



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

Vol. 20, No. 9 September, 1986

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National Association of Railroad Passengers News (ISSN 0739-3490), is published monthly except November by NARP, 236 Massachusetts Ave., N.E., Suite 603, Washington, D.C. 20002. 202/546-1550. Membership dues are \$15/year (\$7.50 under 21 or over 65) of which \$4 is for a subscription to NARP News. Second-class postage paid at Washington, D.C.

Postmaster: send address changes to Nat. Assn. of Railroad Passengers, 236 Massachusetts Ave., N.E., Suite 603, Washington, D.C. 20002.

(This has news through September 12. No. 8 was mailed September 4.)

RETURN REQUESTED

New California Service OK'd

'Capitol' Idea: Pittsburgh-Chicago Service Doubles!

The New York-Chicago "Broadway Ltd." and Washington-Chicago "Capitol Ltd." part company Oct. 26 and run as separate trains. Service between Chicago and Pittsburgh, where the 2 trains now run combined, will thus double to 2 daily round-trips—the most service Amtrak has ever provided here. (See *Travelers' Advisory for schedules and equipment.*)

Mail and express trade makes the separation cost-effective, but important passenger benefits (and one draw-
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Amtrak Also Approves New Pittsburgh Station

The Amtrak Board of Directors, meeting in Washington July 23, approved a partially-state-funded \$9 million project to upgrade the Los Angeles-San Diego "San Diegan" trains, a \$1.7 million plan for a new station at Pittsburgh, and expenditures to upgrade stations at Niles, MI; Rhinecliff, NY; Lorton, VA; and Sanford, FL. The California Transportation Commission approved the state's participation in the "San Diegan" project the following day, July 24. As a result, Los Angeles-San Diego service should be expanded by mid-to late-1987 from 7 to 8 daily round-trips, with one round-trip extended to Santa Barbara. Both of these services will be jointly funded by Amtrak and the state under Sec. 403(b).

'San Diegan' Improvements

To improve the Los Angeles-San Diego corridor, Amtrak's second-busiest, the Amtrak Board voted to spend \$2.8 million (beyond \$1.7 million previously committed)—to be matched by \$3.3 million from the State of California—to modify the route's train equipment for more efficient operation. (California will contribute an additional \$1.2 million in the form of depreciation and interest payments for approximately 3 years—after which such payments will cease in recognition of California's contribution to the cars' upgrading.)

Cost-savings from that equipment change, plus savings expected from Amtrak's takeover of Santa Fe train and engine personnel on the route, will permit adding the eighth daily train and the Santa Barbara extension. The through Santa Barbara-San Diego service will depart Santa Barbara in the morning and return in the evening, balancing "vice versa" schedules provided by the "Coast Starlight," and permitting, for example, Santa Barbarans to spend a full day in Disneyland near Anaheim.

The project will convert "San Diegan" trainsets to push-pull capability, allowing trains to be pushed by locomotives as well as pulled. This will eliminate expensive and time-consuming switching presently required to turn trainsets at
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TRAVELERS' ADVISORY

EFFECTIVE OCT. 26:

- Washington-Chicago "Capitol Limited" begins operating independently of New York-Chicago "Broadway Limited" west of Pittsburgh (see separate story). "Capitol" is rescheduled: dp. Washington 4:45 PM, ar. Pittsburgh 12:10 AM, ar. Chicago 9:40 AM; dp. Chicago 7:45 PM, dp. Pitt. 6:40 AM, ar. Wash. 2:05 PM. "Broadway" is rescheduled: dp. Chicago 3:00 PM, dp. Pitt. 1:53 AM, ar. NY 11:20 AM; dp. NY 1:35 PM, ar. Pitt. 10:37 PM, ar. Chicago 8:15 AM. Coaches, sleeper(s), diner, and lounge to operate over both routes; "Broadway" also features slumbercoach, "Capitol" offers dome-coach. Schedules shortened by :08-:25.

- Seattle-Salt Lake City "Pioneer" is reduced from daily to tri-weekly operation through April 4, 1987: dp. Seattle Tue./Fri./Sun.; dp. Salt Tue./Thu./Sat. (through cars dp. from Chicago Mon./Wed./Fri.). Seattle-Portland "Mt. Rainier" continues to operate daily.

- New York-Chicago "Cardinal" schedule is shortened by 1:15 eastbound, 2:40 westbound. Present times at Chicago, Indianapolis are maintained; daylight through scenic West Virginia is preserved; times are improved at NY, worsened at Cincinnati: dp. Chi-

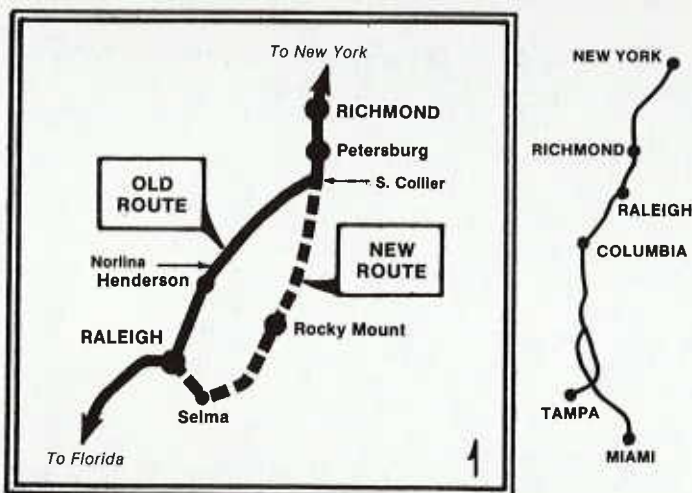
(continued on page 4)

'Silver Star' Forced to Move

A proposed mainline track abandonment will force Amtrak's New York-Miami/Tampa "Silver Star" onto a new route this fall between Petersburg, VA, and Raleigh, NC. The move will mean a station swap in Raleigh, the end of Amtrak service to Henderson, NC, and a lengthening of the "Star's" route and schedule.

CSX Transportation Inc. wants to abandon 74 miles of track now used by the "Silver Star" between S. Collier, VA, and Norlina, NC. This segment was once part of the old Seaboard Air Line's primary mainline. [In a July 1 reorganization, parent CSX Corp. renamed its Seaboard System Railroad CSX Transportation. Baltimore & Ohio Railroad and Chesapeake & Ohio Railway continue to exist as units of the parent company, with CSX Transportation acting as their agent.]

The abandonment must be approved by the Interstate Commerce Commission, but approval is considered likely and Amtrak is therefore moving ahead with plans to move the train in late October.



—NARP Graphics/Barry Williams

The new routing will utilize CSX between S. Collier and Selma, NC—a segment already used by Amtrak's "Silver Meteor," "Palmetto," and Auto Train. Between Selma and Raleigh, the "Star" will use a 28-mile Southern Railway segment which has been freight-only for many years.

The new routing will miss both Henderson and the present Raleigh Amtrak station on Semart Drive, and will add 33 miles to the "Star's" route and about 30 minutes to its schedule.

Amtrak's new home in Raleigh will be the Southern Ry. station on W. Cabarrus Street, located at the south end of downtown. CSX is renovating the Georgian-style depot at its own expense, as Amtrak's operating agreements require contract railroads to provide Amtrak with alternate facilities should original facilities become unavailable.

While the Cabarrus St. station is near the center of town, it will be less desirable than Amtrak's present station in the opinion of the Carolina Association for Passenger Trains (CAPT). In an Aug. 14 letter to Raleigh Mayor Avery Upchurch, CAPT Raleigh Director Allan Paul identified numerous problems which "we feel will compromise the quality of service provided Raleigh... residents, as well as visitors to the capital city."

Paul argues the new Raleigh station will be less than half as big as the present one, with seating for about 90 people

(vs. 186), and with parking spaces for 65 autos (vs. 120). The new station's platform will be half the length of the present depot's and will require the "Star" to double-stop. [The present station has two tracks and two platforms; the new one has one track and platform.] The new depot's platform canopy will be only one-third as long, sheltering 4 cars (vs. 11). Paul's letter also cites the lack of a sidewalk in the Cabarrus St. grade crossing for pedestrians, impaired visibility for motorists entering Cabarrus from the station site, heavy truck traffic around the site, and the presence of vagrants (a shelter for temporary laborers is located directly across the street).

Amtrak does not deny that the new station will be smaller, but believes that it will have adequate capacity and will be a superior-quality facility.

In an Aug. 19 letter to Mayor Upchurch, NARP stated that "we would like to ensure [the new station] is adequate and safe for the travelling public." We requested the city's assistance in resolving the various problems at the Cabarrus St. site.

Beyond the Raleigh station issue is the more ominous development of *mainline* track abandonment. Is this an isolated incident, or will excessive rail labor costs, huge truck subsidies, and changing freight traffic patterns (June News) eventually threaten "high iron" throughout the nation? ■

Bicycle Use To Cut Transit Costs, Boost Use

"In the past 5 years there has been significant growth in bicycle parking equipment sales to U.S. transit agencies and in the number of cities where bicycles are allowed on buses and trains," says NARP Member Michael Replogle, Dir. of Transportation Modeling for the Montgomery County (MD) Planning Board. His article, "Cutting Transit Costs and Traffic Problems with Bicycle Access," appeared in the Transportation Research Board's (TRB) *TR News* (Sep.-Oct. '85) and is excerpted here.

"3 TRB committees cosponsored a conference session, Bicycles and Public Transportation: New Strategies for Transit Growth & Productivity Improvement, as part of the 1985 TRB Annual Meeting. [Here are] some of the research findings presented at that session:

"About 40% of the 500 persons who rent bicycle lockers along the [San Francisco-San Jose] rail line leave their bicycles in lockers overnight to reach suburban jobs otherwise poorly served by public transportation, according to Caltrans.

"Whereas bike-and-ride services can enhance both home-end and workplace-end access/egress, park-and-ride systems usually reduce transit productivity and efficiency by increasing peak-period directional imbalances in ridership. The over-reliance of U.S. transit systems on auto access has thus contributed to the growth of transit operating deficits.

"Bay Area Rapid Transit... [now] permits bicycles inside subway cars even during rush hour in the nonpeak direction... More than 20 U.S. bus systems allow cyclists to bring their bicycles; cyclists use bicycle racks mounted on the front or the rear of buses or special bicycle trailers towed by buses..."

"In 1981 the Santa Barbara Metropolitan Transit District (SBMTD) carried over 40,000 passengers with bicycles in a highly successful demonstration... More than 30% of these passengers were attracted from their autos... Rider-



—Photo by Michael Replogle

Bicycle rentals at railroad stations, such as this one in Bremen, West Germany, are becoming increasingly common in Europe.

ship increased dramatically with the bike-trailer service and costs were less than 10¢ to 20¢ per trailer user. On the bike-bus routes 10 to 25% of the passengers reached their bus stop by bicycle. . . . Santa Barbara's trailers are now being used by Port Authority Trans-Hudson to carry cyclists across New York's George Washington Bridge. [Ed.: Due to federal transit cuts, SBMTD discontinued bike trailers except on a route subsidized by a local college.]

"While U.S. transit agencies have expended over \$150 million in recent decades to build auto park-and-ride lots at a cost of \$3,000-\$15,000/space, bicycle needs have often been neglected, despite the far lower cost of \$50-\$500 per bicycle parking space. Potential cost savings go far beyond the obvious. . . .

"The session panelists concluded that suburban and rural public transit deficits could be significantly reduced over time without cutting services if American transit agencies followed the lead of their Japanese and European counterparts in accommodating bicycles. Strong measures to facilitate and encourage bicycle use for getting to and from express transit in Europe and Japan help to explain why those countries have better and less costly public transport. . . .

"Recent research by the Chicago Transportation Study found that bicycle parking installation at rail stations was 300 times more cost-effective in reducing pollution than park-and-ride development. The average bike-and-ride commuter saves approx. 2 gallons of gasoline each day.

"In the American communities where bike-and-ride access has been promoted, as many as one of 4 suburban passengers on express transit routes relies on the bicycle to get to and from transit. . . . In Europe and Japan the bicycle is a far more important access mode to suburban transit than is the automobile. In Japan the number of bicycles parked at rail stations quadrupled in the late 1970s to more than 1.25 million, swamping some stations with as many as 6,000 bicycles. . . .

ANTI-RAIL, PRO-TRUCK TAX REFORM

The tax reform bill, moving with momentum that defies even the most powerful "interest groups," is expected to increase the pro-truck, anti-rail bias of the nation's present tax code. Details after the law is enacted; for now, this excerpt from *Traffic World's* Aug. 25 front-page summary: "Truckers are smiling...and railroads are gloomy...."

WEST GERMANY'S BICYCLE REVOLUTION

"A point that has received increasing attention in the area of intermodal transportation in Germany is bicycles being taken as baggage on trains and being rented in or near train stations. A dramatic increase in urban bike paths has included improved access to train stations. Shouldn't this be a part of future planning & lobbying in rail passenger service in North America?"

—July 13 Letter from NARP Member W. Pratt of Cologne

"Bike-and-ride travel must be aggressively marketed, just as park-and-ride travel has been marketed. . . .

"Under the 1982 Surface Transportation Assistance Act, 100% federal funding is available for bicycle programs and facilities, including parking construction and marketing. Other federal funding programs, including transit capital grants, are also available for transit access improvements.

"Bicycle-transit linkage has an important role to play. . . by helping to adapt transit to its modern nemesis, the suburb."

(Replogle's 171-page book, *Bicycles and Public Transportation: New Links to Suburban Transit Markets*, is currently out of print, but a "copied" version is \$15.95 postpaid from the Institute for Transportation & Development Policy, P.O. Box 5595, Wash., D.C. 20016.)

California (continued from page 1)

terminals. Amtrak will convert 10 of its electric self-propelled Capitliners (i.e., the original Penn Central Metroliners, such as run between Philadelphia and Harrisburg) into coaches with train-control cabs. These "cab cars" will be placed on trains at the end opposite the locomotive, and the cab will be occupied by the engineer when the locomotive is pushing. Also, 27 Amfleet I cars will be "trainlined," that is, fitted with a cable to provide a linkage between the locomotive and the cab car to enable the engineer to run the locomotive from the cab car. An added benefit of the project: the arrival of the 10 cab cars (now out of service) will mean a 10-car net increase in the size of Amtrak's active car fleet.

The state has long sought an eighth "San Diegan," and local rail activists have long sought rail service operating through Los Angeles, permitting direct service between San Diego and points north of Los Angeles and providing both a schedule choice and "congestion relief" on the most heavily used segment of the "Coast Starlight" route (i.e., Los Angeles-Santa Barbara).

New Pittsburgh Station

The Amtrak Board on July 23 also approved plans for a desperately-needed permanent station in Pittsburgh. The \$1.7 million station facility is to be located at the city's landmark 1902 Pennsylvania Station at Grant Street and Liberty Avenue, replacing a temporary trailer which Amtrak has been using there since 1978. The new Amtrak station is part of a larger \$27 million redevelopment of the 13-story Penn Station into a residential, retail, and transportation complex. Historic Landmarks for Living, the project developer, will pay \$750,000—or nearly half—of the cost of the Amtrak facility. Amtrak will pay the remainder.

Amtrak's remaining at Penn Station is welcome news! NARP had vigorously urged Amtrak to stay at this site because it is located downtown on a transit busway and trolley route, across the street from Greyhound, and very close to Trailways. A proposal considered by the city several years ago would have consolidated Amtrak and the inter-

city bus companies into a new station a number of blocks east of Penn Station, away from the trolley line and central business district.

Under the redevelopment plan, Amtrak will locate on the ground level—i.e., the level beneath the tracks—with an entrance fronting directly on Liberty Av. Escalators will provide access to/from Amtrak's existing platforms. "The [old] station's main concourse will be converted to a shopping mall with two large restaurants and a food court. Floors 2 through 13 will be remodeled into 244 apartments. . . ." [Pittsburgh Press, July 23].

The developer had originally hoped to start work in August, with the Amtrak station to be finished by late next summer, but has delayed construction in order to assess the historic preservation tax credit changes contained in the impending federal tax reform bill. An Amtrak opening next summer now appears remote.

Other Station Improvements

In other action, the Amtrak Board voted \$232,500 to match an equal amount from the State of Michigan to renovate the Niles station; \$174,500 to match a like amount from the State of New York to complete renovation of the Rhinecliff station; and \$485,100 to enlarge the two Auto Train terminals at Lorton and Sanford. Lorton will gain a new 2100 sq.-ft. enclosed building; Sanford will get a 2300 sq.-ft. open-air pavilion. Both will provide a waiting area with food and beverage service, newsstand, and gift shop, and should be open by next spring. Traffic growth has rendered both existing terminals inadequate. ■

'Capitol' Idea (continued from page 1)

back) result. New schedule choices should help boost ridership, both on the Chicago-Pittsburgh segment and for New York-Chicago, where "Lake Shore" and "Broadway" will offer genuine choices (with eastbound "Broadway" reaching New York before noon). Ending lengthy nighttime switching in Pittsburgh will mean more reliability and comfort and slightly shorter trip times. Eastbound reliability should also improve: "Capitol's" Chicago departure is late enough to accommodate most delays to connecting western trains; "Broadway" will no longer connect from (or have to wait for) those trains.

The new pattern will complicate travel from western points to "Broadway"-served points in NJ and PA (other than Pittsburgh), requiring either a 3-hour "Capitol"-to-"Pennsylvanian" layover in Pittsburgh or (for travel to Philadelphia and NJ points) going via Washington and a Corridor train.

"Broadway/Capitol" mail traffic was 3 cars in 1980 (1 WAS + 2 NYC) vs. 6 today (3 each for a combined total train length of 20 cars). The train separation and one later Chicago departure (so eastward through mail transits Chicago the same day) should enable Amtrak to win and have room for more mail & express traffic, starting Oct. 26 with a 4th "Capitol" car (Boston-NYC-WAS-Los Angeles also using "Southwest Chief") with faster-than-truck coast-to-coast times useful for air freight forwarders.

The most exciting potential result of having 2 Pittsburgh-Chicago trains: with only a small further increase in train-miles, one train could run via South Bend-Toledo-Cleveland, filling the Cleveland-Pittsburgh gap and making Detroit-Pittsburgh-Washington travel practical. What Cleveland-Alliance, OH, track work is essential for this and who will pay? ■

ANTI-RAIL TRANSIT PUSH IN SENATE

Sen. Steven Symms (R-ID) is pushing a floor amendment to S 2405—the highway reauthorization bill—requiring that every state keep at least 85% of the "transit penny money" it collects. (This refers to the penny on the federal gasoline tax which, since 1983, has been earmarked for transit and allocated on the basis of transit needs.)

The amendment would also allow such money to be spent on highways if a state certifies its transit needs have been met. The amendment could jeopardize cities planning new rail systems or major extensions of existing systems.

The Senate's schedule is uncertain at press time. Ask your senators to work against this amendment; if the floor vote is over when you act, the House-Senate conference will still lie ahead and the measure should be very unpopular in the House, where urban areas have more influence.

TRAVELERS' ADVISORY (continued from page 1)

Chicago 6:30 PM, dp. Cincinnati 4:15 AM, ar. NY 10:49 PM; dp. NY 9:05 AM, ar. Cincinnati 3:20 AM, ar. Chicago 11:20 AM.

● Chicago-Oakland "California Zephyr" schedule is shortened by :30 as train moves from Union Pacific to Rio Grande station in Salt Lake City. Los Angeles-Salt "Desert Wind" and Seattle-Salt "Pioneer" also move and are rescheduled: dp. Chicago 3:15 PM, ar. Oakland 3:35 PM, ar. L.A. 2:45 PM, ar. Seattle 9:20 PM; dp. Oakland 11:40 AM, dp. L.A. 1:50 PM, dp. Seattle 7:00 AM, ar. Chicago 3:35 PM. "Zephyr" carries "Pioneer" and "Desert Wind" through cars to/from Chicago. Amtrak is spending \$1.8 million to build a track connection and to renovate Rio Grande station, S. 3rd and Rio Grande Sts., where previous passenger service ended in 1983. Location is downtown, 3 blocks south of Union Pacific depot.

● New York-Florida "Silver Star" is rerouted (see separate story) and rescheduled slightly: dp. NY 10:45 AM, ar. Tampa/Miami 11:04 AM/12:43 PM; dp. Miami/Tampa 5:40/7:53 PM, ar. NY 8:13 PM. "Star" drops Henderson, adds Rocky Mount, NC; moves to Southern station in Raleigh, 414 W. Cabarrus St., where previous passenger service ended in 1964. Schedule is lengthened by :22-:32.

● New York-Florida "Silver Meteor" adds Kingstree, SC; Okeechobee, FL (35 miles west of Ft. Pierce). Schedule is lengthened by :05 on Tampa side, :10 on Miami side.

● Chicago-Tampa through coach, carried in "Capitol Ltd." and "Silver Star," is discontinued.

● Chicago-San Antonio "Eagle" is rescheduled: dp. Chicago 5:15 PM, ar. San 10:05 PM; dp. San 8:15 AM, ar. Chicago 1:05 PM.

● Chicago-New York/Boston "Lake Shore Limited" is rescheduled eastbound: dp. Chicago 6:25 PM, ar. NY/Boston 1:40/3:35 PM.

● Amtrak service is eliminated at Wellesley, MA; Enfield, CT; North Haven, CT.

● Amtrak service is initiated at Simi Valley, CA ("Coast Starlight"); Dwight, IL ("Loop," "State House"); Gilman, IL ("Illini").