

Jack Martin, 1936-2000

In Appreciation

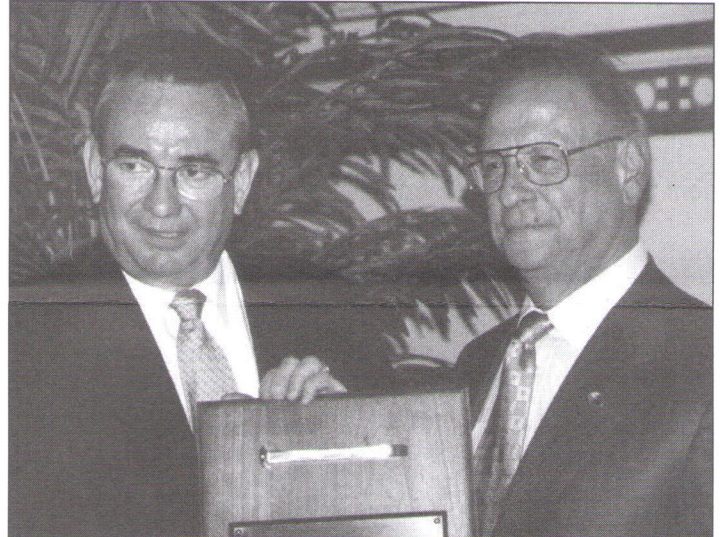
Jack Martin, who died September 1, served on the NARP board for 25 years and was president and chairman of the board (volunteer positions) for the last 21, since April, 1979. He was a "people person." He showed a genuine, friendly interest in just about everyone he met, an interest that usually became mutual. Countless Amtrak people have told me in the past few months how much they liked and respected Jack.

He also was a "renaissance man." He got a mechanical engineering degree at Georgia Tech, then worked as a DuPont engineer by day and earned his law degree at Temple University by night. After a brief stint as a DuPont lawyer, in 1966 he moved to Atlanta and began a distinguished career at Coca-Cola from which he retired as senior counsel of merchandising in 1995.

He left Coca-Cola to spend more time with his family and to work on saving the passenger train, although it often seemed like he was working full-time on the latter. He watched trains in Philadelphia, starting at age 2 with his dad. During college, he had summer operating jobs with three railroads: Illinois Central, Pennsylvania, and Central of Georgia.

He was a member and past chair of the Georgia Rail Passenger Authority (GRPA), where his legal skills were put to

(continued on page 2)



NARP President John R. Martin (right) presented the George Falcon Golden Spike Award to Wisconsin Governor and Amtrak Board Chairman Tommy G. Thompson in 1999.

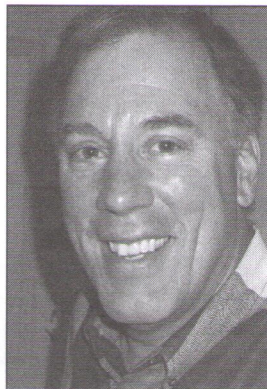
HIGH SPEED RAIL INVESTMENT ACT (HSRIA) was in the tax bill the House passed 237-174 on Oct. 26, but enactment this year requires broad White House/Capitol Hill agreement on the huge bill. If not, the strong support HSRIA enjoys should help in future efforts.

NARP's New President, Alan Yorker

Alan M. Yorker of Decatur, GA, is the fourth president of the National Association of Railroad Passengers. The Executive Committee elected him September 8 to serve until April, 2002, completing the term of Jack Martin.

Yorker, 52, joined the NARP Board in 1986, and the Executive Committee in 1996. The Board elected him to be one of four vice-presidents in April. Yorker is president of Georgians for Transportation Alternatives and the Georgia Association of Railroad Passengers.

A longtime resident of the Atlanta area, Yorker is a native of West Hartford, CT. His B.A. is from Columbia University (1969). He holds an M.A. in psychology and a Ph.D. (A.B.D.) in clinical psychology (Georgia State, 1977); also, a postgraduate certificate in human sex and gender research from the Kinsey Institute at Indiana University (1987). He had a private practice in family counseling in



Alan Yorker

Atlanta from 1984 until retiring in September, 1999.

Yorker served 15 years on the board of the Georgia Association of Marriage and Family Therapists. From 1986 to 1991 and from 1998 until August, 2000, he chaired that association's legislative affairs committee. From 1991 to 1998, he served on and then chaired the Georgia Composite Licensing Board for Social Workers, Professional Counselors, and Marriage and Family Therapists, a position to which he was appointed by then-Gov., now U.S. Senator Zell Miller. He is also Past-President of the Columbia University Alumni Club of Atlanta.

He passionately believes more and better passenger trains of all kinds are needed. He has three children: Ben, 28, Margaret, 21, and Jonathan, 15. He belongs to the Steamship Historical Society of America, the Ocean Liner Museum (New York), and the Southeastern Railroad Museum (Duluth, GA).

Yorker says he is determined to build on the "legacy of strength, integrity, clarity and commitment, not to mention pure brilliance" that Jack Martin left and that "will serve as a guiding light to further our journey towards the day when America's passenger rail system is the truly world-class network it deserves and needs to be." ■

Jack Martin

(from page 1)

good use. He traveled tirelessly—to regional meetings of the Association's members, to state rail passenger association meetings, to meetings with Amtrak and public officials. Particular interests in recent years included pushing Amtrak to reinstate service through downtown Phoenix, and to insist on the terminal facilities at Fort Worth needed for the growth Amtrak envisions.

He watched Amtrak's manipulation of equipment like a hawk. He uncovered such anomalies as simultaneous dead-heading of identical cars in opposite directions on the same route. His expertise and knowledge was such that George Warrington sought his counsel on many important issues.

Jack and I toured the Northeast Corridor with NEC President Stan Bagley in September, 1999. Though frustrated by the contrast between the amount of service in Georgia and in the Northeast Corridor, Jack was thrilled to see the property—and by the fact that joint investments with states have played a key role in Corridor development. Sadly, he did not get to see Acela Express service begin—though, as the picture at right shows, he thoroughly enjoyed an April tour of one of the new trains. He strongly supported corridor and commuter-rail development, including in Georgia. But his first love was the long-distance trains. What he would have enjoyed most was a big Amtrak order for new, long-distance equipment.

Jack also bought and sold railroad timetables and books at periodic train shows around the country. He went to San Jose for an August 4-6 show, but instead spent August 4-27 at San Jose Medical Center, whose personnel he praised highly.

One good illustration of Jack as a person came from a colleague who, during a "time of witness" at the September 3 memorial service in Atlanta, said, "I worked for Jack when I was a young attorney at Coca-Cola. I found that Jack was a 'straight answer' in a place where straight answers were not always easy to find. I think of him as a spark of humanity and a forerunner of the place that Coca-Cola is trying to become" (a reference to Coca-Cola's efforts to change conditions that led to class-action lawsuits by minorities).

At that service, I said, in part: "He cared about the truth—about getting things right. Although he was on the receiving end of many lawyer jokes as he diplomatically led our 80-member board, he exemplified the best of what it is to be a lawyer: he did not fly off the handle or jump to conclusions—even when some information seemed to support what he wanted to believe—until he got all the facts he thought were needed. It has been a great privilege to work with him. I will miss him."

A letter from Transport 2000 Canada President Harry Gow

In honor of Jack Martin, Amtrak President George Warrington took the rare step of ordering the sounding of all Amtrak locomotive horns. They were to sound at 5:00 pm Eastern Time on Sunday, September 3, the time at which the memorial service in Atlanta began. WXYZ-TV (ABC affiliate) in Detroit did a story on the horn-blowing, which ran on the 11:00 pm news with a nice commentary by the anchor. Please tell NARP of any other coverage.



—Don Stewart

Jack Martin (right) toured an Acela high-speed train in Philadelphia in April, 2000, with other NARP board members, including Jim Churchill, who is now a vice president (see box below).

said, in part: "At board meetings of NARP that I was privileged to attend, most recently in Toronto [1999], Jack Martin's unfailing courtesy, good humour and deft chairmanship were much appreciated by myself and other Transport 2000 guests."

A biographical note to Jack's big May 1986 *Trains* magazine article ended, "He expresses appreciation...to his wife Faye, daughter Mimi, and sons Mark and Matthew for their support of his NARP work." That support continued to the end. With Faye's consent, the Georgia Association of Railroad Passengers urged Gov. Roy Barnes to appoint her to Jack's unexpired GRPA term. His daughter, Meredith Addy, is a Chicago attorney. His older son, Mark, attends college in California. Matthew attends prep school in Georgia.

The family requested that memorial contributions be made to NARP (900 2nd St., N.E., #308, Washington, DC 20002-3557) or the Atlanta Chapter of the National Railway Historical Society (P.O. Box 1267, Duluth GA 30096-0023). ■

—NARP Executive Director Ross B. Capon

Obituaries appeared September 3 in the Atlanta Journal-Constitution (separate full article and fine-print items) and September 4 in the Washington Post.

NEW NARP VICE PRESIDENT

Jim Churchill, of Alexandria, VA, has worked 40 years in Cadillac automotive service, the past 21 at Moore Cadillac, Vienna, VA. The 1970's oil crises stimulated his interest in rail; he bought his first Metroliner ticket when odd-even gas purchases were instituted. A short ride to Baltimore led to familiarity with a broad range of rail issues, and travel on trains in 27 countries. Churchill joined the NARP Board in 1983 and its Executive Committee soon thereafter. He is Vice President of the Virginia Association of Railway Patrons and a member of the Capitol Hill Club, where he often talks passenger trains with legislators. Churchill was elected by the NARP Executive Committee to fill the slot vacated by Alan Yorker.

Border Changes in Works

Amtrak, the U.S. Customs Service, and the U.S. Immigration and Naturalization Service (INS) have been discussing ways to improve the reliability of Amtrak trains crossing the U.S.-Canada border. Border delays disrupt trips for the passengers making the crossings and delay passengers down the line who are waiting to ride the same train.

There are four Amtrak routes that cross into Canada. One is the Seattle-Vancouver Cascade service, at Blaine, WA. This crossing causes few delays because of an arrangement made when the service began in 1995. The train's only stop in Canada is Vancouver, where the INS has a facility in the station Amtrak shares with VIA Rail (Pacific Central). Customs work is done while the train is moving.

The other trains—Chicago-Toronto *International* (Port Huron, MI), New York-Toronto *Maple Leaf* (Niagara Falls, NY), and New York-Montreal *Adirondack* (Rouses Point, NY)—each allow about 75 minutes for the crossing, which is often exceeded. The *International* and *Maple Leaf* serve several stations in Ontario, so they are not candidates for an arrangement like Vancouver's. Port Huron will be addressed if Amtrak and Michigan agree to continue *International* service.

A common cause for delays is lack of identification on carry-on bags, which keeps Customs officers from matching bags



U.S. - CANADIAN SERVICE

NAME: _____

CITIZENSHIP: UNITED STATES CANADA OTHER: _____

IDENTIFICATION NUMBER:
NRPC 3088 A 037237 A 037237

Sample of baggage tag to be used by Amtrak passengers crossing Canadian border starting December 1, with peel-off code number.

STATE USE OF TRANSIT FLEXIBILITY

"Flexible Funding for Transit: Who Uses It?" is the title of a brief study from The Brookings Center on Urban & Metropolitan Policy. The study identifies the use states make of their right to "flex" certain highway program dollars into transit.

The average national transfer rate was 9%. Highest were District of Columbia, 49%; Massachusetts, 42%; New York 38%; Oregon, 34%; California 34%; Pennsylvania 29%. However, author Robert Puentes notes that, "of the eight fastest growing states between 1990 and 1999, all but two states transferred far less than the average state rate of available funds for transit." The two exceptions were Arizona and Washington; the other six were Nevada, Idaho, Utah, Colorado, Georgia, Texas. (Delaware and five largely rural states transferred no funds.) The report is at <www.brook.edu/es/urban> or call 202/797-6139.

REQUIRED BORDER DOCUMENTS

The Immigration and Naturalization Service <<http://www.ins.usdoj.gov>> says, "[For] a U.S. citizen... traveling from inside the Western Hemisphere [i.e., Canada], any proof of U.S. citizenship that clearly establishes identity and nationality is permitted such as a birth record or baptismal record." When using birth/baptismal records, a government-issued photo ID also is needed. [A driver's license alone is not sufficient!] A passport will prove identity and U.S. citizenship as well.

to passengers efficiently. [Of course, passengers should label their bags anyway.] Also, INS officials get incomplete advance lists of passenger names and dates-of-birth from Amtrak. If a passenger is providing that information for the first time on board the train, the INS official must manually enter the information into a computer while the whole train waits.

Amtrak and the federal agencies have agreed to a plan for the *Maple Leaf* and *Adirondack*. Employee training began October 15. Information about the plan will begin to appear in Amtrak's reservation system (and web site) November 7. The plan takes effect December 1, with these four steps:

- On the train, every passenger will be given a special baggage identification tag for each carry-on bag. This tag (see illustration) has space for the passenger's name and citizenship, and features a peel-off sticker to be placed next to the passenger's name on a manifest to be given to Customs agents. When Customs agents walk through the train, they can then look for baggage tags that are uniform in appearance and that can be matched to individual passengers.

- Amtrak's reservations system will be modified to require a passenger's date-of-birth and citizenship information before a ticket can be issued. Amtrak agents and travel agents will ask the passenger this information, to be provided only to the INS. Tickets purchased on Amtrak's web site will have to be picked up from an agent—not from an Amtrak ticket machine.

- Amtrak's 2001 budget includes funding for a Customs/INS facility within the current Niagara Falls, NY, Amtrak station, which could be ready in spring 2001. This would allow Amtrak to discontinue the special, intermediate border stop between the stations in Niagara Falls, NY, and Niagara Falls, ON. It would also let Amtrak perform routine mechanical work already done at the Niagara Falls, NY, station at the same time as the Customs/INS work.

- Amtrak will let a train leave the crossing point on time or when cleared by border officials, even when those officials detain one or a few passengers. Currently, the train waits for processing of detainees. Notices will be posted in stations along affected routes reminding passengers what documents are needed to cross the border, and warning that passengers without them may be left behind (this information already is in Amtrak timetable folders and web site; see box above).

To passengers who are cleared late, Amtrak will offer space on the following train (with information about local hotels, if needed), or give them car-rental and intercity-bus information.

At Amtrak's request, VIA is considering a similar name and date-of-birth collection system. VIA already posts warnings about documentation and uses specialized baggage tags. ■

TRAVELERS' ADVISORY

Cascades extension—The Portland-Eugene, OR, line (which already had the Seattle-Los Angeles Coast Starlight and a Seattle-Eugene Cascades Talgo) on October 6 got its third daily Amtrak round-trip (a second Cascades Talgo). A northbound 9:30 am Eugene departure runs only to Portland, but has a 25-minute connection to the Cascades that arrives Seattle at 4:00 pm. The southbound 1:45 pm Seattle-to-Portland train is extended to Eugene (8:05 pm arrival). The current Thruway buses in those time slots were discontinued.

Fall timetable change, October 29—Kentucky Cardinal regained the sleeping car it lost to the California Zephyr (where it handled greater summer demand). Amtrak is examining adding stops at Columbus, IN, and Louisville, KY (downtown at Union Station).

The westbound **Sunset Limited**, train 1, got an extra two hours of schedule "pad" from Pomona to Los Angeles (now scheduled to arrive at 8:05 am).

The westbound **Lake Shore Limited**, train 449, leaves Boston 40 minutes later, at 1:40 pm. However, after combining at Albany with train 49, it is slower by 25 minutes to Schenectady (and arrives Chicago 20 minutes later)...The Chicago-Janesville **Lake Country Limited** is about 20 minutes faster.

Food Service—A 30-day trial of cart snack and beverage service began in mid-September on four daily Chicago-Milwaukee **Hiawatha** round trips (which have no other food service).

Fares—Two new pass programs in California began Labor Day. The first, called the Statewide Rail pass, is good on any Amtrak California train (Capitol Corridor, San Joaquin, Pacific Surfliner) and connecting Thruway buses; good for travel on a total of seven days in a 21-day period; \$159 for adults and \$80 for children. The second pass, "5 days in 7 pass," is good either in the northern or southern part of the state; \$99 for adults and \$50 for children.

ACELA, NORTHEAST SCHEDULES

Northeast Corridor October 29 timetable changes were the most sweeping "since the introduction of Metroliner service" (according to an Amtrak bulletin):

- Amtrak accepted the first high-speed train set October 18, after Federal Railroad Administration safety certification.
- An inaugural train is November 16.
- The first high-speed Acela Express revenue trip is December 11 (one daily round-trip leaving Washington 5:00 am; Boston 5:12 pm). Ticket sales start November 29.
- On October 29, Acela Regional electric service to Boston increased.
- Additional Acela Express trips likely will be added sometime in February, resulting in additional timetable changes.

United States Postal Service Statement of Ownership, Management, and Circulation		
1. Publication Title News from the National Association of Railroad Passengers	2. Publication Number 0739-3490	3. Filing Date 10/2/00
4. Issue Frequency Monthly	5. Number of Issues Published Annually 12	6. Annual Subscription Price \$28
7. Complete Mailing Address of Known Office of Publication (Not printer) (Street, city, county, state, and ZIP+4) 900 Second Street, NE Suite 308 Washington, DC 20002-3557		
8. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not printer) Same as above		
9. Full Names and Complete Mailing Addresses of Publisher, Editor, and Managing Editor (Do not leave blank) Publisher (Name and complete mailing address) Ross B. Capon, NARP-900 Second Street, NE Suite 308 Washington, DC 20002-3557 Editor (Name and complete mailing address) see above Managing Editor (Name and complete mailing address) N/A		
10. Owner (Do not leave blank. If the publication is owned by a corporation, give the name and address of the corporation immediately followed by the names and addresses of all individuals owning or holding 1 percent or more of the total amount of stock. If not owned by a corporation, give the names and addresses of the individual owners. If owned by a partnership or other unincorporated firm, give its name and address as well as those of each individual owner. If the publication is published by a trust or other organization, give its name and address.) Full Name Complete Mailing Address National Association of Railroad Passengers 900 2nd Street, NE #308 Washington, DC 20002-3557		
11. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages, or Other Securities. If none, check box. Full Name Complete Mailing Address		
12. Tax Status (For completion by nonprofit organizations authorized to mail at nonprofit rates) (Check one) <input type="checkbox"/> Has Not Changed During Preceding 12 Months <input type="checkbox"/> Has Changed During Preceding 12 Months (Publisher must submit explanation of change with this statement)		

13. Publication Title	News from the National Association of Railroad Passengers	14. Issue Date for Circulation Data Below	October 2000
15. Extent and Nature of Circulation		Average No. Copies Each Issue During Preceding 12 Months	No. Copies of Single Issue Published Nearest to Filing Date
a. Total Number of Copies (Net press run)		15236	15200
b. Paid and/or Requested Circulation			
(1) Paid and/or Requested Circulation Through Sales Through Dealers and Carriers, Street Vendors, Counter Sales, and Other Non-USPS Paid Distribution		12773	12657
(2) Paid and/or Requested Circulation Through the USPS		0	0
c. Total Paid and/or Requested Circulation (Sum of 15b(1) and 15b(2))		12773	12657
d. Free Distribution, by Mail (Carriers, street vendors, other means)		1734	1733
(1) Outside-County as Stated on Form 3541		0	0
(2) In-County as Stated on Form 3541		0	0
(3) Other Classes Mailed Through the USPS		0	0
e. Free Distribution Outside the Mail (Carriers or other means)		200	200
f. Total Free Distribution (Sum of 15d and 15e)		1934	1933
g. Total Distribution (Sum of 15c and 15f)		14707	14590
h. Copies not Distributed		589	610
i. Total (Sum of 15g and 15h)		15296	15200
16. Payment of Postage and Fees (By class of mail, if known) (Do not leave blank)		87%	87%
17. Signature and Title of Editor, Publisher, Business Manager, or Owner			Date
18. Publication of Statement of Ownership			10/2/00

Instructions to Publishers

- Complete and file one copy of this form with your postmaster annually on or before October 1. Keep a copy of the completed form for your records.
- In cases where the stockholder or security holder is a trustee, include in items 10 and 11 the name of the person or corporation for whom the trustee is acting. Also include the names and addresses of individuals who are stockholders who own or hold 1 percent or more of the total amount of bonds, mortgages, or other securities of the publishing corporation. In item 11, if none, check the box. Use check boxes if more space is required.
- Be sure to furnish all circulation information called for in item 15. Free circulation must be shown in items 15d, e, and f.
- Item 15h. Copies not Distributed, must include (1) newspaper copies originally stated on Form 3541, and returned to the publisher; (2) estimated returns from news agents; and (3) copies for office use, leftovers, applied, and all other copies not distributed.
- If the publication has Periodicals authorization as a general or requester publication, this Statement of Ownership, Management, and Circulation must be published; it must be printed in any issue in October or, if the publication is not published during October, the first issue printed after October.
- In item 16, indicate the date of the issue in which this Statement of Ownership will be published.
- Item 17 must be signed.

Failure to file or publish a statement of ownership may lead to suspension of Periodicals authorization.

PS Form 3526, October 1999 (Revised)



News from the National Association of Railroad Passengers

Vol. 34, No. 10  Oct.-Nov. 2000

RETURN REQUESTED



Alan M. Yorker, President; Ken Burbach, George Chilson, James R. Churchill, Wayne Davis, Vice Presidents; Robert W. Glover, Secretary; Joseph F. Horning, Jr., Treasurer; Ross B. Capon, Executive Director; Scott Leonard, Assistant Director; Jane L. Colgrove, Membership Director.

News from the National Association of Railroad Passengers (ISSN 0739-3490) is published monthly except November by NARP, 900 Second St., NE, Suite 308; Washington, DC 20002-3557; 202/408-8362, fax 202/408-8287, e-mail narp@narpmail.org, web www.narpmail.org. ©2000 National Association of Railroad Passengers. All rights reserved. Membership dues are \$28/year (\$15 under 21 or over 65) of which \$5 is for a subscription to NARP News. For the latest passenger rail news, visit our on-line Hotline, changed at least weekly.

Postmaster: Send address changes to National Association of Railroad Passengers, 900 Second St., NE, Suite 308; Washington, DC 20002-3557.

(This has news through Oct. 31. Vol. 34, No. 9 was mailed first-class Sept. 11.)

Second Class Postage Paid
At Washington, D.C.