

The Voice of the Railroad Passenger



Urge Presidential Candidates To Whistle-stop On Amtrak!

from NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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PRICE COMMISSION OK'S 300% HIKE IN OHIO COMMUTER FARE

Special 8-Page Report

Table with 2 columns: Article Title and Page. Includes items like 'WHITE HOUSE DOWN ON AMTRAK' (page 2), 'SENATOR WEICKER ASKS AMTRAK CHIEF ROGER LEWIS TO RESIGN' (page 4), 'WESTERN TRAINS NOT BIG MONEY-LOSERS' (page 3), 'AMTRAK OFFERS FREE RENTAL CARS' (page 3), 'RAIL PROFITS UP BECAUSE OF AMTRAK' (page 2), 'AMTRAK CHANGES SCHEDULES' (page 5), 'PENN CENTRAL ZAPS NEW YORK COMMUTERS' (page 4), 'AUTO-TRAIN "IN THE BLACK"' (page 7), and 'AMTRAK LOWERS FARES' (page 6).

AND MORE!

Commuters who ride the Erie-Lackawanna's trains between Youngstown and Cleveland, Ohio used to buy monthly tickets for which they paid \$41.70.

The Federal Price Commission, however, has given its approval for an increase in the price of the tickets, which from now on will cost \$166.50 a month, according to the April 28 edition of Locomotive Engineer, official publication of the Brotherhood of Locomotive Engineers.

A spokesman for the Price Commission, Jeff Eves, told NARP that the increase had not been approved. "The case is still pending," he said.

However, NARP learned by interviewing an Erie-Lackawanna vice president that the Commission "sent us a letter of approval in April and the increase went into effect on May 1."

Earlier this year the increase was approved by the Ohio Public Utilities Commission.

E-L spokesmen were quoted as saying that even with the fare hike it's still cheaper than commuting by automobile. Half as expensive by trains as by road, they said.

At the same time the E-L is resisting efforts of the Penn Central to increase rental at the Union Terminal. The present rate of \$40 per day per car would go to \$122 per day per car if the increase were to go into effect.

In another case, the Price Commission admitted it acted too fast in approving a 20% hike in Penn Central's New Haven Division commuter fares and temporarily withdrew its blessings.

Mr. Eves said it was an "administrative error" and the price unit would review the increase after the Interstate Commerce Commission had completed action on the carrier's request.

BUS OPERATOR'S LOBBY WAGES DECEITFUL ANTI-AMTRAK CAMPAIGN; INFILTRATES AMTRAK BOARD

The chief spokesman for the nation's intercity bus industry has urged Congress to "take a hard look at continuing a multi-billion-dollar boondoggle subsidizing" Amtrak passenger service.

Charles A. Webb, president of the National Association of Motor Bus Owners (NAMBO), struck a low blow at Amtrak in a recent speech.

"In my opinion," he said, "there is a striking difference between subsidizing the operation of Amtrak fun trains from Los Angeles to Las Vegas and from San Francisco to Reno and subsidizing housing for the poor in inner cities."

"I confess to being prudish when the fun of a swinging trip is made possible by the tax dollars of the less affluent," Webb continued.

NARP learned in a telephone interview with NAMBO's public relations director, Stan Hamilton, that NAMBO had no figures available to substantiate the charge that the Fun Trains to Reno or Las Vegas lose money.

(Cont'd. p. 3)

MEETING NOTICE

The annual NARP membership meeting will be held in late July. The specific time and location will be given in the June NARP News.

CONGRESS: NO AGREEMENT YET

As the NARP News goes to press, a House-Senate conference committee was still working to resolve the differences in Amtrak funding legislation passed by the two bodies.

The Senate bill would provide Amtrak with \$270 million in direct grants (\$100 million more than the House bill) and an additional \$300 million more in private and Federal loan guarantees.

Indications are that the final bill will provide some additional funding over the \$170 million originally requested by Amtrak and DOT. We will have full details in our next newsletter.

## NEW EXECUTIVE SECRETARY AT NARP

Ann Hagemann, NARP Executive Secretary since January 1971, has left the Association to work for attorney Andrew P. Goldstein, a NARP director and its transportation counsel.

Ann is interested in pursuing a career as a legal clerk, and her experience in her new job will be beneficial.

Her replacement is Diane Gordon of Alexandria, Va., who was employed with the National League of Cities.

Miss Gordon says she is "happy" to be with NARP. We're happy to have her. She is originally from Chicago and has a B.A. from Northern Illinois University.



Diane Gordon

## WHITE HOUSE NOT GIVING AMTRAK A FAIR TRIAL

Summarized from column in April 18 Chicago Sun Times by NARP Chairman Anthony Haswell.

As Amtrak nears its first anniversary, there is imposing and accumulating evidence that it is in reality a passenger train euthanasia program, with next year's funeral ceremony already being planned.

Amtrak was rushed into operation on May 1, 1971, even though its president had been on the job only three days. Its financing was grossly inadequate. When its "experimental" period runs out in July, 1973, it will have had neither the time nor the money to implement fundamental improvements in track, equipment, reservation procedures, etc., which are essential if a meaningful experiment is to be conducted.

The additional \$170 million that is now being considered by Congress is barely enough to pay operating expenses for another year, in view of the high costs and low revenue of Amtrak's current operations.

In short, the baby is being strangled in its crib. By whom, why and what can we do about it?

Of Amtrak's 11 directors, 8 were appointed by President Nixon. The other three were elected by the railroads.

## AMTRAK AND RAILROAD PROFITS-- BUST-OUT OR BONANZA?

It's fairly well agreed that at least some railroads are grumbling about Amtrak. They don't want Amtrak trains in the way of their freights; they think they are still to some degree subsidizing passenger operations; and they view Amtrak as the forerunner of nationalization.

Well, if respected securities analyst Pierre Bretey is right, the railroads should replace those scowls with smiles. Writing in *Railroad Industry Review 1971*, published by Reynolds Securities, Inc., Bretey pointed out that in 1972 and later years, the railroads will save a substantial amount by virtue of Amtrak having relieved them of passenger service — and on top of that, most roads will get generous tax credits by charging the Amtrak entrance fee against operating expenses. The figures for major Amtrak roads are as follows:

Railroad	Recurring Annual Savings from psgr svc discontinuance (millions of \$)	Non-recurring Tax Credits on payment of Amtrak entrance fee (millions of \$)
Santa Fe	23.1	25.6
Baltimore & Ohio	6.6	7.3
Burlington Northern	36.8	40.8*
Chesapeake & Ohio	5.5	6.1
Milwaukee Road	8.1	9.0*
Gulf, Mobile & Ohio	2.8	3.1
Illinois Central	7.3	8.1
Missouri Pacific	2.3	2.6
Norfolk & Western	5.6	6.2
Penn Central	66.4	73.8*
Seaboard Coast Line	24.2	26.9
Southern Pacific	11.4	12.6
Union Pacific	19.1	21.2

\*Bought Amtrak stock in lieu of immediate tax credit. Tax credit will be deferred until stock is sold at a loss or declared worthless by the Internal Revenue Service.

## COLOR US PINK!

In a recent editorial, *Traffic World* warned of the increasing threat of nationalization of transportation. Citing NARP's recent poll which indicated that a majority of our members would accept nationalization if that seemed the only way to get modern passenger service, *Traffic World* alleged that NARP "may be willing to embrace socialistic concepts."

The magazine concluded that unless nationalization and other challenges are met, "possibly the glorious and exciting developments in transportation that we hope will eventuate within the next 30 or 40 years will become just so many broken dreams." Nevertheless, *Traffic World* hoped "that all readers of these lines will go forward joyously with plans for gay and gala celebrations of this year's National Transportation Week."

## PREFERS RAILROADS OVER SPACE SHUTTLE

"Practically every night on radio and television, the public hears Wally Shirra, the former astronaut, saying that we all need the railroads. I agree. But I think we should start trying to keep our railroads. We do not need the space shuttle or other extravagant space projects. For now, we should scrap those expenditures and keep our railroads."

— Senator Walter Mondale (D-Minn.)  
in an April 27 Senate speech

There is widespread agreement among knowledgeable people in Washington that powerful advisers of the President, including John Ehrlichman, George P. Shultz and Caspar Weinberger, are opposed to passenger trains and to Amtrak, and want to get rid of Amtrak as soon as possible. They do not believe there is a need and place for rail passenger service; they want to hold the line against what they view as wasteful government spending; and perhaps most importantly, they value the support that the President gets from the Southern Pacific Co. and its chief executive, B. F. Biaggini.

Southern Pacific, Burlington Northern, Southern and others are opposed to Amtrak for at least three reasons: They do not want Amtrak trains getting in the way of their profitable freight trains; they fear that in some way to some extent they will have to absorb part of the cost of Amtrak operations; and they fear that Amtrak is the first step toward total nationalization of the railroad industry. With their influence in the White House and their representation on the Amtrak board, the railroads are in a strong position to achieve Amtrak's demise.

Transportation Secretary John A. Volpe is sincerely committed to Amtrak. However, indications are that his influence over transportation policy is almost as limited as that of Secretary of State William P. Rogers over foreign policy.

The White House has agreed to Amtrak's pending request for \$170-million additional funding, but this merely indicates a common-sense political judgment that the dissolution of Amtrak would be too messy an event to risk in an election year.

For those who support Amtrak and passenger service, the imperative is plain. We must let President Nixon know that he will be held directly responsible for Amtrak's future. We must ask him to take whatever action is necessary to give Amtrak a fair trial.

And we must tell him in no uncertain terms that in view of Amtrak's record to date, any proposal in 1973 to dismember or abolish Amtrak on grounds that "we tried but it didn't work" will be absolutely unacceptable.

## SENATOR REPORTS LONG-HAUL RUNS ARE NOT BIGGEST MONEY LOSERS

Senate Commerce Committee Chairman Warren Magnuson (D-Wash.) has made public an Amtrak financial report to refute claims by some railroad executives that long-distance passenger runs result in excessive deficits and should be abandoned.

"Amtrak's performance in the summer of 1971 indicates that significant numbers of people want to ride long-distance trains and are willing to pay for the cost of operating them," Magnuson told the Senate.

The report, which details income and expenses last summer on major Amtrak routes, shows the biggest red-ink figures actually were chalked up by several short- and medium-distance trains.

For example, in July and August, there were deficits of 64% on the 284-mile Chicago-St. Louis runs, and 56% on the 435-mile New York-Buffalo stretch.

In contrast, Amtrak showed a 3% profit on its 2,222-mile Chicago-Los Angeles service and a deficit of only 5% for its 2,289-mile run from Chicago to Seattle.

"The record is all the more significant in view of the virtual absence of advertising and promotion, the mediocre on-time performance and the deteriorated condition of much of the equipment," said the Senator.

### CLEVELAND AND LITTLE ROCK DESERVE SERVICE SAYS SENATE COMMERCE COMMITTEE

"The Committee discussed a suggested requirement that Amtrak provide service to the largest standard metropolitan statistical area (SMSA) in each State provided that such SMSA were located on an alternate route identified by the Secretary of Transportation in his 'basic system' report. While the committee does not feel that a statutory directive is appropriate at this time, it does believe that Amtrak should give serious consideration to providing service to all such areas. The absence of Amtrak service to Cleveland, Ohio, and Little Rock, Ark., is contrary to the mandate that Amtrak provide a basic system of rail passenger service within and between all regions of the United States.

— Report of the Senate Committee  
on Commerce, April 20, 1972

Amtrak's biggest money-makers were trains on the heavily-traveled New York-Washington corridors. These runs produced a 35% profit of nearly \$1.5 million in July-August. The Boston-Washington service showed a 15% profit of more than \$200,000.

Magnuson acknowledged that the July-August figures reflect the height of the summer travel season and that later financial reports may not present as encouraging a picture for long-distance trains.

"Nevertheless, there are a number of things Amtrak could do to improve the picture, such as obtaining increased mail to supplement passenger revenues, orienting its service toward winter recreation areas in the West and aggressively soliciting conventions and other group movements," he added.

Magnuson said Amtrak's financial experience refutes a long-standing claim by Southern Pacific President B. F. Biaggini that long-distance trains are unpopular and financially ruinous.

"Amtrak results to date surely disprove this contention. I cannot help but note that this executive's railroad was for years the industry's leader in doing everything possible to downgrade service and discontinue passenger service."

The Senator, whose committee handles all railroad legislation, warned industry leaders that they cannot expect government assistance for their freight operations if they fail to cooperate with Amtrak.

## Amtrak Offers Free Rental Cars To Florida Vacationers

Amtrak is trying to induce Florida-bound vacationers to take the train by offering free use of a 1972 air-conditioned automobile for a week.

### Amtrak to Florida

### FREE WHEELS FOR A WEEK!



The free use of a rental car is available to passengers purchasing three round-trip train fares between New York or Chicago and Miami.

Two half-fares for children under 12 will count as one full-fare. The offer applies to purchasers of 30-day excursion tickets as well as to regular coach, first-class and sleeping-car passengers.

The cars, which will be provided by Kinney-Universal Rent-a-Car, can be picked up or returned in Orlando, Tampa, St. Petersburg, West Palm Beach, Ft. Lauderdale, Hollywood or Miami.

The three full-fares entitle the group to use an air-conditioned 1972 Maverick or comparably sized auto with unlimited free mileage. Participants pay for their own gasoline and also for extra insurance and taxes. Four full fares entitle the group to a larger car.

Amtrak said its plan provides a vacation for the driver — "usually the one who needs rest the most."

### Bus Operators Fight Amtrak (from p. 1)

A check with Amtrak indicates that the trains are profitable. These runs — sometimes called the Crapshooters Express — are always jammed to near capacity. "It has been a financial success from the start," declared Robert Edgar, Amtrak's western regional representative.

NAMBO testified before Congress against the granting of an additional \$170 million to Amtrak. The bus people have followed up on this testimony with efforts to persuade individual members of Congress to adopt the NAMBO position.

Meanwhile, an Amtrak board member, John J. Gilhooley, who is also president of Transport of New Jersey, the nation's third largest bus company, has authorized contributions from his company to NAMBO.

In a letter to Transport of New Jersey, NARP asked, "In light of this gross conflict of interest, will Transport of New Jersey terminate its membership in and financial contribution to NAMBO?"

"If not, when will Mr. Gilhooley resign from the Amtrak board of directors?"

The bus company never replied to the letter.

In a letter to Senator Vance Hartke (D-Ind.), chairman of the Senate Subcommittee overseeing Amtrak, NARP Chairman Anthony Haswell pointed out that "Mr Gilhooley's service on the Amtrak board has not been gratuitous. When he was an Incorporator, he received \$35,000 in fees, and as a director has continued to receive a \$300 fee for each board meeting."

### EARNINGS FLOW TO UNCLE SAM BECAUSE OF AMTRAK

Amtrak's accountants, Arthur Anderson & Co., have said creation of Amtrak — and the resulting elimination of passenger deficits to railroads — will mean additional taxes to the United States of eventually about \$80 million a year from the railroads.

Changing your address? Notify NARP!

## SENATOR WEICKER ASSAILS HEAD OF AMTRAK, URGES HE RESIGN

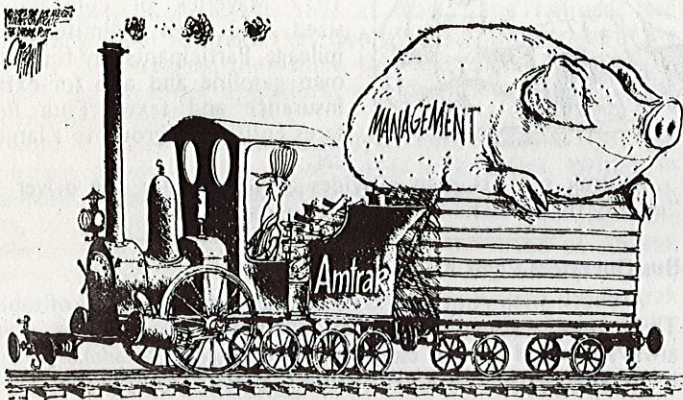
Senator Lowell P. Weicker, Jr. (R-Conn.) has called for the resignation of Amtrak President Roger Lewis, charging he is "either grossly incompetent" or fronting for someone in the administration or railroad industry.

Weicker's ire was raised by Lewis's statement in the May 2 Wall Street Journal that Amtrak could not use all of the \$337 million voted by the Senate. Lewis said the \$170 million sought by Amtrak was all he could "sensibly" commit during fiscal 1973.

This statement is at variance with Lewis's previous statements to a Senate committee.

On Oct. 26, 1971, Lewis said to the Senate Commerce Committee, "To achieve a significant improvement in existing roadbeds and tracks, a massive injection of funds is required. Amtrak has no funds available for such a massive undertaking; therefore, some other source of funding must be obtained before any major improvements can be accomplished."

"Either Mr. Lewis is a fool or he's fronting for someone in the administration or private railroad industry," Weicker said in a Senate speech on May 4. He declared that Lewis had done nothing during his time in office except "to ask for operating deficit subsidies, dress up the decadence of his equipment and, at somebody's order, have Amtrak take a dive."



"The rail situation in this country today is a desperate situation, and it needs men who are willing to stand up, tell the truth, and fight for what is needed. These qualities are obviously missing in Mr. Lewis, and I would hope his resignation will be tendered immediately."

Meanwhile, NARP circulated a letter sent to Senator Clifford P. Case (R-N.J.) to press the additional funds on Amtrak so 300 new passenger cars could be purchased.

An additional \$290 million was needed, the letter went on, to make tracks and roadbeds in the Northeast Corridor alone safe for high-speed service. Amtrak is planning to spend only \$3 million on right-of-way improvement in the upcoming fiscal year.

NARP pointed out that additional funding could be used for a nationwide computerized reservation network costing \$13 million and other general modernizing of the system.

## NARP IN THE NEWS

Within the past two months, NARP has received favorable mention in Time, U. S. News & World Report and Clear Creek magazine. NARP Chairman Anthony Haswell also appeared in a news-spot on CBS television.

A new book will be out entitled *Brown-out & Slow-Down* by Richard Saltonstall, Jr. and James K. Page, Jr. (Walker & Co., 720 Fifth Ave., New York, NY 10019, 181 pages, \$5.95) which identified NARP and points to our work done on Capitol Hill. "No organization has fought harder to save U. S. railroad travel than the National Association of Railroad Passengers," say the authors.

## PENN CENTRAL ABRUPTLY ENDS RUN, STRANDS NEW YORK COMMUTERS

The Penn Central abruptly terminated all commuter service between Dover Plains and Chatham, N.Y. on its upper Harlem division on March 20.

The action, eliminating service on a 40-mile stretch of track, came so suddenly that one conductor arriving at Grand Central Terminal for the usual 4:25 p.m. train to Chatham learned from a New York Daily News photographer that the run would terminate at Dover Plains, 85 miles from the city. Then he noticed hand-lettered signs to that effect on either side of the track entrance.

"It's a damn outrage," said another conductor who, like many of the crew on that train, makes his home in Chatham.

The conductors said that they didn't know what to tell the passengers who crowded around them on the platform asking how they were going to get from Dover Plains to Chatham.

One conductor said that when he asked the chief crew dispatcher and trainmaster how passengers were to get home, they told him:

"We don't care how they get home."

The signal for discontinuing service came from a U. S. Appeals Court decision handed down on March 17 in Philadelphia, headquarters of the Penn Central. Between the 17th and 20th, no notices were posted in either the stations or cars.

The Harlem Valley Transportation Association, headed by Mrs. Gerald Carson, tried to save the trains by firing off last-minute appeals to Gov. Nelson Rockefeller and Attorney General Louis Lefkowitz. HVTA has fought for several years to preserve and modernize this service.

### EX-AMTRAK BOARD MEMBER SPEAKS OUT

"Frankly, I've been disappointed with what management has done. I don't think Roger [Lewis, Amtrak President] has dealt strongly enough with the railroads to get them to cooperate and develop a better program. I think more hell should have been raised. And I don't think he's done a good job in developing enough support in the Federal Government. They don't have a great deal of confidence in Amtrak in Washington and as a result, the Government is going to take it over more and more, until it's just another bureaucracy. What we needed this first year was more of a mover and a shaker."

— Arthur Lewis, former Amtrak  
Incorporator, in an interview  
with Robert Lindsey New York Times.  
Ex-president — Eastern Airlines  
Chairman — F. S. Smithers & Co.

## Train Adds Extra Touch To Boston Symphony Tour

The entire Boston Symphony Orchestra, along with 50 "Friends", rode three private cars on Amtrak's *Southern Crescent* to a New York appearance recently.

On both sides of the cars were banners proclaiming: "Boston Symphony Orchestra Special," and although the occupants disembarked in New York, the cars reportedly continued into the deep South — still carrying the banners.

The trip was arranged by Frances Fannestock, NARP member and one of the Symphony's two women trustees.

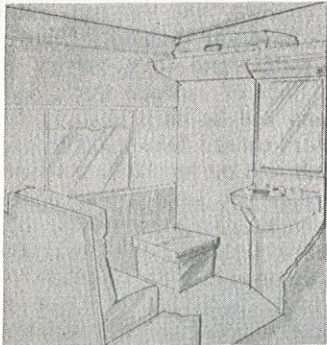
In the train, gypsy strolling music was supplied by violinist William Waterhouse.

Ellen Pfeifer of the *Boston Globe* reported that "for all my impatience to 'get there', I have to admit that four hours on Amtrak's Boston Symphony Orchestra Special was far more pleasant than the four-hour flight I took recently on one of those super-luxurious 747s."

## "THE ROOMETTE"

"I hate planes. They may be fast, but in my book they are uncomfortable, uncertain, unsafe. It's perfectly true that it takes you only two hours to fly from Chicago to New York. But first you must get to the airport. Next there is a delay in taking off, which may range from five minutes to five hours or more, depending on weather conditions, the time of the year, the whim of the unions. Then you hover over the New York airport of your choice for an hour or two, waiting for a chance to land. Sometimes you can't land and have to go off to another city, and fly or ride in when you can. You spend another hour or two getting from Kennedy, La Guardia or Newark to Manhattan. Your two hours flying time can easily stretch out to six, even twenty-four. A good train makes it in fifteen or sixteen hours, city-heart to

city-heart. Seldom is it impeded by snow, rain, wind or fog. Never is it hijacked off to Cuba. You have roomette privacy, if you can sleep well in a roomette, and I can. Train crashes, when they occur (and they occur far less frequently than plane crashes) do not have, as a rule, the deadly finality of the latter. You have a more than even chance to get out of it with only a shaking up, or minor injuries. Without being unduly attached to life, I feel that all other things being equal I'd rather live out my natural span. I'd rather look at the scenery from the ground than from the clouds. And I seldom am in a rush when I travel, because I make it my business not to be." — Introduction to "The Roomette" — a story of supernatural and earthly love written by NARP Advisory Board Member Mario A. Pei. From *Tales of The Natural and Supernatural*, Devin-Adair Publisher, Old Greenwich, Conn., 1971, \$5.95, 312 pages.



## McGOVERN TRIES AMTRAK

Another presidential candidate, Senator George McGovern (D-S.D.), has whistle-stopped on Amtrak. On May 6, McGovern rode a five-car Amtrak special on the Omaha-N. Platte line of the Union Pacific in Nebraska. The train made six stops along the 274-mile route. The candidate and his staff rode an open-end observation car that Amtrak leased from the Autoliner Corp. in Omaha.

### BITTER ARGUMENTS REPORTED AMONG AMTRAK'S BOARD MEMBERS

"Although by-laws prohibit board members from voting on issues on which they have a conflict of interest, the [Amtrak] source said there have been instances, for example, when Director Louis W. Menk, chairman of the Burlington Northern Railroad, and William H. Moore, president of the Penn Central, have vigorously argued for their company's interests in Amtrak policy matters involving millions of dollars in payments to the companies. At the same time, the source said, there was at least one case in which Charles Luna, the labor representative and ex-president of the United Transportation Union, has tried to shift Amtrak labor policies that would result in heavy extra labor costs."

— New York Times reporter  
Robert Lindsey, April 30, 1972

### AMTRAK CUTS IN "EMPIRE SERVICE" OPPOSED

A citizens group based on Long Island, the Committee for Better Transit, has attacked Amtrak's reduction in Empire Service between New York, Albany and Buffalo. Said Dr. Stephen B. Dobrow, committee president, "We are amazed to find that Amtrak is reducing rail service in the important New York-Buffalo corridor. Amtrak should direct its efforts towards increasing and improving it. . . We call upon our elected officials to take action to block this curtailment of service."

## AMTRAK EXPANDS SOME RUNS — DISCONTINUES OTHERS

Amtrak has revised summer rail passenger schedules, featuring more daily trains in the West, increased *Metroliner* service, and through service between New York and Los Angeles.

The summer schedules were effective April 30 in the East. Changes in the West go into effect on June 11.

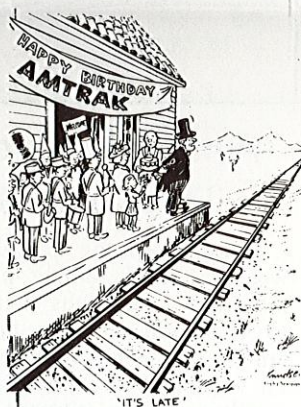
For the first time there will be *Metroliner* service hourly each way throughout the day between New York and Washington — a total of 14 roundtrips daily, two more than presently.

The speedy, electric-powered *Metroliners* will operate on a memory pattern, leaving Washington every hour on the hour between 6 a.m. and 6 p.m., and departing New York every hour on the half-hour.

The *City of San Francisco* will become daily effective June 11, an increase from its current three-times-a-week frequency.

A second Chicago-Los Angeles daily train will be added. The new *Chief* will join the *Super Chief-EI Capitan* on the 2,222-mile run, and will leave Chicago in the morning and Los Angeles in early afternoon.

An important addition in the Northeast is the restoration of overnight service between Washington and Boston, the *Night Owl*.



New York-Buffalo service was reduced from three daily roundtrips to two, and New York-Albany service from four roundtrips to three. One New York-Albany train will continue to Syracuse.

The *National Limited*, formerly combined with the *Broadway Limited* between New York and Harrisburg, is running as a separate train between New York and St. Louis-Kansas City.

The New York-Pittsburgh *Keystone* was removed, and its place taken by the new *National Limited* schedule.

Florida service was restructured. The Wintertime-only *Florida Special* ended its run April 15, and the *Silver Star* was rescheduled to provide service nearer to the running times of the *Florida Special*.

The *Silver Meteor* and *Champion* will be combined on June 11 and will serve Miami and West Coast Florida points.

A third New York-Southeast train, the *Carolina Coast*, will be added June 11 to handle local traffic in Virginia, the Carolinas and Georgia. It will run between New York and Savannah.

For the first time since 1958 daily through service will be provided between New York and Los Angeles, via Kansas City. Westbound, the *National Limited* will connect with the *Chief* en route to Los Angeles. Eastbound, the *Super Chief* will carry the New York car.

Schedules have been modified for the *Floridian*, *Texas Chief*, *Sunset*, *North Coast Hiawatha* and the *Empire Builder*.

NARP members should write Amtrak directly for new timetables (address: 955 L'Enfant Plaza, S.W., Washington, D.C. 20024). NARP will not have a large supply on hand. New timetables will be available June 11.

## SWEEPING CHANGES IN FARES MADE BY AMTRAK

The cost of buying an Amtrak ticket will increase on some routes and decrease on others on June 11.

The new fare plan — billed by Amtrak as “the first sharp decrease on major routes since the 1930’s” — calls for reductions in basic fares of 10 to 25% on ten short-haul and long-distance routes, in the East, Midwest and West Coast, and increases of 5 to 10% on four long-distance routes in the West and South.

*Metroliner* fares also will be increased. The present \$17 Metrocoach fare between Washington and New York will rise a maximum of \$2.

On the same Washington-New York route, however, Amtrak will reduce fares on its 14 daily conventional trains by 13½% — from \$13.00 to \$11.25.

The principal benefit from the system-wide changes is expected to come from filling up the empty seats on all of Amtrak’s “problem routes.” Amtrak believes the public will respond to its new summer schedules and better services if its fares are competitive.

Amtrak said six routes will receive a 20% reduction on coach travel and a 10% drop in first class fares. They are New York-Chicago, Washington-Chicago, New York-Kansas City, Washington-Kansas City, Chicago-Detroit and Seattle-San Francisco.

### MILITARY MEN GET BREAK

Amtrak has abolished a policy dating from World War I that military personnel must wear a uniform to get a furlough fare discount on intercity trains.

Effective May 1, active-duty military personnel are eligible for a 25% discount on Amtrak trains by presenting their leave or pass papers to ticket agents and conductors.

For coach travelers between Seattle and Oakland — one of the most scenic rail trips in the country — a further reduction will be available under Amtrak’s standard Family Fare Plan. This will afford an accompanying spouse a one-third discount over and above the 20% fare cut.

Travelers on the New York-Buffalo and Washington, D.C.-Parkersburg, W. Va. runs will receive a 10% fare cut.

Coach travelers between Washington-Norfolk-Cincinnati and Chicago will benefit from a 25% fare cut while fares for first class travelers will be cut an average of 10%.

Amtrak’s fare increases — the first on any intercity trains since the fall of 1970 — will be effective on the eight trains between Chicago and Los Angeles, Chicago-Seattle, Chicago-San Francisco, and Washington-Florida.

Fares on the various routes will increase between 5 and 10%.

On the Chicago-San Francisco route, an across-the-board increase of 10% will be partially offset by the elimination of the \$10 first class surcharge and a 5% coach class extra charge.

No fare changes will be made on Amtrak routes not mentioned.

The New York-Boston fare cut of last December will remain in effect.

Over and above specific fare changes, Amtrak announced it has established uniform nationwide standards in family fare plans; for children traveling with adults; and for single occupancy of double bedrooms.

### WAS SANTA CLAUS THERE?

NARP Chairman Anthony Haswell reports that while riding in the lounge car of the *Broadway Limited* in April, “taped music was being played. . . including ‘White Christmas.’”

## NARP TESTIFIES FOR TAX-DEDUCTIBLE STATUS BEFORE HOUSE WAYS & MEANS COMMITTEE

“NARP’s legislative objectives have frequently been in conflict with the legislative objectives of the railroad corporations. During 1967 and 1968 the railroad industry was strongly opposed to bills actively supported by NARP which would impose a moratorium on further passenger train discontinuances, and would strengthen the power of the ICC in individual discontinuance cases. In recent months, the railroads have actively opposed NARP legislative proposals to assure priority for passenger trains over freight trains, and to guarantee to Amtrak effective access to given lines of railroad track. This legislative competition has been and will be most unequal, for while our members and contributors cannot take a tax deduction, any amounts spent by the railroads on legislative activities are deductible as a business expense. The same is true of the numerous commercial interests which have a stake in maintaining the status quo of massive governmental financing of highway and air transport while providing virtually no aid for the railroads.” — Anthony Haswell, NARP chairman, testifying in favor of amending the Internal Revenue Code to eliminate the restriction on legislative activities by tax-deductible organizations. Because of this restriction, NARP has not been and is not now eligible to receive tax-deductible contributions.

### INCREASED TRAIN RIDERSHIP IN BOSTON-NEW YORK CORRIDOR

“In December 1971 — the first month of the \$9.90 fare — the decline in Boston-New York corridor rail traffic was arrested. Traffic in that month declined only 1% as compared to a 35% decline in Dec. 1970 over Dec. 1969.

In January 1972 — when more people were aware of the \$9.90 fare — Boston-New York corridor rail traffic scored an unprecedented 20% increase over the same month in the previous year, as compared to declines of 33% and 38% in the two preceding years.

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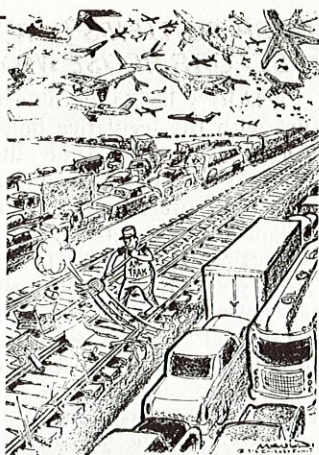
... Amtrak is earning more revenue under the lower \$9.90 fare . . . than was earned in comparable months a year ago under the higher \$12.75 fare. Thus, the fare has stimulated enough new traffic to more than offset the loss of revenue from the fare reduction. If Amtrak continues to do as well throughout the year as it did in February under the \$9.90 fare it will earn over \$750,000 more Boston-New York revenue in 1972 than in 1971.”

— Amtrak statement filed in Report of the Senate Committee on Commerce, April 20, 1972

## Amtrak, Seaboard Railroad Dispute Billing Details

Amtrak and the Seaboard Coast Line Railroad are at odds over Seaboard’s billing practices. The dispute is significant because the conditions that spawned it exist with some of the other 12 railroads running trains for Amtrak. Roger Lewis, Amtrak president, disclosed that audits of four railroads begun last autumn had unearthed “a substantial difference between ourselves and the railroads as to the meaning of the provisions of the contract” under which they provide train service to Amtrak. “It also revealed that there were some charges made in May (1971, the month Amtrak began operations) that quite properly should not have been charged to Amtrak because they were incurred in the month before Amtrak was formed,” Lewis said. — summarized from story written by Stephen M. Aug, *Washington Star*, April 24, 1972.

**NARP ADVISORY  
BOARD MEMBER  
DRAWS  
WIDELY-REPRINTED  
AMTRAK CARTOON**



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### PROMISE AND FULFILLMENT ON THE SANTA FE

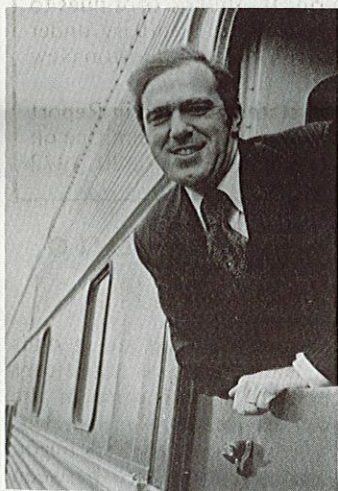
Last fall the on-time performance of Santa Fe Amtrak trains, in common with those of most other lines, left something to be desired. Between May 1 and October 14, 1971 it averaged only 78%.

On Dec. 7, 1971, Santa Fe President John S. Reed voluntarily appeared before the U. S. House Commerce Committee to defend his railroad. Among other things, he assured the Committee that passenger trains on the Santa Fe would continue to be operated as first class trains with preference over freights.

Between January 1 and March 23, 1972, Santa Fe Amtrak on-time performance was 93.0%. For the week ending Feb. 26, it was 97.1%. During that week and also the week ending March 25, the Chicago-Los Angeles *Super Chief* was 100% on-time.

### AUTO-TRAIN MOVES INTO BLACK MARCH PROFIT IS \$25,000

The Washington-based Auto-Train Corp. chugged into profitability during March, slightly less than three months after it began operations, according to company president Eugene K. Garfield.



Eugene Garfield

Auto-Train operates a service under which Florida-bound vacationers can drive their cars aboard a train in the Washington area and unload in Florida, a few miles from Disney World. A fixed fee is charged for up to four passengers a car.

During March, Garfield said, Auto-Trains transported 5,012 cars from Lorton, Va. to Sanford, Fla. which generated a gross income of \$1,039,000 and a net of \$25,000.

In Dec., the first month of operation, Auto-Train shipped 1,776 cars for a gross of \$367,060 and a loss of \$589,680. Gross increased to \$635,389 in Jan. and \$817,600 in Feb. while losses declined to

\$315,175 and \$261,087 respectively.

The figures "indicate that the trends are significantly favorable and that revenue has increased dramatically since the beginning of operations. Almost all the non-recurring expenses inherent in the commencement of operations were incurred in the months indicated," Garfield said.

## FALTERING AMTRAK

The following editorial is reprinted from the New York Times, May 3, 1972

Amtrak moves into its second year almost as trouble-beset as the railroads whose inadequacies spawned it. Far from reviving intercity rail passenger service, the corporation created by Congress in hope that self-support would come quickly through the improvements it generated seems destined primarily to swell the Federal deficit.

All the problems of featherbedding, creaky roadbeds and general decrepitude that contributed to the disappearance of passenger trains are still holding back their return. But the most conspicuous of Amtrak's failures has been its predictable inability to shake railroad management out of its torpor.

The initial decision to rely on the same managements that had wrecked service to carry out the new corporation's operating responsibilities was itself an invitation to disaster. But any chance for real improvement was removed when Amtrak omitted from its contracts with these managements performance guarantees to spur more efficient and dependable operation. Instead, the contracts offer an open track for waste. Unions and politicians add to the red ink by insistence on unneeded jobs and unneeded runs.

The one bright spot in the Amtrak record is the steadily improved service — and the correspondingly improved traffic — on the Metroliner. The encouraging public response to more frequent, faster and cleaner trains between Washington, Philadelphia and New York and through the whole Northeast corridor to Boston makes it plain that the idea underlying Amtrak is a sound one. All it needs is genuine application on a nationwide basis.

### FOR NUDISTS ONLY

"Ever alert to attract new business, West Germany's government-owned railway will soon offer trains with special compartments for travelers to a nudist colony on the North Sea island of Sylt. Such passengers will be permitted to travel "topless or bottomless or both." Their compartments will be open only to nudists." — Labor newspaper, April 15, 1972.

New forms are available from NARP to enable members to evaluate the quality of Amtrak trains. Results are computerized for Amtrak's benefit. Write NARP for copies of the revised sheets today!



### Support NARP — Bring In A New Member



Yes, I want to aid the cause of better rail passenger service. I understand I will receive a membership card and a monthly newsletter to keep me informed of developments.

Enclosed is my remittance for the category checked. I understand that \$3.00 of this amount is for a one-year subscription to the newsletter.

- |   |  |
|---|--|
| <input type="checkbox"/> Contributing \$10  | <input type="checkbox"/> Sponsoring \$50     |
| <input type="checkbox"/> Participating \$25 | <input type="checkbox"/> Sustaining \$100    |
|   | <input type="checkbox"/> Life, \$500 or more |

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Note: NARP members should not use this form to renew. It would be helpful if members wait until they receive the renewal reminder, and use the special coded envelope enclosed with it.

## EUROPE'S TRAIN TICKETS: "ONE LITTLE PIECE OF PAPER"

"In Los Angeles . . . I went to the downtown Santa Fe ticket office to pick up a reservation which had been made for me on the City of San Francisco Amtrak service east to Iowa. The clerk couldn't have been more helpful in phoning around for details. But when he got it sorted out, it still took him 20 minutes to type up an accordion of tickets stubs involving a Pullman roomette and Amtrak conveyance east via Southern Pacific, Union Pacific and the Burlington. In Europe you buy one little piece of paper for a trip from Paris to Istanbul across seven countries. Two of them Communist. Your ticket is then duly inspected, punched and returned to you all along the way." — Los Angeles Times reporter Don Cook, Feb. 22, 1972.

### AMTRAK AND NATIONALIZATION — THE SENATE'S VIEW

"The committee notes that there has recently been considerable public discussion concerning nationalization of the entire railroad system. Our Nation must have a modern and responsive rail passenger system. Amtrak can and should meet that need. If Amtrak fails, public demand for passenger service will doubtless not disappear and may be redirected back toward the railroad corporations. Since the railroads generally have been unwilling or unable to meet this demand, total nationalization will inevitably be advocated as the only alternative which promises a positive passenger train solution. But, if Amtrak achieves the objectives for which it has been established, there should be no rational ground for proposing nationalization on account of passenger service deficiencies."

— Report of the Senate Committee  
on Commerce, April 20, 1972

WHILE AMERICA BUILDS HIGHWAYS. . . Mexico will invest more than \$160 million to bridge the mountainous last gap in a railroad line that will connect Matamoros on the Gulf of Mexico (opposite Brownsville, Tex.) with Mexico's principal Pacific port, Mazatlan. This will give northern Mexico its first coast-to-coast rail link. The 200-mile gap runs through what is called "the devil's spine" section of the Sierra Madre Occidental mountains and involves a descent of more than 6,000 feet.

## NEWS from NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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Anthony Haswell, Chairman  
Joseph Vranich, Executive Director  
Diane Gordon, Executive Secretary

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## FRIENDS OF THE RAILROAD PASSENGER

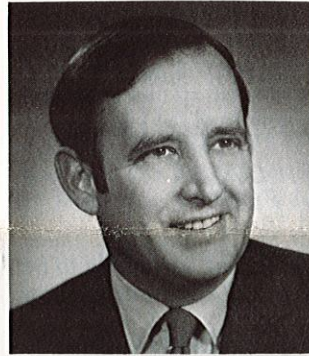
### Rep. Stewart B. McKinney

Question: Who is the freshman Congressman most devoted to improving commuter rail transportation?

Answer: Stewart B. McKinney, former commuter on the New Haven division of the Penn Central and Representative of Connecticut's Fourth District.

The youthful Republican has undertaken energetic steps to insure service improvements. He has:

- Urged the U.S. DOT "to expedite Connecticut's application" for an improvement grant of \$15 million. (The grant was finally made in March, 1972 after a considerable delay.)



- Traveled to the General Electric plant in Erie, Pa., to get a first-hand look at the 144 new cars being produced there for the Conn. DOT.

- Sponsored legislation to put \$72 million into further research and development of high-speed ground transportation.

- Named Joseph H. Schachter, president of the Fairfield County Commuters Action Committee, to his "District Citizen's Cabinet."

- Urged Congress to devise a permanent solution to railroad strikes.

- Asked the Price Commission to review an ICC decision allowing a fare increase on the New Haven division.

- Forced the Penn Central to improve air conditioning on the line.

- Asked the Federal Railroad Administration to deny an "outrageous and callous" application by Penn Central to remove derail safety devices from drawbridge entrances.

Without a doubt, New Haven commuters have fine representation in Congress.

### POSITIVE THINKING

"It isn't hard to sell railroad passenger service to the average citizen" — Mrs. Henry Grem, Terryville, Conn. in a letter to NARP.

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