



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

Vol. 11, No. 10 October, 1977

417 New Jersey Avenue, S.E., Washington, D.C. 20003
202-546-1550

Orren Beaty, President
Ross Capon, Executive Director
Thomas G. Crikelair, Assistant Director
Kim Tieger, Circulation Manager

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(No. 9 was mailed October 18)

RETURN REQUESTED

NARP Founder to Amtrak Board

President Carter has nominated Anthony Haswell, of Chicago, to be a member of the Amtrak Board of Directors. Haswell, 46, founded NARP in 1967 and headed it through 1974. He is widely credited with being the single most important person in the successful campaign of 1969-70 to establish Amtrak.

NARP's Orren Beaty, on Oct. 7, sent a well-publicized letter to President Carter urging him to move expeditiously to make the appointments. On Oct. 18, the White House issued its news release announcing six Amtrak Board nominations.

Others nominated by the President are:

California State Senator James R. Mills, 50, of San Diego, who has been a guiding force behind his state's extensive participation in funding of Amtrak "403(b)" services. As the White House press release noted, "Mills received the Gold Spike Award from

Amtrak & House of Representatives act. See page 4.

Citizens for Rail California for his efforts to improve intercity passenger rail service in California."

Charles Luna, 70, of Dallas, former President of the United Transportation Union and a member of the Amtrak Board since its creation in 1970. Luna has taken aggressive pro-consumer stands on several occasions;

Ronald G. Nathan, 32, of Washington, D. C., who served from 1974 to 1977 as "a consulting attorney for the Interstate Commerce Commission's Office of Public Counsel, providing legal representation to communities facing discontinuance of rail service."

Harry T. Edwards, 36, a law professor at the University of Michigan in Ann Arbor. He specializes in labor law and collective bargaining and labor arbitration, and has served on numerous arbitration panels. Edwards will be Amtrak's first black director; and Frank Neel, 61, of Thomasville, Georgia, president of Neel Air Conditioning and Heating Company.

Terms expire on July 18, in 1981 for Haswell and Nathan; 1980 for Edwards and Luna; and 1978 for Mills and Neel.

In a statement filed with the Senate Commerce Committee at the Nov. 14 confirmation hearing, NARP President Orren Beaty supported confirmation of the nominees. He noted that "the need for 'new blood' in Amtrak's leadership is apparent to most informed observers. . . We are extremely concerned that nationwide rail passenger service, in spite of its important contributions to the nation's mobility and to energy conservation efforts, may not survive. Steps can be taken to avert this potential disaster, however, and we look to the President's nominees before you today for leadership in this matter. A fragmented collection of corridors would leave real needs unmet, and might itself 'die on the vine' because its benefits would be too limited geographically to generate continued Federal funding. . . It is important that the Amtrak Board be given the credibility and

(continued on p. 4)

" . . . the fundamental question is: How much is intercity rail service worth to the country? The right answer is unlikely to surface under the kind of time pressure now building. . . The nation can afford to pay Amtrak's bills until Congress has had a chance to see (the DOT) study. . . "

—Washington Post editorial, Nov. 17

DOT to Propose New Route Structure

Frustrated by Administration budget recommendations that fall short of paying for Amtrak's operations, House-Senate Conferees have instructed the DOT to tell the American people just what kind of a passenger train system this nation ought to have and at what cost.

The DOT may have to take a second look at its oft-stated wish to limit Amtrak to an operating budget ceiling of \$500 million/year, which seems inconsistent with its equally oft-stated general statements of support for a nationwide system. Amtrak claims that is not enough to operate the system this year — and the needs will increase due to inflation in future years.

Because of the short time within which DOT must complete the report — it is due March 1 — NARP members should act now to get their views before President Carter and the general public.

Send your comments to President Jimmy Carter, The White House, Washington, DC 20500 and to Secy. of Transportation Brock Adams, Washington, DC 20590. Send copies to your Senators (20510) and your Representative (20515), and include letters addressed personally to them asking them to contact the President on your behalf.

Write letters to editors, telephone in to talk shows, and do whatever else you can to increase public awareness of this study and the need for President Carter to know how people feel.

You may wish to enclose with your letters copies of the April 1977 News which has the ten-year map produced by the NARP Board (available by sending a self-addressed, stamped envelope to NARP). Your letter, of course, could specify which routes you consider essential.

There may be considerable pressure at DOT to produce the skimpiest possible map which could pass for a "nationwide system". Service for the West, for example, might consist of no more than a Seattle-San Diego train and a "Cities of Everywhere" (nickname for the Union Pacific's former Chicago-Los Angeles/Oakland/Portland service which ran as a single train between Wyoming and Chicago — Amtrak is already looking at the concept).

It is up to NARP members to see that articulate demands for adequate rail passenger service are voiced and heard.

NARP Regional Meetings

All NARP members can vote in the annual election of the Board of Directors during the meetings listed below. If you cannot attend the meeting in your region, mail to the first name listed below for your region a letter giving your name and address, and listing the person(s) for whom you wish to vote.

In the following list of candidates, an asterisk indicates those who are not incumbents. Any member who wishes to run is welcome to declare his candidacy at any time until just before the voting takes place. The listings below reflect regional boundary changes approved by the NARP Board at its Oct. 15 Meeting: Western Pennsylvania moved into Region III and El Paso into XI, with old Regions XI and XII substantially revised and divided into three new regions, thus giving NARP 13 regions.

I. All New England. Seven directors.

Sat., Jan. 28, noon, New London (CT) railroad station.

Eugene K. Skoropowski, 24 Pine St., Melrose, MA 02176; William Ensign, III, 324 Little River Rd., Westfield, MA 01085; Henry Ferne, 2nd*, Daybreak, Box 346, Wiscasset, ME 04578; William Hennessey, Box 235, Georgetown, ME 04548; C.N. Monaghan, 86 N. Main St., St. Albans, VT 05478; Samuel E. Stokes, Jr., Alstead, NH 03602; James M.S. Ullman, 95 E. Main St., Meriden, CT 06450.

II. New York State. Seven directors.

Sat., Jan. 21, 12:15 PM, Albany-Sheraton Inn, 300 Broadway, Albany. Begins with "Dutch-treat" luncheon; please notify Mrs. Carson (see below) as soon as possible if you plan to attend, so that she can arrange for appropriate size of room and luncheon table.

Lettie Gay Carson, Carson Rd., Millerton 12546 (518/789-3353); Richard F. Cooper*, 4 Lincoln Lane, Plattsburgh 12901; George Lovi, 100 Middleton Rd., #6, Bohemia 11716; Henry Luce, III, Time & Life Building, New York 10020; Rogers E.M. Whitaker, The New Yorker, 25 W. 43rd St., New York 10036.

III. New Jersey, Pennsylvania, Delaware. Nine directors.

Sat., Mar. 4, 10 AM, Delaware Valley Regional Planning Commission, 1819 JFK Boulevard, 3rd Floor, in downtown Philadelphia, 1½ blocks west of Suburban Station.

Harry Hyde, Jr., PO Box 47, Bryn Mawr, PA 19010; Dorothy Eweson, Larger Cross Roads, Far Hills, NJ 07931; James F. Farny, 12 Squirrel Lane, Newark, DE 19711; Edwin C. Hutter, 54 Van Dyke Rd., Princeton, NJ 08540; Lawrence T. Joyce, Mounted Route, Enola, PA 17025; Michael Kaplan*, La Maison Apts., A-204, 219 Sugartown Rd., Strafford, PA 19087; Richard M. Scaife, PO Box 1138, Pittsburgh, PA 15230; Thomas C. Southerland, Jr., 282 Western Way, Princeton, NJ 08540; William L. Staiger*, 4229A King George Drive, Harrisburg, PA 17109.

IV. Maryland, Virginia, D.C., West Virginia. Six directors.

Sat., Feb. 25, 1 PM, Presidential Suite (east wing) of Washington Union Station. (Mail proxies to NARP office.)

Peter B. Bell, 1913 23rd St., NW, Washington, DC 20008; E. Neel Edwards*, 4102 David Lane, Alexandria, VA 22311; John D. Heffner, 313 Wilkes St., Alexandria, VA 22314; Joseph F. Horning, Jr., 1730 Rhode Island Ave., NW, Suite 714, Washington, DC 20036; Lorena F. Lemons, 14653 Tynewick Terrace, Silver Spring, MD 20906; Glen E. Mendels*, 5733 Rockspring Rd., Baltimore, MD 21209; George Tyson, 1825 N. Forest Park Ave., Baltimore, MD 21207.

V. N.C., S.C., Georgia, Florida, Kentucky, Tennessee, Alabama, Mississippi, Eastern Louisiana. Five directors.

Sat., Jan. 14, 10 AM, Omni International Hotel, Atlanta. Meeting to conclude with cash bar and lunch. Please notify John Martin (see below) as soon as possible if you plan to attend.

John R. Martin, P.O. Drawer 1734, Atlanta, GA 30301 (home 404/233-7991; ofc. 897-2102); Charles A. Dunn, 1131 Catalonia Ave., Coral Gables, FL 33134; Mel Hazen*, 474 Laurina St., Jacksonville, FL 32216; O.F. Hernandez-Campos*, 2500 Peachwood Circle (#2), NE, Atlanta, GA 30345; James R. Herron*, 2106 North Village Ave., Tampa, FL 33612; Kyle Swanson*, 110 South 73rd St, Birmingham, AL 35206.

VI. Ohio and Michigan. Five directors.

Sat., Feb. 4, 1:30 PM, Commodore Perry Hotel in downtown Toledo. At 10:30 AM, there will be a joint meeting of Michigan and Ohio Associations of Railroad Passengers. \$2/ person charge towards room rental.

John DeLora, 1649 Brys Drive, Grosse Pointe, MI 48236; Dean E. Denlinger, 2000 Courthouse Plaza, NE, 10 W. Second St., Dayton, OH 45402; Ronald VanderKooi, 1509 Alexander S.E., Grand Rapids, MI 49506; Robert G. Wickens, 637 N. Abbe Rd., Elyria, OH 44035.

VII. Illinois, Indiana, and Wisconsin. Eight directors.

Sat., Jan. 21, 10 AM, Midland Hotel, 172 W. Adams, Chicago.

J. Michael Morrison*, 1815 West Touhy Ave., Chicago 60626; Edward H. Bennett, Jr., 332 S. Michigan Ave., Chicago 60604; Ronald Peck Boardman, Jr., 338 Board of Trade, Chicago 60604; George E. McCallum, Dept. of Economics, St. Norbert College, West DePere, WI 54178; Robert G. Moorhead, PO Box 1652, Indianapolis, IN 46206; William J. Sunderman, Courthouse, Charleston, IL 61920.

VIII. Iowa, Nebraska, Minnesota, Dakotas. Two directors.

Sat., Jan. 21, 1 PM, Downtown Holiday Inn, 1050 6th Ave., Des Moines, IA.

Dan Lovegren*, 1445 W. Shryer Ave., Roseville, MN 55113; Launcelot D. Erickson*, 2430 Harding St., Clinton, IA 52732; Michael B. Kac, 3503 W. 29th St., Minneapolis, MN 55416; Stephen Wylder, 449 N. Riverside Dr., #406, Iowa City, IA 52240.

IX. Texas (less El Paso), Oklahoma, Arkansas, Kansas, Missouri, and Western Louisiana. Five directors.

Fri. eve.-Sat., Mar. 31-Apr. 1, Dallas. (tentative) Possible sneak preview tour of the new ReUnion/Hyatt Regency Hotel & Restaurant/Union Terminal complex.

M.D. (Dan) Monaghan, PO Box 40609, Garland, TX 75040; James R. Gough, 3025 Glen Haven Blvd., Houston, TX 77205; Patrick L. Mehlick*, 13 Gandy Drive, Creve Coeur, MO 63141; John A. Mills*, 2825 Burnett Rd., Topeka, KS 66614; R.E. (Doc) Waters, Box 845, Wichita Falls, TX 76307.

X. Colorado, Wyoming, Utah. One director.

Sat., Jan. 28, 7 PM, Denver, Epiphany Lutheran Church, Downing St. near Washington Park.

G. Alvin Williams, Jr., 3065 S. Flamingo Way, Denver 80222.

XI. Arizona, New Mexico, El Paso, TX. One director.

March, in Tucson. Details next newsletter.

Charles Montooth, Taliesin West, Scottsdale, AZ 85252.

XII. California, Nevada, Hawaii. Eight directors.

Sat., Feb. 4, 10 AM, Marine Memorial Club, 609 Sutter St., San Francisco. No host luncheon \$5.50. (includes tax & gratuity). Lunch reservations must be made by Feb. 1 by calling Arthur Lloyd or Helen Nelson (see below).

Arthur Lloyd, 20 Arapaho Ct., Portola Valley, CA 94025 (415/556-4009); Helen R. Nelson, 125 Stonecrest Dr., San Francisco 94132 (415/393-2384); Robert W. Glover, 832 Elizabeth St., San Francisco 94114; John H. Kirkwood*, 1665 Green St., San Francisco 94123; Philip K. Reiner-Deutsch, 161 South St., Andrews Place #302, Los Angeles 90004; Alfred Runte, 109 Dearborn Place, #74, Goleta, CA 93017; Carl Schiermeyer*, 3633 Colorado St., Long Beach, CA 90814; Fred A. Stindt, 978 Emerald Hill Rd., Redwood City, CA 94061; E.J. (Ed) Von Nordeck, PO Box 2768, Riverside, CA 92516.

XIII. Oregon, Washington, Idaho, Montana, Alaska. Two directors.

Sat., Feb. 4, 10 AM, Seattle, KOMO Radio Station Auditorium, 100 Fourth Ave. North.

Paul Phillips, West 444 21st, Spokane, WA 99203; Richard L. Day, 415 Residence St., Moscow, ID 83843.

Our report on "Peace with Missouri Pacific" (Aug. News) was premature. The prospective agreements, whose details were outlined at Amtrak's Aug. 31 Board meeting, have never been signed.

"FLORIDIAN" PUBLIC HEARINGS

"You could not have better ensured the failure of the 'Floridian' if you had systematically planned the failure before it began." Thus did Rep. Al Gore (D-TN) sum up the sentiment expressed at Amtrak's 12 public hearings.

At each hearing, Amtrak officials heard complaints about poor marketing, improper and inconsistent scheduling, and broken-down equipment. Witnesses insisted that the failure to route and operate the train properly should not be accepted as adequate justification for the train's discontinuance.

Rep. Bo Ginn (D-GA) told the Atlanta hearing, "Southeast Georgia is an area that cries out for new transportation resources." And Senators Lawton Chiles (D-FL), John Sparkman (D-AL), and Richard Lugar (R-IN); and Reps. Bill Young (R-FL), Wyche Fowler, (D-GA), Elliot Levitas (D-GA), Edgar Jenkins (D-GA), William Dickinson (R-AL), Marilyn Lloyd (D-TN), and Andrew Jacobs, Jr. (D-IN) sent representatives to the hearings to voice their constituents' demands for continued rail passenger service to the region.

13 mayors appeared to argue for the train, while 16 other cities, 7 state DOTs, and 17 area Chambers of Commerce also sent individuals to testify for that

Of special note is the work of NARP Director John R. Martin of Atlanta. Through patient, persistent work he was finally able to get the Atlanta news media to focus on rail passenger service. And the Atlanta media have discovered, contrary claims by Southern Railway notwithstanding, that their readers, listeners, and viewers are in fact very much interested!

purpose. Alabama Gov. George Wallace appeared in Montgomery to argue for continued service to Alabama.

The Atlantic Convention and Business Bureau, Middle Tennessee National Paraplegic Foundation, Sierra Club, Savannah Visitors' Bureau, Tennessee's Public Service Commission and its Tourism Council, Indiana's Department of Commerce, the Chattanooga Area Convention and Visitors Bureau, Senior Citizens of Montgomery, Southeast Transportation Coalition, and the Florida, Kentucky, Illinois and Michigan Associations of Railroad Passengers were also represented.

NARP Directors Lee McIlvaine, John Martin, John DeLora, Lawrence Poston, and Edwin P. Patton also appeared.

Citizens for Rail California held its 2nd annual statewide conference in San Luis Obispo Oct. 22-3. State Dir. of Transportation Adriana Gianturco attended both days, and vowed to continue to support efforts to expand rail services in California. CRC's top near-term priorities: overnight Sacramento-LA Service; LA-San Diego and San Jose-Oakland track improvements; San Jose-Oakland-Sacramento corridor service; San Joaquin line improvements, including use of the Niles Canyon route, and study of a new direct Bakersfield-LA line; Santa Barbara-LA-San Diego (or San Bernardino) corridor service; acquisition of cars Amtrak is selling to ensure availability of cars for expanded California services; daily "Sunset" service and possible LA-Phoenix-Tucson day service.

Energy Off The Rails

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By Tom Wicker

When the Senate gets back to work after its summer recess, it will take up an Administration energy program that the American people apparently do not believe is necessary. That's the sad conclusion to be drawn from a New York Times/CBS poll in which 57 percent of the respondents said they did not believe the energy situation was as bad as President Carter said it was, and 49 percent suggested that the "crisis" was only a plot to get higher prices for oil and gas companies.

So much wishful thinking suggests that neither Mr. Carter's leadership nor the program he has put forward has as yet made the kind of demands on the citizenry that would force them to realize the seriousness of the energy situation.

He did call the other day for enforcement of the 55-m.p.h. speed limit as a gasoline-saving measure. Combined with the gradual elimination of gas-guzzlers, that would make a considerable difference in the nation's profligate consumption of gasoline in private automobiles.

But the Carter energy program offers no incentives or penalties designed to get people out of automobiles altogether and into mass transit or longer-haul rail facilities. To top this failure, Amtrak—the quasi-governmental National Rail Passenger Corporation, which runs such intercity trains as there are—has announced extensive cuts in service and a rise in fares. Obviously, the left hand knoweth not what the right hand doth.

Cutting service and raising fares is the classic pattern by which ridership on any transit system is inevitably reduced. Those were the steps the private railroad companies took when they were trying to kill off passenger service, an effort in which they mostly succeeded; so it's ironic in the extreme to see Amtrak, which Congress established to rescue passenger service, embarking on the same course.

It's even more ironic in the midst of the energy crisis—which so many erroneously believe is not a crisis at all—that this energy-saving mode of transportation is being cut back instead of extended. Why should anyone believe the crisis is real when such contradictions are permitted?

Worse, Amtrak has not been failing; in fact, it has been extending its pas-

senger train network, improving its equipment and schedules, and attracting increased ridership (up from 16.6 to 18.6 million annually). But the revenues do not as yet cover expenses, making Federal subsidy necessary. And for fiscal 1978, beginning next month, Congress inexplicably reduced Amtrak's fund request from \$534.1 to \$488.5 million.

Since Amtrak had added major routes this year, the 1978 fiscal year appropriation is, in effect, a cut from the \$482.6 million subsidy for 1977. How the deep thinkers in Congress reconcile that with the new taxes and restrictions that will be decreed in the energy program will be painful to watch.

The announced service cuts will affect 26 states but appear to be concentrated on the Boston-Washington line, along which, to complete the absurdity, the Federal Government is spending hundreds of millions to rebuild the so-called Northeast Corridor roadbed. These cuts "may well destroy what's left" of Connecticut's passenger service, Gov. Ella Grasso said; they will also reduce weekend runs on one of Amtrak's most successful projects, the Metroliner between New York and Washington.

Even so, the announced cutbacks will account for only \$28 million of the shortfall in subsidies and revenues that Amtrak faces for 1978. Other cuts may have to be made and Amtrak says a prime candidate is the Floridian, which now provides service—albeit not very good—between Chicago and Miami.

The Floridian loses about \$9.5 million a year, illustrating another of Amtrak's problems—the private railroads. The train could pick up major additional ridership and revenue if it were routed through Atlanta, the traditional Southern transportation hub. But the Louisville & Nashville won't let Amtrak use its line from Chattanooga to Atlanta, owing to heavy freight traffic, and the Southern Railway would permit the use of tracks it controls only if Amtrak puts about \$20 million into upgrading the line. Amtrak obviously doesn't have the money.

In the West, for another example, Amtrak may sue the Missouri Pacific Railroad to force decent service and schedules on the Inter-American, which Mo-Pac runs on much of the important route from Chicago through St. Louis and north-south across Texas to Laredo on the Mexican border. Mo-Pac operation has made the Inter-American legendary for lateness, slowness and surliness.

On top of such problems, the reduced Federal subsidy, forcing service cuts and fare increases, is nothing less than weird. How do Mr. Carter and Congress expect ever to convince the public that there's an energy crisis—much less that they know how to cope with it?

Board Acts on "Floridian"

—Funding Battle Continues—

The Amtrak Board on Nov. 16 voted unanimously to end operation of the Chicago-Florida "Floridian" as of January 19, and

LATE FLASH!—Rail passengers enjoyed a dramatic victory Nov. 30 when, led by Reps. Al Gore (D-TN) and Silvio Conte (R-MA), the House voted 256 to 141 to send the Supplemental Appropriations bill back to conference, insisting that Amtrak be given the full \$18 million approved by the Senate. All existing routes, including the "Floridian", are to remain in service at least until completion of the DOT route study due March 1. As a result, Amtrak says it has suspended taking public comments on previously announced plans to discontinue and consolidate services.

to reroute the train via Indianapolis, Louisville, Nashville, Chattanooga, Atlanta, Macon, and Savannah, effective when funds become available.

The Board action follows a Nov. 4 House-Senate Conference decision to give Amtrak an \$8 million supplemental appropriation, while forbidding Amtrak to carry out frequency reductions scheduled for Oct. 30 "or thereafter" and instructing Amtrak to "refrain from any further frequency reductions during the balance of the fiscal year" (which ends Sept. 30, 1978).

Earlier, the Senate had approved \$18 million, the House nothing, and Amtrak had requested \$56.5 million which it said was

Sen. Magnuson (Chairman of Nov. 4 House-Senate Appropriations Conference): "How did you determine that \$8 million was the appropriate amount of money for Amtrak?"

Sen. Bayh (Senate Subcommittee Chairman): "How did we come up with the \$8 million figure? I'll tell you how. I pulled (House Subcommittee Chairman) John McFall's leg as hard and as far as I could, and \$8 million was as much as I could get."

needed to restore essentially the level of service operating before Sept. 8.)

The conference report said that Amtrak should not seek more money for this fiscal year, and should live within existing funding by using the route and service criteria to guide the restructuring or complete discontinuance of other routes "or obtain additional financing" from the states.

Amtrak, now projects a \$35.5 million shortfall for this fiscal year, which will be reduced by about \$7 million with the January discontinuance of the "Floridian". Since most other changes or

In designating a new route for the "Floridian," the Amtrak Board specified that the train must serve Indianapolis, as well as Chattanooga, Atlanta, and Savannah. Returning north-south service to Indianapolis will require extensive track repairs in Indiana, track work which has been too long overdue! Resolving the Indiana track problem would solve problems not only for the "Floridian", but also for "National Limited" and the "Cardinal" (J.W. Riley), and would also set the groundwork for possible Indianapolis-Chicago corridor service.

discontinuances could only take place at least half way through the fiscal year, (end of March) Amtrak says that, based on 12-month avoidable loss figures, about \$60 million worth of trains may be discontinued.

In addition to the "Floridian" action, the Board also voted to move into "Task V" (the taking of public comment, not necessarily with public hearings) on the Chicago-Texas, Chicago-Seattle, and Oakland-Bakersfield services.

The Board was told that it would be asked to approve similar moves at its Dec. 14 meeting on the restructuring of the Chicago-Boston/NY "Lake Shore", the Chicago-NY/Washington "Broadway Ltd.", and the Kansas City-NY/Washington "National Ltd."

Among the options under consideration: discontinuance of the "National Ltd."; the St. Louis-Laredo "Inter-American"; the Oakland-Bakersfield "San Joaquin" and the Boston section of the "Lake Shore"; discontinuance of the "Empire Builder" (Chicago-Seattle via northern Montana) and daily operation of the "North Coast Hiawatha" (Chicago-Seattle via southern Montana) with a new direct Pasco-Portland section; and

The "National Ltd." will continue direct service to Dayton, OH and Richmond, IN at least through January 10, and probably until March 1. The threat of legal action engineered by the City of Dayton convinced Amtrak to change its mind. The city coordinated a Nov. 29 meeting in Washington involving the Justice Department, Amtrak, DOT, ICC, and Senator John Glenn's (D-OH) office. The key issue was Amtrak's failure to use the route and service criteria process. Helping the City of Dayton was NARP member David Marshall, Director of the Rail Council of the Dayton Chamber of Commerce. Senator Glenn deserves much credit for continuing to search for ways to save the service after hope seemed dead.

"Both the House and Senate have made clear that the 'rail experiment' shall continue. Hopefully, the result will be to attract increased long- and short-haul passenger traffic to the rails — getting people out of their cars and into safer and more energy-efficient trains. Congress remains committed to making rail service an increasingly important part of a balanced national transportation system."

—Sen. John Glenn, Dec. 7, on the Senate floor

operation of long-needed direct Pittsburgh-Washington, DC, sections of the "Broadway" and "National" via Cumberland.

Every Congressional office received a Nov. 9 letter from Amtrak listing ten routes besides the Floridian as "being formally examined" and "subject to discontinuance".

The list included the above-mentioned services, (except the "Broadway") plus Seattle-Portland "local service" (whose discontinuance would be a "frequency reduction" and therefore a violation of the conference report language), the Chicago-Oakland "San Francisco Zephyr", the Chicago-Los Angeles "Southwest Ltd." and the Salt Lake City-Seattle "Pioneer".

According to the letter, preliminary indications are that the latter "three routes could be combined into a single route between Chicago and Ogden, with the routes splitting at Ogden and proceeding from there to serve Los Angeles, Oakland, and Portland-Seattle, the present three endpoints."

There are indications that many members of Congress did not understand that the conference report on its face asks for massive route discontinuances, and that they may insist on more funding when the dimensions of the problem are fully understood.

Amtrak Board Nominees (cont'd. from p. 1)
legitimacy of freshly approved appointments."

The nominations did not "sail through", however, and it was uncertain two weeks after the hearing whether or not the Senate would act on them before February.

Key stumbling blocks to early action were a Senate agreement not to take up controversial business for the rest of 1977, and the insistence of Sen. Robert Griffin (R-MI) that the nominations were controversial. He focused his attention on Mr. Neel, who — though nominated as an independent — has worked in several of Jimmy Carter's campaigns. Final decision on when to proceed rests with the Committee Chairman, Warren Magnuson (D-WA), who was out of town at the time of the hearings.

Mary Head, whose term expired last July 19, will continue to serve until the President names a replacement. Earlier reports indicated that the President's choice was Athalie Range, 59, owner of the Range Funeral Home in Miami, activist in black civic matters, former member of the Miami City Commission, and former head of the Florida State Department of Community Affairs.