



from  
**NATIONAL ASSOCIATION OF  
RAILROAD PASSENGERS**

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*Zephyr Hearing Set*

An Interstate Commerce Commission hearing to reconsider its decision permitting an across-the-platform transfer of *California Zephyr* passengers at Ogden has been scheduled for Salt Lake City on Sept. 21. The hearing had originally been set for Aug. 17.

The transfer arrangement, which NARP strongly opposed, is from the D&RGW's portion of the *Zephyr* to the SP's *City of San Francisco*. All NARP members in Utah have been advised of the hearing by letter from this office.

**NARP Accuses PC of Creating "Paper Jobs"  
To Support Its Mass Discontinuance Bid**

In a comprehensive brief filed with the Interstate Commerce Commission, NARP contended that Penn Central's discontinuance of its 34 east-west trains would result in a saving of only \$4.5 million and "no savings whatever" in the first year of discontinuance.

NARP's brief, covering 64 pages, said even the \$4.5 million figure failed to take into account adjustments that could bring the total down. For example, the brief asserted that one of PC's listed savings through discontinuance of the trains was the salaries of 186 passenger car maintenance employees, but that 100 of these jobs actually didn't exist. NARP said there was evidence other jobs which PC said could be abolished existed only on paper.

NARP cited the testimony of Dr. Robert A. Nelson, former director of the U.S. Office of High Speed Ground Transportation, as saying that it is likely that at least some of the markets served by the PC trains could be profitable if operated at appropriate high standards of service.

"Penn Central... seeks to destroy virtually all that remains of rail passenger service west of Buffalo and Harrisburg not merely without the benefit of the study that Dr. Nelson so strongly recommends," NARP declared, "but likewise without the benefit of a dependable analysis of the financial results of either operating or discontinuing the trains."

NARP was sharply critical of what it contended was PC's failure to supply verifiable figures and to produce data requested by the ICC and needed by protestants in order to make a proper evaluation. It said these failures "cannot be excused by its [PC's] present status as a bankrupt... If anything, its inept efforts in this proceeding are an indication of why it is in bankruptcy..."

NARP blamed PC's loss of patronage on a number of factors, including failure to advertise, "incredibly poor on-time performance..."

(continued on P. 2)

**New Pact Boosts Metroliner Trips to 14 Daily**

The Department of Transportation and Penn Central have reached a new two-year agreement covering operations of the New York-Washington *Metroliner* including an increase in daily round trips from six to seven and more stringent safety standards, *Railway Age* reports. The pact must be approved by the bankruptcy court.

**SUBCOMMITTEE OKAYS BEEFED-UP RAIL BILL;  
FAVORABLE ACTION SEEN FOLLOWING RECESS**

As the House of Representatives left Washington for a summer recess, three bills of vital interest to rail passengers were moving ahead.

The Rail Passenger Service Act (S 3706) was reported from Rep. Friedel's Transportation Subcommittee to the full Commerce Committee on Aug. 11. With no other major legislation pending before the Committee, favorable action is expected shortly after the House returns on Sept. 9.

The Subcommittee increased funds available to the Rail Passenger Corporation by raising authorized Federal loan guarantees from \$60 to \$100 million. Also increased — from \$75 to \$200 million — is the amount available for loans to financially crippled roads to buy into the Corporation.

**ATTENTION**

An important Legislative Bulletin will be mailed to all members shortly. Please watch for it — and act on it!

On Aug. 6 the House approved the Railroad Safety Act, already passed by the Senate. The bill now must go to conference to resolve differences. These include the role of state regulatory agencies in enforcing Federal safety standards and state authority to set standards higher than those in Federal regulations.

NARP Chairman Haswell has expressed NARP's strong endorsement of the bill in testimony before Congressional committees. Approval seems assured.

The measure gives the Secretary of Transportation broad authority to set national safety standards for track and equipment and to ensure that employees are properly trained and qualified.

NARP has expressed concern over rapidly deteriorating roadbeds and increasing derailments and has warned that a serious passenger accident is inevitable unless the situation is corrected.

The Senate Commerce Committee approved an extension of the High Speed Ground Transportation Act and voted \$21.7

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**BETTER SERVICE CAN ATTRACT PASSENGERS  
IN MAIN CORRIDORS, DOT OFFICIAL SAYS**

Declaring that the *Metroliner's* record is "far more favorable than even the most optimistic analysts anticipated," Under Secretary of Transportation James M. Beggs has called for a "new role for the railroads in intercity passenger transportation."

In a Transportation Week talk in Chicago, according to a report in *Modern Railroads*, Beggs said assessment of intercity service in a number of other main corridors shows that even with existing speeds but improved service, the rails would attract more passengers.

He stressed the value of the Rail Passenger Service Act now awaiting House action and urged the establishment of a national transportation trust fund that would provide continuing financing for all modes of travel, including rails.



## Wabash Cannonball, Admiral Ordered Continued; Intercity Service Now Totals 383 Trains

With only 383 inter-city passenger trains still in operation, the fight continues to save the remaining service until the Rail Passenger Corporation is established. Two recent victories for the rail passenger were an ICC order to the Penn Central to keep the *Admiral* in operation from Chicago to Pittsburgh. PC had applied for discontinuance even though its own figures showed the *Admiral* was making money. A 3-judge Federal Court in St. Louis upheld the ICC's order of July 1969 ordering the *Wabash Cannonball* kept in operation. This was another landmark in the long battle of Sister Ann Joachim, a Dominican nun and lawyer, to preserve the train. . . The C&O has been ordered to maintain service between Detroit and Ashland, Ky., (Trains 46 and 47) for 6 months, but on a thrice weekly basis. . . NARP joined the Illinois Commerce Commission and a group of rail labor officials in a strongly-worded brief opposing the discontinuance of Rock Island's trains 7 and 10 between Chicago and Council Bluffs, Iowa. ICC had allowed the trains to cease operation on May 31 but ordered an investigation to determine whether they should be resumed. . . Citing consistently late arrivals and other downgrading, the brief charged Rock Island with "deliberate sabotage" of the trains. The brief charged Rock Island vastly overstated operating expense and contended the trains actually run at a profit of more than \$100,000 based on 1970 projections. Attorney Gordon P. MacDougall and NARP Eastern Iowa Regional Chairman Lyell D. Henry, Jr., played a major part in presenting the case. . . Hearings and an investigation have been ordered by the ICC on the C&NW's request to discontinue its train service between Chicago and Clinton, Ia. (Trains 1 & 2, 11 & 12). Public hearings along the route will be held in September. . . Hearings are in progress on the L & N's attempt to end service between Evansville, Ind., and Atlanta (Trains 5 & 10/3 & 4). NARP is an active protestant in the case. Restoration of service on the L & N's Evansville to Chicago line is the subject of a Supreme Court case. A lower Federal Court had ordered the L & N to restore that service, but the order was stayed pending an L & N Supreme Court appeal.

On the debit side of the ledger, the SP was successful in obtaining ICC authority to reduce service on the *Cascade* from San Francisco to Portland to three times a week. The ICC permitted the BN to stop running Trains 3 & 4 between Chicago and Lincoln, but ordered a hearing and investigation to decide whether the discontinuance should be permanent. The BN has also applied to discontinue the afternoon *Gopher* between St. Paul and Duluth and the southbound morning *Badger* from Duluth. The IC has again filed for discontinuance of the *Hawkeye* between Chicago and Sioux City, Ia. An investigation has been ordered. The IC was rebuffed by a 3-judge Federal Court in Tennessee which held to be void an ICC order ending the *Mid American's* run between Carbondale, Ill. and Memphis. But the IC has again filed a discontinuance notice with the ICC.

**NARP Accuses PC** (Continued from P. 1)  
ance," malfunctioning equipment, and the public's difficulty in obtaining information and reservations.

Meanwhile, the man named by the PC trustees to run the railroad — William H. Moore, vice president of operations for the Southern Railway — has given every indication that he will carry out a hard-hitting program not only to get the freight back on the track but to give passenger service a fair chance.

Washington Star writer Bailey Morris, who interviewed Moore, wrote: ". . . Moore said his immediate job [in the passenger field] will be to get the trains operating on time and in proper condition, which he describes as clean trains with adequate heating and cooling systems, courteous personnel and good dining car service."

## NARP IN THE NEWS

**Business Week** in its Aug. 1 issue, under the headline, "The Passenger's Friend," provides its 626,000 business community readers with a good rundown on NARP and its aims. It quotes Chairman Anthony Haswell as saying that the "Penn Central debacle may have stirred support for the rail passenger service bill." The article recites some of NARP's triumphs but concludes that "the crusading organization" needs additional funds to continue its fight.

The Aug. 2 **Indianapolis Sunday Star Magazine** also gives NARP and Mr. Haswell featured treatment under the heading, "Railroad's White Knight." Comparing NARP's chairman to consumer advocate Ralph Nader, the magazine states: "If American railroad passenger service is to be saved. . . much of the credit must go to Anthony Haswell. . ."

### Subcommittee Okays Rail Bill (Cont'd from P. 1)

million in expenditures. The bill passed the Senate on July 30th. The program sponsors the *Metroliner* and *TurboTrain* demonstrations and conducts research into advanced means of high speed service.

The Committee report chided DOT for too much emphasis on research and development and not spending enough on the *Metroliner* and *TurboTrain* projects. The '71 fiscal budget provides \$18.3 for R&D but allots only \$1.1 million for the existing trains.

"Despite the acclaim," the report said, "the *Metroliner* and *TurboTrain* have had problems. But much has already been learned from the experiments. People will use fast and efficient train service even with little effort at marketing."

Sen. Clifford Case (R-NJ) has formally asked the Commerce Committee to earmark \$5 million to cure mechanical problems plaguing the *Metroliners*. He cited DOT figures showing 20 to 49 of the cars are liable to be sidetracked for repairs at any one time. Sen. Case is ranking GOP member of the Appropriations Committee's Transportation Subcommittee, which must approve DOT's budget.

The Senate Banking and Currency Committee has adopted an amendment to the Housing Bill authorizing Federal funds for operating subsidies for mass transit systems. Funds could also be used to pay the debt service of financially pressed public transit systems. The amendment was sponsored by Sen. Harrison Williams, Jr. (D-NJ) and Sen. Charles Percy (R-Ill). Sen. Williams is concerned with the problems of the Central of New Jersey and the Penn Central, both major commuter lines in his state, and Sen. Percy is seeking ways to prevent another fare hike on Chicago transit lines. The proposal authorizes \$150 million a year for five years for the subsidies.



"Well, I'm sorry about the holding pattern, but if you were in such a hurry you should have taken the train."  
Courtesy, Wall Street Journal



## MISCELLANY

**BRITAIN-FRANCE RAIL LINK**—The long-cherished dream of a tunnel linking Britain and France under the English Channel is about to become a reality, according to UPI. The 33-mile tunnel, billed as the greatest engineering project of the 20th century, would run between the rail stations at Folkestone, England, and Sangatte, France. Traffic would be restricted to rail, with two separate tunnels for east-and west-bound traffic and a maintenance area between. Trains traveling at 87 mph would make the trip in 35 minutes, with service every four minutes during rush hours. Autos would be transported by special carrier cars. A formal agreement is expected to be announced this fall, UPI says.

**"DEFICIT FINANCING"** — Si Cornell, columnist for the Cincinnati Post & Times-Star, told in a recent column about an unnamed local representative of a western railroad who has been deriving half his pay in recent years from the passenger department budget. He confided that he is yet to sell his first passenger seat. "Half my salary gives the railroad that much more proof of deficit in case they want to take off another passenger train," the railroad man sadly explained.

**HOWS THAT AGAIN?** — From a UPI dispatch, Portland, Ore., quoting Southern Pacific President B. F. Biagginni: "Biagginni denied that the railroads are attempting to discourage passenger traffic."

**A.A.R. GROUNDS WALLY SHIRRA** — Wally Shirra's familiar refrain, "America's Railroads, Who Needs Them?," is going to be heard less often, according to Chicago Today. The publication says that PC was kicking in about 15% of the Association of American Railroads' \$5 million ad campaign. The bankruptcy has dried up PC's share, and other carriers apparently aren't anxious to make up the loss.

**CHALLENGE TO U.S. RAILROADS** — In a recent editorial, the St. Louis Post-Dispatch contrasts the AAR's "horror story" of nationalized railroading in Britain with a recent Wall St. Journal report telling of a \$36 million profit last year and fast, frequent, on-time passenger service. "If nationalization proves to be the only way the American people can get that kind of spirit [that exists in England], nationalization is likely to come about," the newspaper says. "If private ownership... shows itself capable of the performance expected of it, the railroads will probably remain in private ownership."

The Tucson (Ariz) Star recently reported the difficulties of NARP Advisory Board member, Ray Bradbury, the distinguished science fiction author, in trying to get from Los Angeles to Tucson to fill a speaking date at the University of Arizona. A non-flyer and non-driver ("autos kill people"), Mr. Bradbury was a passenger aboard an SP train. It was blocked by a derailed freight. SP offered to arrange air transportation but Mr. Bradbury turned it down. He never made the date.

**IT MIGHT WORK HERE, TOO** — London Observer correspondent Roland Huntford in the San Francisco Chronicle: "...Businessmen [in Europe] have started to desert the airplane for the railway. The Comet, a nightly, all-sleeper train between Basle and Hamburg, has had to double its capacity over the past year, but it is still nearly always fully booked... Some trains have restaurant, bar and cafe. The Mistral, a shining aluminum train, has all this plus a shop, a bookstall, a club car and a hair-dressing salon..."

**IRON HORSE IRONY** — The Trenton Times adds this footnote to AAR's announcement that people using trains last year were twice as safe as plane travelers: "The railroads haven't announced it but they're really working toward 100% safety. At the rate passenger trains are disappearing, in a few years there won't be any around for anybody to be unsafe in."

Here is a sampling of material produced by the "Riley Boosters' Club" to promote patronage on the James Whitcomb Riley, the South Wind and other trains operating in Indiana. NARP members may contact the Club, an affiliate of NARP, at P.O. Box 133, Indianapolis, Ind., 46206.



**MONEY MAKER** — South African railways showed a surplus of \$38.3 million during the past fiscal year, the Transport Ministry reports.

**EUROPE SHOWS THE WAY** — The Ft. Lauderdale (Fla) News and Sun-Sentinel devoted the bulk of its travel section recently to two features by staff writers Stephanie Wysong and Joe Rukenbrod on train service in continental Europe and Britain, respectively. The overall headline reads: "While U.S. trains are going bankrupt and their passenger service continues to deteriorate, Europe's trains roll on to greater profits, more speed and better service." Mr. Rukenbrod: "...we discovered British Rail trains are cleaner, more comfortable and easier riding than any I've ever been aboard in the U.S. ... There's something magical about traveling on a train in England." Miss Wysong: "...I was sure praise I'd heard of Europe's super-sophisticated train network had to be exaggerated. It wasn't... The train will leave on time — and you can set your watch by it."

**HIGHWAY MANIA** — American motorists traveled one trillion, 71 billion vehicle miles in 1969, DOT announces. Ten states, led by California, accounted for more than half this mileage.

Lapel pins in men's and women's styles make excellent gifts for birthdays and other occasions. Order for Christmas now while the supply lasts...\$3.75 for either model. A small supply of bookmatches (\$1 for 50) still remains. Send remittance with order to NARP.

USE THIS COUPON TO BRING IN A NEW MEMBER TODAY!

(NL 70)

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

417 New Jersey Ave., S.E.  
Washington, D.C. 20003

Yes, I want to aid the cause of better rail passenger service. Enclosed is my remittance for the category checked:

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Recommended by:

Name:  
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## TRAVEL AGENCIES WILL CARRY NARP SYMBOL

Four Winds Travel, Inc., N.Y., and Clift Travel Service, Inc., San Francisco, have become the first travel agency-members of NARP to request use of the special member logo announced in last month's newsletter.

NARP is pleased that these major organizations plan to use our insignia in their promotional material. We feel it will be of mutual advantage. Other travel agency-members interested may obtain the logos by contacting NARP headquarters.

## LAPEL PIN "INTRODUCES" GEORGIA MEMBERS ON TRAIN

"...I had the pleasure of meeting Macon NARP member Henry DiVenuto on the *Nancy Hanks* en route to Atlanta. He recognized my NARP lapel pin..."

This comment came to us in a letter from our good member, Thomas A. Jackson of Decatur. (Mr. Jackson is the leading purchaser of advertising space for NARP, his latest contributions being ads in the *Savannah News-Press* and *Evening Press*).

If you have not yet purchased your lapel pin/tie tac, we urge you to do so. The cost is \$3.75 for men's or women's. A small supply of NARP promotional matches remains at \$1.00 for a carton of 50.

**BRIEFS** — The General Accounting Office has criticized the Federal Highway Administration for putting up \$39 million for a 13-mile spur to Interstate 80 that leads to the entrance of a steel plant in Hennepin, Ill. (pop. 869). With the state's share, the road cost \$47 million or over \$3.6 million per mile... Britain's *Modern Railways* reports that Japan National Railways has not had a passenger fatality in five years... U.S. Steel is running an ad campaign telling how they're helping the railroads to carry incredible loads including 1800 autos at one crack. "There's a lot of riding on today's railroads," U.S. Steel exalts. There are some passengers who would dispute that... ASTRO, a study arm of AAR, reports on the percentage of revenues paid in taxes "and other costs relating to basic right-of-way facilities" by various modes of transportation: Barges, none; airlines, 3.3%; trucks, 5.1%; busses, 5.7%; railroads, 20.2%. . . British Rail is using an attractive blonde model, Monica, in its posters and advertising to promote Inter-City service. She has made such a hit with the younger generation that she is flooded with mail asking where she buys her clothes. . .



from  
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(A not-for-profit corporation)  
Anthony Haswell, Chairman

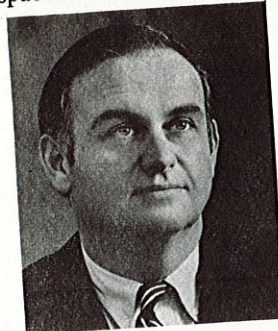
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## FRIENDS OF THE RAILROAD PASSENGER

10 — Rep. Lowell P. Weicker, Jr.

The crisis of the cities and the growing problem of pollution are two matters that are of deep concern to the youthful Republican congressman from Connecticut's Fourth District. It naturally follows that Rep. Weicker is intimately involved in the fight to preserve and expand rail passenger service, the mode of travel that makes no new demands on our urban and rural living space and causes the least amount of pollution.



First elected to Congress in 1968 in a spectacular upset, he flashed into almost overnight prominence by authoring a major innovation in urban renewal legislation. Shortly after the present Congress convened, he was elected president of the GOP "freshman class" and appointed chairman of the Subcommittee on Ground Transportation of the Republican Transportation Task Force. He recently introduced

legislation directing DOT to explore government acquisition of railroad rights of way. While in the Connecticut state legislature he drafted legislation which provided state assistance to keep the New Haven's passenger service in operation until merger with PO was consummated.

In June, 1969, Rep. Weicker introduced legislation for a transit trust fund under which the states, on the basis of need would be provided federal assistance for coordinated transportation systems involving airways, highways and railways. This proposal was endorsed at the recent national governors' conference.

Rep. Weicker told NARP: "Other industrialized nations of the world are not rebuilding and expanding their rail passenger services because they think trains are colorful and romantic. In these days of growing congestion and pollution, they recognize passenger trains as an essential element of any modern transportation system. A little belatedly, we are coming to the same realization. I feel the Rail Passenger Service Act now awaiting House approval will be an important first step in our country's re-establishment of adequate rail passenger service."

## Members Show Strong Preference For "Hard News" And "Miscellany"

Early returns to our newsletter opinion survey show the members overwhelmingly prefer "Hard News" first with "Miscellany" coming in a good second. "Illustrations" placed third and "Membership News" last.

Because of a typographical error, members were asked to mark "Least Liked" with a No. 2. It should have been No. 1. However, in most cases members' preferences were evident.

Generally, most respondents seem satisfied with the newsletter as is.

We appreciate your replies and suggestions. We hope future issues will reflect your preferences.

**AUSSIE RAIL BOOM** — Lead paragraph in an A.P. story from Sydney, Australia, on the boom in rail passenger service down under: "At the vast Sydney Central Railway Station, shining expresses pull out with every sleeping berth taken, it seem as though the airlines were going out of business. The story quotes the head of the New South Wales Commission for Railways as saying: "We really don't expect to make money from passengers. We make money from hauling freight, and a responsibility to the public to provide comfortable transport and an efficient commuter service at a reasonable cost."