

The Voice of the Railroad Passenger



Work for Trains —  
Save the Environment!

from

## NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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### Penn Central, Public Square off for Major Passenger Service Battle

A battle that may well decide whether the United States is to have a rail passenger system worthy of the world's most mobile industrial power opens in Washington on April 27.

Playing a leading role in the fight against Penn Central's plan to carry out the most massive passenger train slaughter in the nation's history will be the National Association of Railroad Passengers. NARP has promised that it will throw its full resources into combatting PC's petition to discontinue all its east-west passenger operations.

The opening hearings before the Interstate Commerce Commission will be limited to presentation of data on PC's financial position.

The general public and organizations representing rail users will have their say when the hearings "go on the road" in some 36 communities throughout PC territory starting in early May. (See complete hearing schedule in this mailing)

NARP will concentrate its efforts on the Washington hearings with our legal counsel, Andrew P. Goldstein, representing the Association. NARP is greatly encouraged by the fact that a number

of states and cities have announced their intentions to actively fight PC's abandonment program.

NARP members who wish to testify should contact the attorneys for their states and communities at the local hearings and ask for an opportunity to be heard.

When PC filed its petition, the ICC asked the railroad to extend the time for the proposed discontinuances beyond the legal four-month period. PC refused, insisting upon a final date of Aug. 15. However, as a result of action brought by labor groups in federal court in Pittsburgh, the deadline was ordered extended to Oct. 1.

NARP has confidence that the ICC, charged by Congress to protect the public interest, will not permit Penn Central to get away with its "public-be-damned" abandonment scheme. Nevertheless, there is no reason for complacency. The more forcefully the public makes its opposition known, the more effective we can be in convincing the Penn Central and other railroads that, willing or unwillingly, they are in the passenger business for keeps.

### PASSENGERS NETWORK BILL GOES TO SENATE; SUPPORTERS SEE "NEW MARKET" FOR TRAINS

The "Rail Passenger Service Act of 1970," providing for a basic rail passenger network throughout the U.S., is now before the full Senate for action.

A vote on the measure is expected in the near future.

Sen. Hartke (D-Ind) submitted the Commerce Committee's report on the bill on April 9, and on the same day a new bill incorporating the Commerce Committee's amendments was introduced in the Senate (S. 3706).

Sponsors are Majority Leader Mike Mansfield (D-Mont), and Senators Hartke, Magnuson (D-Wash), Cannon (D-Nev), Hart (D-Mich), Moss (D-Utah), Tydings (D-Md), and Hollings (D-S.C.) Sen. Hartke is expected to be floor manager when the bill comes up for a vote.

(Continued on P. 2)

### DOT to Investigate Passenger Service

Secretary of Transportation John A. Volpe has ordered an investigation into service provided to passengers on trains, busses and airlines.

The study was suggested by Sen. Charles Mathias (R-Md) as a result of travel dislocations along the Eastern seaboard last January because of heavy snows. The inquiry will consider cleanliness of equipment, reliability of reservations and ticketing, and treatment of passengers on delayed trips. Volpe said he shared the Senator's feelings that "the traveler on common carrier transportation, often inexperienced or poor or ill-advised of his rights, has not received sufficient attention."

### NARP CHARGES "ZEPHYR" OPERATORS WITH TRYING TO KILL TRAIN, CALLS ON ICC TO RECONSIDER SCHEDULING

Charging that railroads operating the famed *California Zephyr* have set out to destroy the train through poor and inconvenient schedules, NARP has formally called on the Interstate Commerce Commission to reconsider the scheduling.

NARP accused the joint operators — Burlington Northern, Rio Grande and Southern Pacific — of defying a Feb. 14 ICC order to provide "an improved and attractive service" in return for permission to operate the Chicago-San Francisco luxury train thrice-weekly rather than daily.

NARP also charged that the new schedules had been discussed in advance between the carriers and the ICC without making public that the negotiations were taking place.

The new schedules, NARP says, require passengers to change trains at Ogden, Utah, at inconvenient times, run the train through some of the most spectacular scenery in darkness and cause missed connections with 19 trains at Chicago.

"This is the fourth petition we have filed with the ICC asking it to look at the record and to base its decisions on a careful study of the facts," said NARP Chairman Anthony Haswell.

"Our previous petitions have been ignored or dismissed out of hand, while the railroads apparently can come and go at will to make their private arrangements with the ICC.

"As our latest petition states, 'If the ICC wishes to abandon rail passenger service to the unilateral, self-interested decisions of the carriers, we ask that the Commission say so.' At least, the public will know where it stands," he declared. (Continued on P. 3)

## PASSENGER BILL GOES TO SENATE (from P. 1)

As reported in our March newsletter, the bill provides \$435 million over a 4-year period to railroads operating trains designated by the Secretary of Transportation as part of the "National Rail Passenger System" (NRPS). Of the total, \$195 million would be provided for purchase and rehabilitation of passenger equipment and \$60 million annually for operating subsidies.

In its report urging approval of the bill, the Commerce Committee declared that "a new market for rail passenger service exists. The modes of transportation which drained away the railroads' passenger business now face serious problems of their own."

Pointing to congested highways and airways, air pollution caused by autos and the large land areas consumed by highways, the report urged the Congress not to let rail service "expire by default. . .

"Unless positive government action is taken soon, railroad passenger service in many parts of the country will be a thing of the past," the report warned.

The Committee held out the hope that "within a reasonable period" operating assistance will not be needed "because the revenues derived from the users of the service will not only offset the expenses but will return a reasonable profit."

As the government will have clear power to set standards of service with new or refurbished equipment, NARP believes an ultimately profitable operation is a reasonable expectation. The *Metroliner*, providing good service properly promoted, accents this possibility.

## MINORITY VIEW

In a minority report, Republicans Senators Cotton (R-N.H.), Griffin (R-Mich) and Baker (R-Tenn) made clear their commitment to good rail passenger service but expressed reservations about an operating subsidy, suggesting that "more reasonable approaches" to the problem exist. They suggested a comprehensive program for improved organization, service innovations and better management.

These Senators called for consideration of an alternative proposal for an independent corporation to operate passenger trains. Sen. Prouty (R-Vt) expressed his conviction that there is a "real need for improvement of intercity rail passenger service" but felt a subsidy would at best only slow the decline of the service.

Senator Prouty called the independent corporation a "pragmatic solution" to the passenger service problem. Legislation creating the corporation had been drafted by the Commerce Committee staff at the request of the full Committee but a majority of the Senators felt that a temporary direct operating subsidy combined with equipment assistance was needed now.

It is thought likely by observers that a consensus bill will be developed which will have bi-partisan support. They point out that no member of the 19-member Commerce Committee questioned the need for good rail passenger service. This is a dramatic gain for rail service advocates who for years have been lectured by rail managements that passenger trains are not needed and should be allowed to die a quiet death and prompt burial.

The U.S. Senate appears to think otherwise. It seems almost a certainty that a rail passenger bill will be approved by the Senate this session.

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Upgrade your membership; use NARP promotional materials; mention NARP in your correspondence; bring in a new member today.

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**AUSTRIA DROPS DOMESTIC AIR SERVICE, GOES TO TRAINS** — According to *Travel* magazine, Austria has discontinued all domestic air service as well as routes from provincial capitals to foreign points. "Railroads and other forms of ground transport will assume full burdens of domestic travel," the magazine reports. Austria found domestic air service uneconomical.

## WHO SAID THAT?

"We believe it [the short take-off and landing airplane] would be an important part of the total transportation system for the Northeast corridor. We don't think it is going to replace the train. We never have. In fact, we hope the train is successful."

Guess which of the following made this statement in an interview with the *New York Times* on March 15, 1970:

a) Stuart Saunders, chairman, Penn Central; b) Floyd D. Hall, chairman, Eastern Air Lines; c) Prof. George Hilton; d) *Trains* magazine.

(Turn to page 3 for the right answer)



## REGIONAL CHAIRMEN TO MEET IN WASHINGTON

NARP regional membership chairman will converge on Washington April 27 for a strategy meeting and dinner with Association directors. Most are expected to remain for the annual meeting on the following day.

Coming from California aboard the *Superchief* is California State Membership Coordinator Pauline Koch. Also coming from California is San Francisco Bay Area Chairman Scott K. Schiechl.

Other acceptances to date include regional chairmen Mrs. Patricia Viets, Wisconsin; Frank C. Barry, Northern New Jersey; Thomas E. Coval, Eastern Pennsylvania; Edwin C. Hutter, Central New Jersey; Kevin McKinney, Southern Michigan and Northern Illinois areas; the Rev. M. Earl Eargle, Georgia, North Carolina and South Carolina; Fred E. Heath, Maryland, and Ray C. Bottles, Northern Ohio. The latter two are newly appointed chairmen.



## State Offers Railroads Passenger Service Aid, But There Are No Takers

Thanks to the alertness of one of our members — Stephen L. Farrar, III, of Amelia, Va. — a little-known and never-used Virginia statute to aid passenger railroads has come to our attention.

Attending a hearing on RF&P's petition to drop trains 85 and 86, Washington to Richmond, Mr. Farrar heard Preston Shannon, general counsel for the State Corporation Commission make reference to the law. Passed in 1962, it generally allows for a refund of a portion of a railroad's franchise tax if the carrier provides good, essential service but is losing money. A railroad may apply by submitting a plan to the Commission. Mr. Shannon said that no railroad has ever applied.



## Material Available to NARP Members

We have a supply of printed material available for the asking to NARP members who can make good use of it.

- **Revised brochure** — "Why — in the 1970's — do we need rail passenger service?" 9 text pp, 5 illustrations.
- **Editorial clipping brochure** — "From Throughout the U.S. Comes the Call — Save Rail Passenger Service!" 16 pp with application form.
- **Advertising reprint** — "The Six Missing States." Broadside, with application coupon.
- **A study** — "The Southern Pacific and Railroad Passenger Service." 88 pp, with charts and illustrations. (Limited supply)

Also available are the two new items mentioned in the March newsletter: NARP membership promotion posters and ready-to-use advertising copy for members who wish to buy space in their local newspapers.

## ZEPHYR PETITION (From P. 1)

The ICC's *Zephyr* order, NARP contends, reduces rail passenger service between Chicago and San Francisco by 80% — from 28 trains weekly to six over the central route.

NARP's petition cited court testimony of Robert M. Jochner, general passenger traffic manager for the Southern Pacific, as evidence that the carriers received the ICC's private go-ahead to operate the train on its present poor schedule.

"In view of Mr. Jochner's sworn statement," NARP said, "a substantial question exists regarding improper communication between representatives of the carriers and representatives of the Commission concerning the manner in which the railroads proposed to meet provisions of the ICC's Feb. 14 order authorizing thrice-weekly service."



## MISCELLANY



**Train Vs. Auto Costs** — A first-time rider on PC's *Metroliner* between Washington and New York remarked to another passenger how much he enjoyed the ride and wondered how much it would cost to take his wife, 11-year-old son and 4-year-old daughter on a round trip. He usually drove, he explained.

The other passenger happened to be PC's Washington public relations man, Joe Ewing. Figuring two full fares, one half and one free, Ewing came up with a total of \$78.75 for the four, round trip, on the *Metrocoach*.

"What?" the other exclaimed. "Why, I can drive it for a fraction of that!"

Ewing made some more computations, using the American Automobile Association's auto cost-per-mile of 14.5 cents. Adding toll charges, he estimated a driving cost of about \$3 less than by train. His figures included no parking charges. Ewing also pointed out that by using a conventional train, the trip could be made for about \$17 less than by car.

"I never stopped to figure before," the rider said. "Maybe our next trip will be by train."

**Well, We Can Dream** — We are indebted to two California members — Donald W. MacLean, Concord, and Jerry Blair, Redwood City — for calling our attention to an item in Herb Caen's lively column in the **San Francisco Examiner & Chronicle**.

A reader told Mr. Caen of his trip aboard Canadian National's *Rapido* between Montreal and Toronto. . . beautiful decor, wonderful food and drinks, a great train. He suggested that the columnist call this to the attention of the Southern Pacific.

"I'd be happy to," Mr. Caen commented, "but what would be the point?"

**"Travel By Night — Save A Day"** --That's the theme of a coordinated advertising and promotion program now being conducted by European railways, according to a dispatch from Basel, Switzerland, by Ronald Huntford of the **London Observer**. The slogan, he explains, "is a play on growing dissatisfaction with the waits at anonymous airport lounges during the small hours. And the arrival of the jumbo jets will only exacerbate the situation." *Businessmen have started to desert the plane for the railroad, Huntford says, thanks to excellent food, accommodations, service and promotion. He predicts that in the long run, "the sleeper will be most effective in depriving the airlines of continental inter-city traffic."*

**No Profit in Passenger Service?** — The UPI recently reported that Japan's Tokyo-Osaka highspeed passenger service has grossed nearly \$1,390,000,000 on its initial investment in 1964 of somewhat over one billion dollars. Ridership on the line averaged 200,000 passengers daily in the first half of 1969.

**SOME COMPLAINTS WE'D LIKE TO HAVE** — British commuters, led by Sir Laurence Oliver; his wife, actress Joan Plowright, and actor Sir John Clements recently led a passengers' revolt aboard their London-to-Brighton train. Seems scrambled eggs and kippers had been dropped from the breakfast menu because of the relatively long preparation time for the one-hour trip. As the **Philadelphia Bulletin** commented, U.S. commuter trains don't scramble eggs either — "just commuters."

**The Iron Horse Behind the Iron Curtain** — American rail travelers who find that an important connection is timed to leave ten minutes before their train arrives have at least one thing to envy from behind the Iron Curtain. According to a recent A.P. dispatch, the U.S.S.R., Red China, Mongolia, North Korea and North Vietnam got together and worked out an agreement to coordinate the time tables of their major passenger trains. Some of those countries may not be on speaking terms, but they seem to have a common consideration for the rail traveler.

**MORE SPEED FOR JAPAN'S "BULLETS"** — The president of Japan National Railways thinks his 150 mph Bullet trains are too slow. According to UPI, he told a rail conference that within 10 years the trains on the Tokyo-Osaka line will be traveling at 240 mph.

**Holland, Too** — Holland is another country that has found that superhighways are not the answer to the problem of moving people. According to a recent article in the **Boston Globe** entitled "Europe by Rail: Atmosphere With Luxury," the Dutch have instituted a "vast new (rail) modernization program, aimed at luring passengers from the roads. . ." The same article discusses the joys of travel on the fast and luxurious streamliners of the Trans-Europ-Express network. The great French *Minstral* has recently added a hairdressing salon and boutique to its line of passenger services.

**Rail Revival Down Under** — According to an A.P. dispatch from Sydney, Australia has joined the "return-to-the-rails" roster. At a cost of \$235 million, it has upgraded its 2461 mile transcontinental rail line and instituted a new *Indian-Pacific* passenger train, named after the two oceans it links. Fare is \$98 first class, \$74 economy.

### Thank You

In our last newsletter, we announced the opening of a fund-raising drive to help meet the growing demands on your Association.

Contributions to date have been gratifying. All contributors will be thanked by personal letter but until that time, please accept our sincere thanks.

If you have not yet contributed to our "war chest" and wish to do so, please mark your envelope "NARP Special Fund."

### ANSWER TO: "WHO SAID THAT?" (From p. 2)

b) Floyd D. Hall, chairman, Eastern Air Lines. Incidentally, on March 11, Eastern announced it planned to close down on April 26 its shuttle service between Newark and Washington. The **N.Y. Times** called it "the first cutback in one of the world's most successful air services. . ." Whether the success of the *Metroliner* had anything to do with it was not stated.



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permission. Credit to the source is requested.)

### MEMBERS ARE SPREADING NARP STORY ACROSS CONTINENT THROUGH NEWSPAPERS, POSTERS, RADIO

The response to our offer of NARP promotional posters and local advertising copy has exceeded all expectations.

Members in towns and cities across the nation, from Old Lyme, Conn., to Los Angeles, have been bombarding NARP headquarters with requests for the blue and white signs and the ready-to-print ad copy for use in local newspapers and other publications.

One member — Jim Giblin of Naperville, Ill. — has announced plans to carry out a "saturation" program in his community, using the ad copy, posters, publicity, personal distribution of the new brochures and prepared one-minute radio spots, the latter being a new item announced elsewhere in this issue. We will keep you informed of the progress of Mr. Giblin's generous action on behalf of better rail passenger service.

Meanwhile, our membership roster continues to grow at the rate of approximately 20 to 25 new adherents a day. Credit for this growth belongs largely to the devotion and plain hard work of our members and regional membership chairmen.

Once again, special mention belongs to John J. Bowman, Jr., Lancaster, Pa., for a truly spectacular effort in getting NARP's story across to newspaper readers through the "Letters" columns. Almost daily, our clipping service delivers clips from newspapers throughout the country bearing Mr. Bowman's signature. We understand Mr. Bowman has written to several hundred papers and his excellent comments have gained almost a column of space in a substantial number of publications. His letter-writing campaign is continuing.

**Radio Spots for Local Use** — A new dimension has been added to our promotional efforts, consisting of three professionally-prepared one-minute radio spots promoting rail travel and membership in NARP. These are available upon request to any members who wish to purchase broadcast time locally to advance our cause. Mark requests, "Radio Spots."

Other members whose letters promoting NARP have come to our attention include Thomas R. Pulsifer, Xenia, Ohio; Walter T. Oetjen, Oskaloosa, Iowa; Paul H. Emerson, Muncie, Ind.; Robert S. R. Williams, Cincinnati, Ohio; Elsie Jimenez, Phillipsburg, Pa.; Chicago North Shore Regional Membership Chairman Bruce D. Williams; E. P. Richardson, Sr., Sacramento, Calif. We are sure there are many others whose letters have not yet come to our attention. If you are among them, please advise us.

At Valparaiso University, Prof. William M. Cross and Doug Kocher, a student, are circularizing faculty members with an excellent explanatory letter about NARP with a membership

## FRIENDS OF THE RAILROAD PASSENGER

### 6 — Congressman Brock Adams

Now in his third term as a member of the House, Seattle Congressman Brock Adams has been a leader in the fight for better passenger service. He is the principal sponsor of a bill clarifying the ICC's authority to set standards for rail passenger service. Mr. Adams was joined by 96 other Congressmen in sponsoring this measure. He also introduced legislation to authorize the Secretary of Transportation to create a pool of new and rehabilitated passenger equipment for lease to the railroads. This measure has been incorporated in the omnibus passenger bill now pending before the Senate.



U.S. Attorney for Western Washington State from 1961 to 1964, Mr. Adams was first elected to the 89th Congress. He serves on the Commerce Committee and the Committee on the District of Columbia. Young, energetic and articulate, Rep. Adams has in 6 years won the respect of his colleagues, and his grasp of the issues has made him an influential voice in the House.

Rep. Adams told NARP: "It may seem strange for a congressman whose district's biggest employer is Boeing Aircraft to be battling for better rail passenger service. I don't think it is. I know from my experience on the Commerce Committee that in the 70's we are going to need every means of transportation to move growing numbers of people from place to place quickly and comfortably. The jet plane and the railroad train aren't competitors as many would have us believe. The travel market is big enough now so that both are needed. The best way to get to Hawaii is by jet, but to cover the distance between Seattle and Portland, a modern high speed train makes good economic sense for the traveler — as well as for the airlines and the railroads. Now is the time for Congress to make the long-sought goal of a balanced transportation system a reality."

coupon attached. Thomas E. Coval, recently appointed regional chairman for Eastern Pennsylvania, was interviewed in Temple University's News on NARP's aims and objectives. Mr. Coval is assistant executive alumni secretary at the Philadelphia university. He plans a follow-up advertising program.

Several well-circulated church publications have given or are giving editorial and advertising space to NARP. We will report on this in a subsequent newsletter.

We again wish to express our sincere gratitude to those of you who are speaking and writing on behalf of our cause. If any anti-passenger railroad managements felt that their wrecking tactics would put a damper on our efforts, they figured exactly 100% wrong.

Keep up the good work, and the best of luck with your efforts!

### WORDS FROM A RAILROAD MAN

"When measured against the 20 or so million dollars it takes to design and build a new automobile, or the 32 million it takes to build a couple of miles of elevated expressway, or the hundreds of millions it takes to produce a new aircraft, then the cost of a new form of [passenger] train does not come all that high, especially if it makes our cities livable."—Douglas V. Gonder, vice-president of Canadian National's Great Lake Region.