

PASSENGERS Voice

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AMTRAK TURNS 50!



Passengers Reflect On The Grand Experiment, Five Decades In 2021

2021 marks the 50th anniversary of Amtrak, and—as has often been the case—passengers find themselves asking important questions about where America’s Railroad is headed. Rail Passengers Association (or, for those of you who have been with us since the beginning, NARP) will spend all this year attempting to answer that question, drawing on the expertise and historical memory of our members and staff, both past and present

“This certainly isn’t the 50th anniversary most of us had in mind,” said Jim Mathews, Rail Passengers President & CEO. “As late as February 2020, we were looking at yet another year of record ridership and revenue and unprecedented bipartisan support for service expansion and new equipment. Now, because of the pandemic, the global travel industry is in turmoil and we’re working hard just to return Amtrak and transit service to pre-pandemic levels. But that’s all the more reason to take stock of where we’ve come from and think about where we want Amtrak to be—10, 20, even 50 years into the future.”

There are several red-letter days to point to: Amtrak was incorporated in Washington, D.C. on March 30th, 1971, and service was launched on May 1st of the same year (the Clocker, between

Philadelphia and New York). Rail Passengers staff and leadership will be sharing memories of the past and visions for the future all year long—so stay tuned!

[Have memories of Amtrak’s first years that you want to share? Send them to Madison Butler at mbutler@nartrail.org, subject line “Amtrak’s 50th.”]



Some may remember our original newsletter. Here is an actual representation of an earlier issue from the National Association Of Railroad Passengers which ran in November, 1969 -- over 50 years ago!



RAIL PASSENGERS

ASSOCIATION

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FROM The Editor

As Amtrak celebrates its 50th Anniversary, our Rail Passengers Association/NARP newsletter begins its 55th year of publication.

Just like the Association and the railroads, the newsletter has gone through a number of changes over the years - for better and worse.

In the last year alone, due to the pandemic, we have had to reinvent things a little and present a 100% digital offering for the very first time. While we are all hoping that we can get back to the printed word again in the near

future, we could not sit back and wait for that day to come around - so we are trying something a little different and maybe something a little more familiar.

Going back to the very first issue, this publication has been known as "The Voice of the Railroad Passenger" and, with that in mind, we are returning the stories and voices you will see within these pages to you - the passenger. You will still hear from staff from time to time and our President & CEO will have a regular column but the pictures, themes, and thoughts

will be directly from you. And to make sure we do this right, we are going to move to a quarterly digital schedule and each will have a connected theme... and "Amtrak at 50" will kick us off.

If you want to hear more from staff and get your fill of up-to-date legislative news & updates, make sure you are signed up for our weekly Hotline - which is delivered to your inbox every Friday.

**Joe Aiello, Field Coordinator &
"Newsletter Editor"
Amtrak Rider Since 1998**

FROM THE DESK OF The President

Amtrak Connects America...And Could Re-Connect Us All

Despite its foibles, missteps, and bouts of legislative abuse, Amtrak has made it to its 50th birthday – a milestone to recognize how Amtrak in many ways represents some of the best impulses of American culture, warts and all.

In the years just before Congress and the Nixon Administration created Amtrak, America was on the verge of losing something precious. Under a common law concept called “common carrier,” private railroads are obligated to run passenger service to all comers. By the late 1960s, under the onslaught of taxpayer-funded highways and subsidized airline infrastructure, they were struggling to keep the lights on. Much of the country was losing passenger service. Then, as now, remote policy makers felt that highways and airplanes were good enough. And if rural America or those with special needs were left behind? Well, they could always move.

The Federal government created Amtrak expressly to step in and preserve vital service to parts of the country where private industry could not afford to profitably provide it. Amtrak absorbed the private railroads’ common-carrier obligations to operate the services – along with their ragtag collection of mismatched rolling stock, railroad employees and the rail companies’ associated debts and liabilities. Our Association’s founder Tony Haswell created the National Association of Railroad



Jim Mathews, President and CEO, Rail Passengers Association
Photo Credit: Rail Passengers Association

“Amtrak connects people, linking students to universities, grandparents to grandkids and workers to opportunities.”
—Jim Mathews

Passengers to make this reality and was instrumental in shaping the legislation that created Amtrak in 1971.

Thanks to this, today hundreds of communities are not left behind, millions of Americans have access to travel and Amtrak creates economic benefits to the United States of at least \$8 billion every year.

Without hyperbole, we can declare that Amtrak makes us stronger. That’s because Amtrak is about a lot more than trains. Amtrak connects people, linking students to universities, grandparents to grandkids and workers to opportunities. Amtrak brings tourists to our national treasures and veterans to medical

care. Amtrak connects Heartland America to the Big Cities and all the smaller cities in-between. This makes communities thrive and grow and lets everyone play their part in building a truly Connected America.

Without Amtrak many tribal communities would be isolated. A lot of folks in wheelchairs or with other physical challenges would be homebound. People in poorer communities might be shut out of a better life. Amtrak’s benefits are more than economic. Amtrak represents the fundamental fairness of giving everyone their chance to grab their little piece of the American dream, the decency and dignity of Americans voting year after year to spend their tax dollars to stitch their fellow citizens together.

Don’t believe me? Go stand on a platform in Greenwood, Miss., and watch as an Amtrak conductor gently helps an elderly grandmother aboard a coach to see her grandkids. Whether spurring commerce along the Nation’s economic aorta in the Northeast Corridor or keeping ordinary Americans affordably connected to family, friends and American life, Amtrak represents the best of America. That’s what Amtrak means to me.

Jim Mathews
President & CEO,
Rail Passengers Association
Amtrak Rider Since 1973

CUSTOMERS SHARE THEIR EXPERIENCES IN HONOR OF...

AMTRAK'S 50TH!



Chicago Union Station • Photo Credit: Ken Briers

KEN BRIERS, CHAIRMAN, RAIL PASSENGERS • TRAIN RIDER SINCE 1950

I'VE BEEN INVOLVED WITH AMTRAK for all its 50 years. In 1971 I was a Passenger Trainman in Philadelphia. Through 1972 I was a Rider, a travelling troubleshooter, on Metroliners. In 1973, I became a Fireman, and ultimately, a Northeast Corridor Locomotive Engineer. In 1988 I became a consultant and spent 23 years working on passenger rail projects.

Through almost all those years I have been a Rail Passengers Association member, and a Board member since 1988. The time has been one of disappointment, with Amtrak struggling to hold on, with minimal funding.

But this is an exciting time! The Biden Administration is expressing a level appreciation of the value of passenger rail that we have never seen before. The Administration desires to secure

adequate funding to expand services and replace the fleet. Once daily service is being suggested as the minimum. I would argue that twice daily service should be the minimum if we are going to offer it to every station at a reasonable time of the day.

Currently, the Rail Passengers Association is working with Amtrak to move support for Amtrak away from the flawed concept of a "someday profitable" operation to one that creates value in the towns and cities that the trains serve, and should serve, through IMPLAN, a software tool that can define this value for a city, or a route segment, and for multiple trains. The support of Council members will be key to achieving this goal.

I'm looking forward to the continuing success for the Association and the growth of passenger rail.

KIM WILLIAMS, DIRECTOR, RAIL PASSENGERS • TRAIN RIDER SINCE 2006

AMTRAK MEANS A LOT TO ME as a carless, city-dweller. It means getting out of the craziness of DC, visiting friends and family, and peaceful journeys across the country.

It is how my friends and I enjoy the rest of the East Coast, and how my dad came to visit me from Louisiana (before funding ran out after Hurricane

CONTINUED, p. 5



Deborah Fischer Stout with Mark Corriston and Kansas Governor Mark Parkinson during the signing into law of the Passenger Rail Service Program Act, 2010 • Image courtesy of Deborah Fisher Stout

KIM WILLIAMS, DIRECTOR, RAIL PASSENGERS • TRAIN RIDER SINCE 2006 (Continued)

Katrina). For a while, it was an indirect source of income while I sold souvenirs to travelers at Union Station, and later a source of frustration with trip delays ruining very expensive concert plans. Above

all, Amtrak is my favorite way to collect travel memories. With the Association's help, all of us members can help expand Amtrak's reach so others can also create memories while relaxing on the train.

DEBORAH FISCHER STOUT, PRESIDENT, NORTHERN FLYER ALLIANCE • TRAIN RIDER SINCE 2009

My maternal grandfather, Clyde Chester Wall worked for Kansas City Southern and lived in Pittsburg, KS back when you could take a train to Kansas City's Union Station. My mother's memories of visiting "Daddy" in KC by train with her mother and brother were never really described in detail. Rather, the phrase, "leading a merry chase" was the full set of the description. But the look on her face whenever she referred to those times, and the "blast" she said she always had were enough to invoke vivid imaginary scenes of chaos between two toddlers running up and down the aisle and a young mother trying to keep pace with them in a dress and heels onboard the KC Southern in the 1930's.

Now, about this same time (somewhere between the age of 8 and 12), I watched with envy as my older brothers were invited each and every holiday trip to accompany Granddad to the train yard where

they were treated to hours of train lore, train lingo, train love and general train education at the hands of our knowledgeable Granddad. For a period of at least four years I begged and pleaded to be included in these, in what had to be "blast-filled" trips. But Granddad always said no. Getting smarter over time, I eventually employed the help of my Grandmother. She seemed to always get her way, so what could I lose? Sadly, even Grandmother couldn't budge Granddad from his resolute stance.

Many decades pass, and I bring the subject up to one of my lucky older brothers over a 4th of July holiday. "David", I begin as he's grilling hamburgers on his back patio. Never to shy away from being straightforward, I ask "Why wouldn't Granddad ever take me to the train yard when we were kids?" "Because you're a girl." Was his straightforward answer. Wannabe Amtrak Rider since 1971. Actual Rider since 2009.



Enjoying the Sightseer • Photo Credit: Cate Read

CATE READ, ILLINOIS COUNCIL MEMBER • TRAIN RIDER SINCE 2014

I was a longtime airline employee when I took my first Amtrak trip. I've had the privilege of traveling to most parts of the world, thanks to my flight benefits. But, those very flight benefits would be the reason I finally discovered Amtrak.

I had joined my family for a mini weekend trip to St. Louis in the Fall of 2014. I flew down space available from Chicago, and had a lovely couple of days with my family. By Saturday it was clear that all the flights back home to Chicago were full, and I would be stranded. Or, I could book a seat on Amtrak. I'd always wanted to take a train trip, but I knew almost nothing about it. I booked a last minute full fare Coach seat for \$50, a BARGAIN in airline dollars for a confirmed seat, on a midday Lincoln Service for Sunday.

Later that evening I realized my Houston Texans were playing at 3pm that Sunday, so I decided to change my ticket to the 8:00am Texas Eagle. And there, among my choices, was an upgrade for a Roomette. It was described as my own private compartment, with meals included.

It sounded like the United BusinessFirst service I'd become quite spoiled by. And it was a six hour trip. In airline terms, that's a flight from Chicago to London. Even better, it was only \$30 more than I had paid for my last minute Coach seat? SOLD! I boarded the train, was shown to my Roomette, and

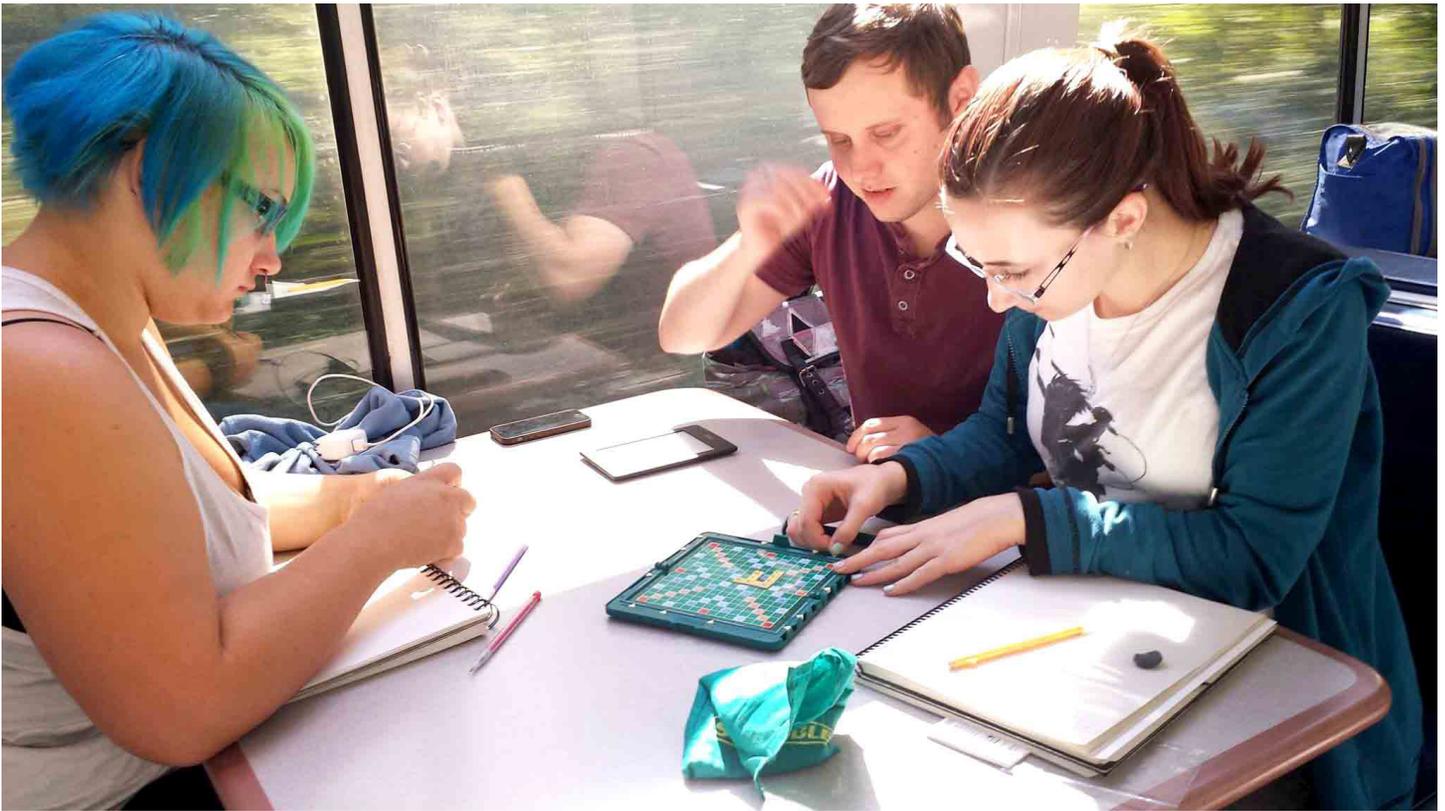
I was enthralled. It was the perfect cozy little space. Certainly more roomy than any First Class seat I'd ever had on an airplane, a bit antiquated, but very comfortable. And I could close the door and have quiet privacy!

This bliss was immediately interrupted by my Attendant, who sent me directly to the Dining Car for breakfast. Eggs, bacon, and my beloved grits were enjoyed with three young travelers who had slept overnight in Coach. They couldn't have been friendlier and more fun.

After breakfast my new friends and I met up in the Sightseer Lounge Car, another Amtrak marvel for me. I'd brought a few travel games to play with my family in our hotel room at night, so we played Scrabble all morning as the rolling farmland of Illinois passed by our window. We only stopped for lunch, where I had my first Amtrak Cheeseburger.

I spent some time exploring the train and took lots of photos. Finally, I stretched out in my Roomette and enjoyed the ride for the last hour or two.

I was sad for my trip to end, but I made it home in time to see my Texans play at my favorite neighborhood pub. And that following Monday I booked my next trip, for two weeks later - Chicago to New York on the Cardinal. Again, in a Roomette.



New Friends on the Texas Eagle • Photo Credit: Cate Read

CATE READ, ILLINOIS COUNCIL MEMBER • TRAIN RIDER SINCE 2014 (Continued)

Since that fateful trip I've left the airline industry, but I still have lifetime space available flight benefits. I've now been on almost every long distance route

in Amtrak's system, some multiple times. I tell everyone who will listen that "The airlines are my transportation, but Amtrak is my DESTINATION."

TOM COMPSON, TEXAS COUNCIL MEMBER • TRAIN RIDER SINCE 1979

My first ride on a bona fide passenger train was not on Amtrak, but rather a short hop on Canadian Pacific's Canadien from Banff to Lake Louise, Alberta in the midst of a big family vacation in 1972. I spent the whole time walking the length of the impressive train, including a peek from one, maybe both of the dome cars. On our way back home through Montana, I caught a glimpse of what must have been Amtrak's Empire Builder, stopped at a station and still featuring a rainbow of cars inherited from predecessor owners.

My first ride on Amtrak didn't happen till I was in college. In September of 1979, I opted to take a week off between my summer co-op assignment and returning to classes, and took the train from my home state of Ohio to visit my sister in Montana. A friend drove me from my home in Findlay early in the morning to catch the Broadway Limited in Lima. We could have slept in an hour or so later as it arrived late. I checked my heavy duffel bag, which

I later learned was a mistake, as the two-hour plus scheduled layover between trains in Chicago shrank to about 15 minutes. When we arrived, I walked briskly down the platform there, spied my bag in the baggage car (luckily I was one of the last ones to check a bag, apparently), grabbed it and continued my frantic hike across Chicago Union station from the south side to the north to board the Empire Builder. This was the last year of the heritage fleet on that train, which still featured a couple dome cars. It was a very rocky ride on old Milwaukee Road rails north through Wisconsin, and I marveled at the skill of the dining car servers pouring drinks without spilling any. Once we switched over to Burlington Northern rails the ride smoothed out and the pace picked up considerably. We raced through the night and next day across the prairies and plains of western Minnesota, North Dakota and eastern Montana and arrived on time in Shelby, where my brother-in-law picked me up to drive me to Great Falls. It was a fun adventure and the first of many trips on Amtrak.

ANDREA DITTO, INDIANA • TRAIN RIDER SINCE 2006

For my husband and me, Amtrak is a journey, not just a ride. My husband has been riding trains since before Amtrak was formed. As a little boy, he would board the train at the now defunct Union Station in Terre Haute, Indiana, and travel with his parents to Chicago and New York on the CE&I (Hummingbird & Georgian) and the Spirit of St. Louis (Pennsylvania Railroad) respectively. From Chicago, they once traveled to Seattle on the Northern Pacific Northcoast Limited.

I, on the other hand, am a newbie, boarding my first train only fifteen years ago at age 57, when my new husband took me on a whirlwind honeymoon to the Greenbrier, New York, and Chicago, riding the rails all the way. He was so nervous that I wouldn't like it.... but it was love at first ride. It is now our preferred mode of transportation.

We now must board at Mattoon, Illinois, and travel to Chicago. From there, the rest of our nation is at our disposal. We have traveled east, west, and south from there. The train ride offers so much. We have met people from many foreign nations. Their perspective of America has enriched and enlightened us about our great nation. We have shared conversations with people of all races, religions and beliefs. That, again, has enriched and educated us. On our shorter stints to Chicago, we have met many who are traveling for medical treatment. Some have no other way to access the care they would receive there. We have met Amish families, who are quietly dignified and value their ability to travel on the train. And then there are the many college students and business travelers, who love that they can work and study while they travel a few hours north. Greeting and being serviced by all the Amtrak conductors, car attendants, lounge and dining personnel, and ticket personnel adds another dimension to our experiences. Most work so hard to make one's journey comfortable and pleasant. People are so much a part of Amtrak travel.

And then, there are the aesthetics of train travel. The beauty of traveling through the Royal Gorge in West Virginia, the mountaintops of the Sierra Nevadas, the wide-open plains of Middle America, the red rocks

MIKE DITTO, INDIANA • TRAIN RIDER SINCE 1950'S



of New Mexico, or along the California coastline, cannot be captured on film, although we may try. It becomes emblazoned in our brains forever, accessed only by closing one's eyes and remembering.



On the Southwest Chief • Photo: Andrea Ditto

On a whim a few years ago, we attended the 50th anniversary celebration for the Rail Passengers Association (NARP) in Chicago. We knew no one but attended anyway. It was the beginning of our involvement in advocacy for rail travel, not only nationally, but locally in our state. Traveling to Washington, D.C, to meet with our Indiana representatives and senators has been one of the more satisfying experiences of our lives.

We hope to be able to continue our advocacy as long as we can.

Whether our Amtrak travel has been for business or pleasure, short trip or long distance, with all of its quirks, delays, and small aggravations, it is the true American way to travel. We cannot wait to hear "All Aboard" again.

What does Amtrak at 50 mean to me? Apart from the fact that we share a birth year – the company is just a few months older than I am – I suppose it means possibility, and hope for a better future. That may seem odd, given that most of my fellow rail advocates approach it with a heaping helping of nostalgia. But it may surprise many to learn that I’m relatively new to passenger rail and to Amtrak.

My first trolley and subway rides – a trip on San Diego’s trolley and a two transfer trip from Boston’s Blue Line to the Orange Line to the Red Line to get from Logan airport to my hotel in Quincy, both on business trips – weren’t until 1999. And my first Amtrak ride wasn’t until 2004, a Cascades trip from Seattle to Vancouver, BC, taken not for any inherent love of the train, but because it was less expensive than a direct flight to Vancouver. That Cascades trip gave me a glimpse of how low-stress train travel could be, and the equipment was quite modern, especially by U.S. passenger rail standards.

It would be several more years before I became a regular rider. It started with a few trips from Memphis to New Orleans on the City of New Orleans, but

the tipping point once again came as a result of expensive air fares: one Christmas, it was more expensive to fly than to do a full bedroom overnight from Memphis to Chicago on the City and then transfer to the Hiawatha to get to my original hometown of Milwaukee to see family. (That was also when I joined this Association, specifically to get the discount.)

On the day of our return trip, a huge blizzard hit the region, and my wife Laura and I sat by the fire in the Metropolitan Lounge at Chicago’s Union Station and watched as TV news reporters, standing in horizontal snow, talked about flight cancellations and airport closures. The Southbound City pulled out of Union Station on time, and Laura and I enjoyed a late dinner in the diner as we watched the poor conductor shoveling a path to the train at each southbound stop. It was so much less stressful than flying during the holidays that we were hooked. From then on, when time and schedule permitted, we paid extra to take the train.

That made me a fan of train travel and a regular rider; advocacy didn’t come until we moved to

GIRSCH, p. 11

The Rail Passengers Association needs supporters like you to help make a difference. Through your partnership we can continue to:

- **Advocate** for passengers of commuter, regional and inter-city rails;
- **Collaborate** with grassroots supporters, annual partners and affiliated state-level passengers’ organizations;
- **Educate** tourism bureaus, lawmakers, communities and departments about the importance of rail transportation;
- **Inform commuters**, lawmakers and other rail fans about the latest rail news and happenings that impact them.
- **Because of people like you**, Rail Passengers Association advocates on behalf of a nation of passengers and communities who depend on rail transportation for their livelihood and well-being.



As a small charitable organization, we rely on the generosity of others.

Your support ensures staff has the ability to work closely with constituents, communities across the country and Congressional

leadership to reinforce grassroots efforts and ensure rail passengers voices are heard loud and clear in Washington, DC.

There are easy ways to give:

1. Make a donation online by visiting railpassengers.org/donate.
2. Call the DC Office at 202-408-8362 for assistance in making a donation via credit card.
3. Recommend a grant from your donor advised fund to the Rail Passengers Association.
4. Ask your Human Resources Department about matching your membership dues or recent donation

CARL FOWLER, VERMONT TRAIN RIDER SINCE BIRTH

Amtrak has reached 50 years! Just saying that seems both wonderful and remarkable. America's passenger railroad has never been adequately funded and because its budgets must be renewed every year, has never been able to focus on long-term plans. I am old enough to remember the private passenger services that Amtrak supplanted. I miss the great trains like the "Super Chief", the "Florida Special" and the "North Coast Limited". But it's easy also to forget the ghastly "Food Bar Coaches" of the latter-day Penn Central fleet, or the "Automat" cars that degraded once remarkable trains like the "Coast Daylight". Ridership was dropping and routes were being cancelled every month as 1971 approached. It was gospel in transportation circles that the Amtrak of inaugural day, May 1, 1971, would soon die. Yet Amtrak is 50!

The Nixon administration grudgingly created Amtrak and expected it to fail. But despite virtually no real funding Amtrak began to grow almost from the first day. When the twin oil crises of 1973/78 resulted in funding for new equipment, Amtrak really came alive. If nothing else Amtrak has not only preserved the basic inter-regional rail network, but it has also quietly rebuilt ridership to levels not seen in 60+ years. In the carrier's first full year--1972--Amtrak carried 16.6 million riders. Before the pandemic Amtrak ridership had topped 32,000,000--disregarding its contracted commuter services. Amtrak accomplished this extraordinary result with a fleet that is overall on average well over 20 years old. Amtrak covered over 98% of its daily operating costs on 2019. Yes, Amtrak is 50!

In the United States we say we "invest" in highways and "subsidize" rail--but that is clearly a semantic trick. The gas tax has not covered the cost of highways for over a decade. The cost is made up by taxes--as is the (now quite narrow) gap between revenue and expenses for Amtrak. When did any of us last get a dividend check from I-95? Yet Amtrak is 50!

At 50 Amtrak has a chance that not only will it survive another decade, but will grow to provide a panoply of services tailored to multiple markets. High-speed ACELA trains are already running at 125-150 mph on the Northeast Corridor and soon will accelerate in some areas to 165mph. But ridership still sustains the national network trains to cities in the heart of the country like Denver and Salt Lake City as well--cities that have built their



Image Courtesy of Carl Fowler

own remarkable local commuter train lines.

Now we can see Amtrak expanding such city-focused networks to serve new regional corridors. Look at the well-advanced plans for Rocky Mountain Front Range service from Cheyenne, WY through Denver to Colorado Springs, Pueblo and ultimately connecting at La Junta, CO to the revitalized "Southwest Chief" to New Mexico, Arizona and California. At 50 Amtrak is poised to become increasingly vital in the interior as well as it has long been on the coasts. Amtrak is 50 and poised to grow!

MONTHLY WEBINAR SERIES

Join Senior Staff, elected officials, advocates and workers as we dive into Year Two of this series, addressing different topics that effect our advocates and passengers each month.

PREVIOUS GUESTS INCLUDE:



Deborah Fisher Stout
President, Northern
Flyer Alliance



Rep. Seth Moulton
MA-6



Carlos Aguilar
CEO
TX Central

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GIRSCH, from p. 9

Boston. On a whim, I attended a local rail advocacy meeting and immediately noticed that the people in the room didn't look at all like the people I'd routinely see on my trips on the City. I realized that those riders need representation, too – arguably a lot more than riders like me do – and decided to get involved. The rest, as they say, is history, and I continue to work to advance the interests of all riders to this day.

In that regard, and in so many others, there's still much to do.

I firmly believe that train travel must be a big part of our future (even more so now that I've had the opportunity to ride modern European trains like the

Eurostar and the Ave) and that we as advocates and Amtrak as an entity play a huge role in that future. Passenger rail must be modernized, it must be expanded, and it must be made available to a much larger share of the US population. It must be viewed holistically, not as long-distance vs. NEC vs. corridors vs. regional rail, but as all of those things, interconnected, and as a connection to still other modes of travel.

We're making good progress in that direction, and it is my hope and my belief that 50 years from now, people will look back on our time as the start of a new golden age of passenger rail. That's what I mean when I say Amtrak at 50 means hope and possibility. The best is yet to come.

MEMBERSHIP NEWS AND NOTICES

- Check out the new **Frequently Asked Questions** page on our website to help answer popular questions about your membership.
- **Production and mailing of the printed version of the Passengers Voice newsletter has temporarily ceased.** The Passengers Voice will still be available at www.railpassengers.org and as a downloadable PDF. For those of you who have paid extra to receive a mailed copy of the newsletter, we will extend your subscription by the number of months we are interrupted.
- While the Rail Passengers staff is working remotely, **we are unable to print permanent membership cards, dues/donation acknowledgment letters, or membership/benefits information.** Luckily, you can find information about your Rail Passengers membership by visiting www.railpassengers.org and selecting "My Account" to log in or create an account with us.

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UPCOMING EVENTS:



FALL ADVOCACY CONFERENCE IN WASHINGTON, DC

Sunday, September 19
through
Wednesday, September 22

FOR MORE INFORMATION VISIT:

[RAILPASSENGERS.ORG/EVENTS](https://railpassengers.org/events)



PURCHASE TICKETS HERE:

[RAILPASSENGERS.ORG/TRAVELSHOW](https://railpassengers.org/travelshow)

Rail Passengers is excited to have restored our partnership with Travel & Adventure Show for the '21-'22 season! We will be hosting booths virtually and across America. If you are interested in volunteering to be a part of an upcoming event, please email:

Madison Butler, Communications Manager
mbutler@narprail.org

LEAVE A LEGACY

Please consider the Rail Passengers Association in your will. If you have already included us in your estate plans, let Jonsie Stone know at jstone@narprail.org or 202.408.8362 Ext. 3207.

We'd like to thank you for your generosity and make sure the purpose of your gift is understood.



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Washington, D.C. 20005

MEMBER Spotlight

Name: Warren Warner
Location: Pennsylvania

Why did you become a member?: A Rail Passengers Association member who is a self-described life-long train lover. Warren spends time with his caregivers and diligently pursues news regarding passenger rail. He has a few disabilities and is unable to take trains anymore due to COVID. With the assistance of his caregiver, he likes to look at political train news every day and tweet about it (@WarrenLWarner).

Warren knows the name of all the long-distance rail lines and the types of all the car and engines. He is also passionate about commuter rail, urban environments, and he is a real expert on SEPTA, his regional transit.

Warren at the desk where he fires off tweets, holding a New York Central model coach. His map of the old New York Central is behind him. Warren loves to hear stories of the old Harlem Division of the NYC.



Warren Warner

(Photo Credit: Warren Warner)

Warren's home is full of books about trains and he collects old train schedules. (Thank you to Jim Cummings who aided in preparing Warren's statement and photos after reaching out to our Communications Team.)

The **"Member Spotlight"** is a monthly section where we highlight the Association's most important asset: **YOU**. To be considered, email Madison Butler at mbutler@naprail.org.

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JOIN THE DIGITAL CONVERSATION



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VIEW FROM The Train



From the Northbound Coast Starlight, north of Santa Barbra, CA • Photo Credit: Ken Briers

Have a favorite photo you took from the train that you want to see featured in our newsletter? Please send it to our Field Coordinator, Joe Aiello at jaiello@narprail.org. Use the subject line "View From The Train"



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