad Revitalization and Roadbed Restoration Act of 1983" would authorize \$300

GETTING THERE TO ACCEPT ADS

Promote your product/service to the more than 11,500 responsive NARP members! Getting There is accepting advertising. B&W, camera-ready copy only. Full page \$600; 1/2 page \$360; 1/3 page \$240. Deadline for September issue is August 1. Please consult with NARP office first to confirm that we can run your ad, then send the copy to NARP office.

million to "maintain, restore, rehabilitate, and improve" rail roadbeds and facilities "used for regular service by Amtrak," as well as those abandoned by Conrail, operated by a bankrupt railroad at any time since Jan. 1, 1973, owned or operated by a State or local government entity, or part of an "intermodal or port development project undertaken pursuant to a cooperative venture between a railroad and a State or local government entity." The intermodal/port projects could involve new construction as well. All projects would have to involve facilities under same ownership as on Jan. 1, 1983.

In a March 24 letter to fellow House members, Conte said the bill "should create an estimated 15,000 direct jobs, and . . . a demand for approximately \$200 million worth of building materials such as concrete, steel, and ties . . . The government would save one out of every three dollars spent on this program because of reduced unemployment compensation and welfare benefits, and tax revenue gains . . .

(continued on page 4)

run on Feb. 7-8, when substitute buses were offered by local political leaders.) Southern Pacific insisted that Caltrans owed \$588,000/month for operation of the two weekday round-trips and Caltrans claimed the proper figure was \$70,000/month. Now, SP seeks Interstate Commerce Commission approval to "discontinue" the suspended service and Caltrans is opposing this (Finance 30123, Southern Pacific Transportation Co.—Discontinuance of Passenger Train Service in Ventura and Los Angeles Counties, CA).

Legislative Update

The NARP staff, along with Amtrak President W. Graham Claytor, Jr., and representatives of the DOT, rail labor, and others, all testified on Amtrak funding before the four relevant Congressional subcommittees (Senate/House authorizing/appropriating) between Mar. 14 and Apr. 27. (For a copy of NARP's testimony, send 50¢ to the NARP office.)

Two committees have already taken some action as a result. On Apr. 21, the Senate Commerce, Science, and Transportation Committee approved an Amtrak authorization with \$750 million for FY '84 and \$800 million for FY '85. In addition, report language clarifies Amtrak's right to "carry forward" into FY '84 the \$25 million which has been earmarked for the Shelbyville, IN, line but which is expected to become unearmarked by June 18. This means that, in effect, Amtrak would have a \$775 million FY '84 authorization of which \$25 million is "old money."

Amtrak projects its FY '84 operations requirements at \$649 million, so Amtrak would have a capital budget of \$126 million in the unlikely event that Congress appropriated the full amount of this authorization.

LATE FLASH! House Approps. Transp. Subcomm. May 24 approved \$720 million plus the "Shelbyville \$25 million" for Amtrak in FY '84, including \$30 million for Atlantic City subject to 50% local funding matching requirement. The West Side connection for Manhattan was allotted \$20 million from funds previously designated (and still needed) for Washington Union Station.

The Senate Committee also deleted passenger-miles-per-train-mile (PMTM) as a criterion, which is good news for "Cardinal" supporters, whose train has always met the other route-specific criterion in the law, avoidable-loss-per-passenger-mile (ALPM). Claytor had testified that PMTM was not a valid measure because lower fares would always increase it, even in cases where they reduced a train's economic efficiency (i.e. revenue-to-cost ratio).

[Claytor was bringing Amtrak's official view into line with a position long held by NARP. In the Jan. '82 News, we stated that NARP considers PMTM "insignificant because it reflects revenues only indirectly and costs not at all. Costs and revenues, both directly reflected in the ALPM, are what business is all about—or so we thought." In the May '81 News (p. 3), we noted "it is possible that a train with lower-than-average costs could make a positive contribution to the all-important systemwide revenues:-costs ratio even while slipping under the PMTM threshold. . . ."]

The Committee decided to require that Section 403(d) ("sunset commuter") trains meet the ALPM criterion, and that Amtrak would discontinue these trains if they failed that criterion and the state failed to pay the amount by which they failed the criterion (an amount considerably smaller than the payments required for Section 403(b) trains).

For now, the 403(d) change only affects the Chicago-Valparaiso service, and Amtrak may be able to get the line to meet the criterion by running one daily round-trip instead of two.

Finally, the Committee bill would allow Amtrak to retire its debt by issuing preferred stock, thereby removing an issue which has complicated the Amtrak funding process for years.

The full Senate may pass the authorization before you read this; the House authorizing subcommittee is expected to mark up its version sometime during June.

NARP'S FINANCES . . . AND GETTING THERE

The NARP board, at its April meeting in Washington, considered but rejected the idea of discontinuing Getting There (GT) as a way of reducing NARP's projected budget deficit. GT costs us about \$30,000/year and was started in 1981 to help broaden NARP's potential membership base by enabling us to attract people interested in traveling by train but not in the politics of the business.

We would like you to send your answers to the following questions in case we are forced to make tough decisions:

1. If GT was discontinued, I would would not renew my NARP membership. (Check one)

2. Please keep GT even if it means raising the dues for the first time since 1976. I'd renew even if dues rose to \$20 \$18 . (Check one)

3. I would not renew if dues were \$18 \$20 . (Check if applicable)

(Of course, if GT were ever discontinued, we would make some allowance for the fact that many of you were solicited on the basis of GT's existence.)

PLEASE CLIP AND RETURN THIS TO: NARP, 417 New Jersey Ave., SE, Washington, DC 20003 or write your answers on a separate note. Include your name if possible.

THE SHELBYVILLE LINE

Hopes for getting passenger trains on the old Big Four (New York Central) Cincinnati-Indianapolis mainline are dead, but the entire line will be preserved and the 57-mile Shelbyville-Thatcher Glass segment now out of service will be restored to 30 mph freight operation. Funding for the \$1.8 million project was put together by Gov. Robert Orr (R) as follows: \$600,000 from the Federal Railroad Administration, \$500,000 in Community Block Development money, and the balance from the state rail loan fund. Hopefully, work will get underway in August. Conrail is expected to sign a five-year operating agreement and to retain ownership of the line.

Meanwhile, Amtrak President Claytor doesn't think it would be cost-effective to spend \$25 million upgrading this segment, and U.S. DOT is also opposed. Thus Amtrak can spend the earmarked \$25 million elsewhere after June 18 (News, Dec. '82, p. 3; Jan. '83, p. 4) and can devote its attention to returning to Cincinnati Union Terminal (CUT), a project which has been on hold while the Shelbyville line (on which CUT is not located) was a possibility. NARP Director Mike Weber is urging the City of Cincinnati, CUT's owner, to agree to protect Amtrak against any financial losses which might otherwise accrue if CUT's developer fails.

Meanwhile, Amtrak received several directives from the House Appropriations Committee in its report on the FY '83 supplemental appropriations bill filed May 18. (Amtrak neither expected nor received any money in the supplemental.)

- Amtrak is to "take all necessary steps" to make the \$15 million previously designated for Cape Cod "available to the Commonwealth of Massachusetts, which shall have primary responsibility for the execution of this project" and which shall pay all costs in excess of \$15 million.

- After Cape Cod tracks are upgraded, Amtrak is expected to cooperate fully with Massachusetts "to ensure that efficient rail passenger service can be operated between Attleboro and Hyanis," though Amtrak itself is not to operate the service but merely connect at Attleboro "unless revenues and/or other available subsidies cover or exceed Amtrak's long-term avoidable cost."

- The East Lansing station directive in the jobs law (Apr. News, p. 2) is reiterated. "The committee expects Amtrak to give top priority to the construction of an intermodal railroad station in East Lansing once an intermodal authority is established by the city and a building site" is approved.

- Amtrak is to "refrain from implementing [its Clearwater/St. Petersburg bus] proposal until this Committee and the appropriate authorizing committee have an opportunity to consider this issue." This reflects the tremendous job Rep. C.W. Bill Young (R-FL) has done in amassing political support for continued Pinellas County rail passenger service, including letters to Claytor signed by all 19 Florida representatives and both senators (Apr. 26) and by Reps. James J. Florio (D-NJ) and Norman F. Lent (R-NY), chairman and ranking Republican on the Energy and Commerce Subcommittee on Commerce, Transportation, and Tourism (May 11).

NARP'S 1983-84 BOARD

Unless shown below, each director's address is as it appeared in candidates lists on page 3, December 1982 NARP News.

REGION 1: New England (6 Directors). Henry Ferne II, Wiscasset, ME; Kevin Gregoire, Pittsfield, MA; William J. McDonald, 135 N. Main, Rutland, VT 05701; Roy G. Poulsen, Kingston, RI; Thomas Richardson, Manchester, VT; Samuel Stokes Jr., Alstead, NH.

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REGION 11: Arizona, New Mexico, El Paso (1 Director). Robert Bertram, Albuquerque.

REGION 12: California, Hawaii, Nevada (10 Directors). George Falcon, Culver City, CA; Robert W. Glover, San Francisco; Roger Hooson, Sacramento; John H. Kirkwood (Vice President), San Francisco; Leif Lange, Davis, CA; Arthur L. Lloyd, Portola Valley, CA; Dan Lovegren, 1321 Marshall St., #412, Redwood City, CA 94063; Robert A. Ramsay, Arcadia, CA; Richard L. Tower Jr., San Francisco; Ed J. Von Nordeck, Riverside, CA.

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STATE ASSOCIATIONS

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CITIZENS FOR RAIL CALIFORNIA. Noel Braymer, President; 9418 Bel-ford Av., #4, Los Angeles, CA 90045; **CAROLINA ASSN. OF PASS. TRAIN ADVOCATES.** Bill Cobb, President; Route 6, Box 245, Greenville, NC 27834; **CONNECTICUT ASSN. OF RAIL & BUS USERS.** Jim Ullman, President; 95 E. Main St., Meriden, CT 06450.

DAKOTA RPA. Jim Larson, President; P.O. Box 91, Grand Forks, ND 58201.

FLORIDA COALITION OF RAIL PASSENGERS. John Thomas, President;



—Photo by Robert Gulla

One of two large new Amtrak station directional signs on I-94 in St. Paul, erected by the Minnesota Dept. of Transportation at the urging of the Minnesota Assn. of Railroad Passengers. The 8-by-13-foot signs, one for each roadway (eastbound/westbound), are Interstate white-on-green, with a striking red-white-blue Amtrak logo. In requesting the signs, MinnARP pointed out to MDOT that airport directional signs were already in place on area freeways. Nearly 100,000 vehicles pass these new Amtrak signs daily. Congratulations to MinnARP and MDOT for a job well done! Photo furnished by MinnARP, P.O. Box 375, Minneapolis, MN 55440.

P.O. Box 712, Deltona, FL 32725.

GEORGIA ARP. Ross Goddard Jr., President; 660 W. Ponce de Leon Av., Decatur, GA 30030; **GEORGIA: SOUTHEAST TRANSPORTATION COALITION.** Henry DiVenuto, Chairman; 2918 Houston Av., Macon, GA 31206.

ILLINOIS ARP. Ken L. Bird, President; 145 41st St., Downers Grove, IL 60515; **INDIANA ARP.** Charles Short, President; P.O. Box 744, Lafayette, IN 47902; **IOWA ARP.** Scott Rogers, President; 1203 W. 11th St., Cedar Falls, IA 50613.

KENTUCKY ARP. Don Maxwell, President; 2701 Forest Av., Ashland, KY 41101.

LOUISIANA ARP. Mort Kelly, President; P.O. Box 30353, New Orleans, LA 70190.

MASSACHUSETTS ARP. Kevin Gregoire, President; 131 Elizabeth St., Pittsfield, MA 01201; **MICHIGAN ARP.** Clark Charnetski, Chairman; 2646 Traver Blvd., Ann Arbor, MI 48105; **MINNESOTA ARP.** Richard Ponthan, President; P.O. Box 375, Minneapolis, MN 55440; **MISSOURI-KANSAS RAIL PASS. COALITION.** John Mills, Chairman; P.O. Box 1192, Kansas City, MO 64141; **EASTERN MISSOURI ARP.** Tom Schramel, President; P.O. Box 832, St. Charles, MO 63302.

NEBRASKA ARP. Launce Erickson, President; P.O. Box 3182, Omaha, NE 68103; **NEW HAMPSHIRE ARP.** Dwight Sargent, Chairman; P.O. Box 851, Hanover, NH 03755; **NEW JERSEY ARP.** Anthony Perl, President; P.O. Box 311, West Orange, NJ 07052; **NEW MEXICO ARP.** Jon Messier, President; 416 Columbia Dr., SE, Albuquerque, NM 87106; **NEW YORK: EMPIRE STATE PASSENGERS ASSN.** Charles Poltenson, President; P.O. Box 314, Liverpool, NY 13088.

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PENNSYLVANIA: KEYSTONE ARP. Rick Hannegan, Chairman; P.O. Box 426, Harrisburg, PA 17108.

RHODE ISLAND ARP. Steven H. Musen, Treasurer; 146 Westminster St., Suite 300, Providence, RI 02903.

TENNESSEE ARP. Sandra Pennington, President; 205 Jackson Blvd., Nashville, TN 37205; **TEXAS ARP.** Joe Lyons, President; 13303 Benford Dr., Houston, TX 77083.

UT-WY-CO-NV: INTERMOUNTAIN ARP. Murl Rawlins Jr., President; P.O. Box 20443, Salt Lake City, UT 84120.

VIRGINIA ARP. Michael Testerman, President; P.O. Box 867, Richmond, VA 23207.

WASHINGTON ARP. Paul Phillips, Cochairman; W. 1609 Sixth Av., #15, Spokane, WA 99204; **WEST VIRGINIA: RETAIN THE TRAIN.** Bob Palmer, Chairman; P.O. Box 2433, Huntington, WV 25725; **WISCONSIN ARP.** Bob Ballou, President; 1638 N. Mason St., Appleton, WI 54911. ■

NORTHEAST CORRIDOR TRANSIT GUIDE accurate to Dec. '81—local transit info from 12 cities, maps of bus routes serving Amtrak stations—\$2 from NARP; \$1 at Amtrak's D.C. city ticket office (soon at Phila/NY city offices; Prov./Bos. locations to be announced).

Washington Station to Live Again



Amtrak President W. Graham Claytor Jr., Federal Railroad Administrator Robert Blanchette, Transportation Secretary Elizabeth H. Dole, and Washington Mayor Marion Barry Jr., announcing redevelopment plan for Washington Union Station at March 2 news conference at the station.

Washington Union Station was built in 1907 by Daniel Burnham, one of America's foremost turn-of-the-century architects. It was raped in the mid-1970s by the federal government to become the ill-fated National Visitor Center. When heavy rains in Feb. 1981 proved too much for its failing roof, the building was boarded up. Since then, rail passengers in the nation's capital have been forced to hike great distances around the old building to reach the small replacement Amtrak facility in back. Meanwhile, the old station has stood dark and lifeless, save for the rats which scamper across its soggy, mushroom-covered carpets.

Now, after several false starts, it looks as though Union Station will, indeed, be rescued and returned to its intended purpose as a transportation center. In one of her first acts as Transportation Secretary, Elizabeth Dole joined with Amtrak President Graham Claytor, FRA Administrator Robert Blanchette, and Washington Mayor Marion Barry, to announce a \$70 million redevelopment project which will repair the building, bring back the tracks and trains, and add retail shops and other commercial activities.

The \$70 million will come from existing Amtrak and DOT funds. In addition, the DC Dept. of Transportation has committed \$40 million in Interstate transfers to complete the badly-needed parking garage in back. Under the plan, rail passengers, who now walk some 1200 feet to access trains, will only walk 340 feet.

The project will take several years. For the interim, work is now underway to open a passenger access route through a portion of the old station. Replacement of the roof, funded by the National Park Service, began over a year ago and is nearing completion.

The "new" Union Station will not include intercity buses—Greyhound and Trailways gave up on the ever-changing plans for WUS and are each building a new terminal 4 blocks north. Of course, Union Station is already served by city transit trains and buses, Tourmobile sightseeing buses, and taxis. ■

Track Repair Bills *(continued from page 1)*

"As you well know, the strength of our rail system is a key element in the establishment and maintenance of a strong economy. The legislation I have introduced will create jobs, improve our railroads, and impose minimal costs on the federal government."

Edgar's H.R. 1727, the "Environmental Works Act of 1983," is a 90-page, comprehensive "environmentally sound" response to some traditional—largely highway—public works bills which had been introduced in the Senate. In practical terms, H.R. 1727 is really several bills rolled up into one. Those portions which become law will do so individually.

BETTER "SUNSET" STATIONS

The Los Angeles-New Orleans "Sunset Ltd." is now calling on two vastly improved stations: a \$1.8 million restoration of El Paso's 1906 depot was completed in Dec., and a \$1 million upgrading of San Antonio's 1903 station is nearing completion. The El Paso project was funded by federal transit aid, while San Antonio's is being funded by Southern Pacific and Amtrak (city funds also expected). Both buildings are architecturally significant. Amtrak is also funding modest improvements to its Houston station.

Incidentally, SP's "Sunset Route"—America's second transcontinental railroad—is 100 years old. It was completed in Jan. 1883, nearly 14 years after the Union/Central Pacific opened in May 1869. The "Sunset," one of Amtrak's oldest named trains, first appeared by that name in 1894.

NARP members will be interested in Title VII, "Passenger Rail Improvement," and Title VIII, "Light Rail Transit." Title VII designates 11 corridors as eligible for track and station improvements: Oakland-Sacramento-Bakersfield; Los Angeles-San Diego; Dallas-MKT-Temple-ATSF-Houston; Chicago-St. Louis, -Cincinnati, -Detroit; Cleveland-Cincinnati; Washington-Richmond-Williamsburg-Newport News; NY-Buffalo; Inland Route (Boston-Springfield, MA); Amtrak-owned Northeast Corridor. Funding for improvement projects would be authorized at up to \$880 million per year through FY 1987. States could elect to transfer some funds from traditional public works projects to rail projects through a mechanism contained in Title XIII of the bill.

Title VII also authorizes \$82 million/year for FY's 1984-89 for upgrading all grade crossings on lines used by Amtrak nationwide.

Title VIII commissions "a study to determine the feasibility of the introduction of light rail transit systems in those cities which the Urban Mass Transit Administration has indicated may be suitable for the introduction of such systems, and to establish a program that would provide funds to States for the development of light rail transit systems." The bill's Title XIII transfer mechanism would supply funding for Title VIII, and an overall ceiling of \$500 million per project would be set.

We urge you to write your legislators in support of the general concept of improving passenger tracks and putting people back to work, perhaps citing H.R. 1509 and Titles VII and VIII of H.R. 1727 as examples. Write also to Rep. James J. Florio (D-NJ), Chairman of the Energy and Commerce Subcommittee on Commerce, Transportation, and Tourism, to which H.R. 1509 and Title VII of H.R. 1727 have been referred (Title VIII is under the jurisdiction of the Public Works and Transportation Subcommittee on Surface Transportation, chaired by Glenn M. Anderson, D-CA).

H.R. 1509 has 15 co-sponsors. Ask your legislator to co-sponsor one or both of these bills! Even if your efforts bear no fruit this year, they may lay the foundation for positive action by Congress in a following year. Many worthy ideas have been kicked around in bill form for one or more years before they actually became law.

As *USA Today* reported on May 17, "spending for highway construction and repairs is up 46% for the first four months of 1983 compared with last year—to almost \$4 billion." The objective needs and any serious commitment to balanced transportation demand action as soon as possible on the rail front! ■

GETTING TO KNOW CONGRESS

We highly recommend National Public Television's weekly program, "The Lawmakers," as a way to learn more about how Congress really works. You'll see many entertaining and informative film clips from committee and House floor proceedings (no TV on the Senate floor yet!), and from interviews with individual legislators.

Chances are you'll see one of the legislators who represents you before long, and perhaps get an idea about beginning a passenger-train letter with words of thanks for something he or she said or did on another subject.

"The Lawmakers" originates on Thursday evenings but may be repeated on a later day in your area.