

The Voice of the Railroad Passenger



*Everybody likes good trains; let's  
make them good!*

from  
**NATIONAL ASSOCIATION OF  
RAILROAD PASSENGERS**

DECEMBER, 1969

Vol. 3, No. 3

**"Return-To-The-Rails" Move  
Here, Abroad is Proof Trains  
are Wanted, NARP Tells Congress**

The dramatic success of the *Metroliner* here and upgraded service in other parts of the world are evidence that the public can be attracted to good rail passenger service, NARP Chairman Anthony Haswell told the concluding session of a Congressional hearing on rail legislation.

Mr. Haswell, the lead-off witness on Nov. 21 before the House Subcommittee on Transportation and Aeronautics, pledged NARP's support in whole or part to most of the bills being considered by the committee, and gave unqualified endorsement to legislation to compel adequate standards of service on passenger trains and to establish a car pooling arrangement whereby the federal government would, as needed, lease to the railroads new and rehabilitated passenger equipment.

*(Continued on P. 2)*

**Keep Riley, MoPac Trains,  
Mainstreeter in Service,  
ICC Tells Three Railroads**

Pro-passenger forces scored three impressive victories in recent days, headlined by the Interstate Commerce Commission's order requiring continued operation of Penn Central's *James Whitcomb Riley* and the last pair of MoPac trains operating between St. Louis and Kansas City.

In the other decision, ICC rejected Northern Pacific's plea to be allowed to discontinue the *Mainstreeter* between Chicago and Tacoma, charging the carrier with downgrading service. This has become a familiar gambit to discourage patronage, followed by a plea for discontinuance because of declining passenger revenues.

**SEN. PELL OFFERS "STANDARDS" BILL**

Sen. Pell (D-R.I.) introduced in the Senate on Nov. 14 a bill (S. 3144) affirming the ICC's authority to impose adequate standards of passenger train service. It is a companion measure to a House bill introduced by Rep. Brock Adams (D-Wash.) with 95 co-sponsors.

"Although the ICC has admitted that much of the decline in passenger service is attributable to the poor service provided by the railroads," Sen. Pell declared, "it has denied that its regulatory authority includes the powers necessary to require the railroads to provide minimal standards of service."

NARP conducted a vigorous campaign against abandonment of the *Riley*, the only remaining train between Cincinnati and Indianapolis and the last daily train between Chicago and Indianapolis.

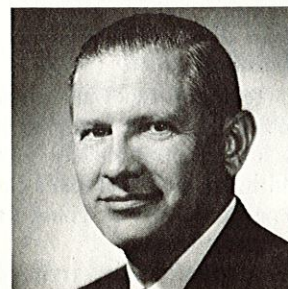
*(Continued on P. 3)*

**PRO-PASSENGER FORCES ARE CHEERED BY VOLPE'S CALL FOR LONG-DISTANCE TRAIN REVIVAL**

A call by Secretary of Transportation John A. Volpe for a revival of long-distance passenger service and his prediction that within a decade efficient trains will operate coast-to-coast in 12 hours has cheered pro-passenger forces and brought commendation from the National Association of Railroad Passengers.

Mr. Volpe, who was regarded by some as a strong highway advocate at the time of his appointment to the Nixon cabinet, expressed his views in a recent address before the National Safety Congress in Chicago.

"Some write off long-haul passenger service as dead,"



DOT Secretary John A. Volpe

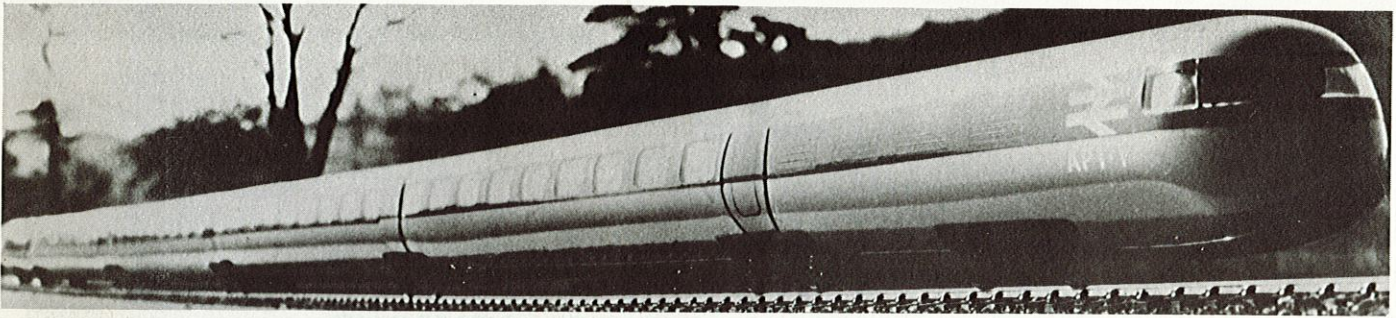
Mr. Volpe declared. "I don't. I have changed my mind about it within the past year."

NARP Chairman Haswell, in a letter to the Secretary, commended him on behalf of the Association for his "enlightened views."

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**Seasons Greetings**

*The chairman, Advisory Board and staff  
of the National Association of Railroad Pas-  
sengers extend greetings of the season and  
best wishes for the coming year to our mem-  
bers in the 50 states and abroad.*



**BRITISH BULLET** — Highspeed, lightweight passenger trains like this model may be rocketing over U.S. and Canadian rail lines as a result of an agreement recently signed by a consortium led by the Budd Co. with British Railways. Called the APT-1 (Advanced Passenger Train), it is designed to travel smoothly and almost noiselessly over existing rights-of-way. Budd will also have access to BR innovations in train controls, signaling, suspension and other advances.

### “Return to Rails” (from P. 1)

He warned that unless Congress acts soon to alleviate the passenger problem, service in many parts of the country “is in grave danger of extinction.”

Highways and airways are unable to handle the ever-increasing volume of traffic, Mr. Haswell declared, and adding to these already saturated facilities would do “unacceptable damage to the environment” and require huge outlays of public funds. He cited minimum estimates for new jetports for New York City and Dallas-Ft. Worth at \$400 million and \$250 million respectively, without including access road costs.

In addition to the success of the Metroliner, whose service is again being expanded, Mr. Haswell pointed to the Japanese Tokaido line’s 200,000 passengers a day and a 60% increase in rail passengers between principal British cities with a 20% drop in competing air traffic.

NARP’s testimony drew the commendation of two committeemen. Rep. Dingell (D-Mich.) termed it among the “finest I have heard in my long service on this committee.” Rep. Adams (D-Mich.) expressed his appreciation for the specific recommendations put forward by NARP.

Thomas T. Taber, chairman of the Board of Public Transportation of Morris County, New Jersey, and a member of NARP, followed Mr. Haswell to the stand and was also warmly commended for his presentation.

He said the U.S. faces a “national catastrophe” because of erosion of rail passenger service.

“In contrast to the U.S.,” he declared, “throughout the world today every large and progressive country is constantly increasing and improving its rail passenger service.” Mr. Taber charged many railroads with indifference toward passenger service or a deliberate downgrading so that “trains would pile up losses to justify their discontinuance. . .”

Chairman Friedel (D-Md.) and Rep. Adams and Rep. J. J. Pickle (D-Texas) attended every session of the six-day hearings and took an active part in questioning witnesses. On the Republican side, Rep. Cunningham (R-Neb.), a longtime passenger train advocate, showed great interest in the pending legislation. All seemed favorable to some form of Congressional action to save rail passenger service.

### ABOUT THOSE RENEWAL NOTICES

Some new members have received renewal notices shortly after joining. Understandably, they have complained.

In explanation, our mailing house automatically sends out renewal notices month by month. If a new member’s card goes into the hopper at the time renewal notices are going out, the unthinking machine bills him.

With a hard-pressed and limited staff, we’re trying to correct this, but it takes time. We ask your forbearance, extend our apologies, and hope you’ll understand.



## Penn Central’s Metroliners: Trail-Blazers for Revived U.S. Rail Passenger Service

Unquestionably, the greatest piece of news for rail passengers in many years has been the dramatic success of Penn Central’s *Metroliners*. At least in one section of the country, the Metroliner has sharply reversed the steady downward trend in rail patronage. Most important of all, it has shattered the myth that in this age of superhighways and superjets, no one will ride passenger trains.

These gleaming, 120-mph streamliners represent perhaps the greatest advance in U.S. rail passenger service in several decades. We commend Penn Central for the excellent standards of service and on time performance it has maintained on these New York-Washington trains since the service was inaugurated early this year. At the same time, we express a great debt of gratitude to Sen. Claiborne Pell, the man who fathered the concept of highspeed service in the Northeast corridor.

On Oct. 26, with the issuance of new timetables, PC more than doubled its *Metroliner* service, adding three trains each way to the three already operating. With the addition of all-coach units, seating capacity was increased from 1848 to 4080 daily.

Before the additional trains were added, travel on PC’s Washington-New York run had increased almost 50% and the red ink had turned to black. Officials expressed some concern about whether the market could absorb increased service, but to those who have had to wait in line in the hope of picking up a cancelled ticket, it looks as if the public demand for this type of service is just beginning. PC apparently shares this optimism because on Nov. 21 it announced that six more *Metroliners* would be added to the schedule beginning Dec. 14, making a total of 18 trips daily.

The timetable itself is a welcome change. Paraphrasing a term made popular by competing air service, PC’s fleet of 34 New York-Washington daily trains is billed as “The Ground Shuttle.” The timetable is bright and easy to read. *Metroliner* service is set off in blue for quick reference.

Two new stations are under construction near the north and south terminals of the 226-mile run to take advantage of highway networks and population concentrations in those areas. One is at Woodbridge, N.J., about 10 miles south of Newark, and the other at Landover, Md., about the same distance north of Washington. Both are scheduled for completion in early 1970. Each will have extensive parking facilities.

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## Keep Riley, MoPac (from P. 1)

NARP Chairman Haswell, acting as the Association's attorney, personally pressed the fight in hearings at several points along the Riley's route, citing deliberate downgrading of service as a major cause of lost patronage.

In the Missouri Pacific case, NARP entered the proceedings after the ICC examiner had recommended that both pairs of trains be dropped. NARP's brief urging reversal of this recommendation was endorsed in part by the Commission.

NARP was not directly involved in the Mainstreeter case, but called upon the ICC to hold hearings to give the public a chance to be heard.

In another action, NARP protested to the ICC the proposed discontinuance of a pair of trains between Washington and Richmond and requested the Richmond, Fredericksburg & Potomac Railroad to offer alternative service for trains 85 and 86. The ICC has suspended the discontinuance for 4 months and ordered an investigation.

Hearing dates of Dec. 1 thru 10 were announced by the Texas Railroad Commission on MoPac's *Texas Eagle* discontinuance petition, which NARP actively is opposing. NARP members in the affected areas have been alerted by the Association.

In a telegram to the ICC, Mr. Haswell said information reaching NARP indicated that the Louisville and Nashville Railroad intended, effective Nov. 21, to lengthen the schedule of the *Gulf Wind* between Jacksonville and New Orleans by three to four hours and eliminate through coach service. Contending this action would "amount to destruction of this service" in violation of the ICC's order of July 29 to continue operation of the train for another year, Mr. Haswell asked the Commission to order service maintained at its previous level.

On Oct. 29 the ICC declined a N&W petition to reconsider its order of June 26 to keep the St. Louis-Detroit *Cannon Ball* in operation. ICC said N&W had presented no new facts to change its ruling.

## PASSENGER IMPROVEMENTS WITHOUT TEARS

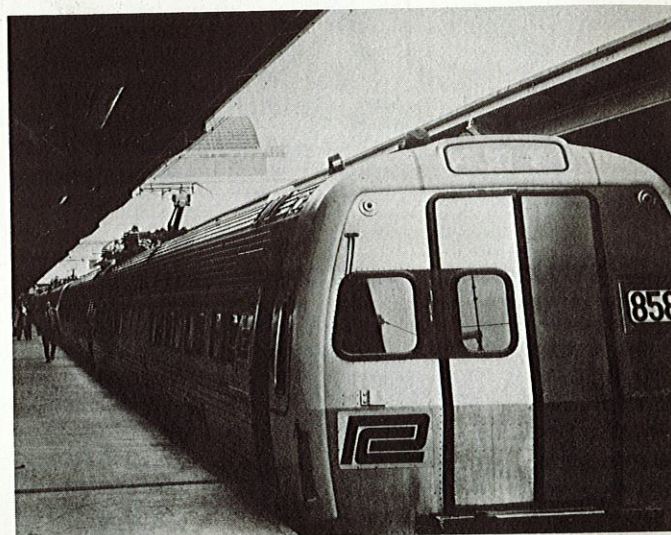
A familiar cry of the railroads is that they are unable to provide better passenger service because of their financial plight.

NARP Chairman Haswell, in his testimony before the House Subcommittee on Transportation and Aeronautics, suggested seven ways in which the carriers could upgrade service with little or no financial outlay. In brief, he suggested:

- Restructure service to eliminate duplication, provide better connections, schedule trains at times most convenient to most passengers.
- Operate combined passenger-mail-express-package freight trains if all-passenger trains are uneconomic.
- Negotiate revision of outmoded work rules; but avoid unrealistic claims about possible savings thru such revisions and the use of derogatory epithets such as "featherbedding."
- Pool equipment and consolidate repair shops.
- Modernize information and reservation facilities mainly thru computers.
- Run trains on time, keep them clean.
- Advertise services; cooperate with travel agents; honor credit cards.

Looking for Christmas gift ideas? How about a NARP membership for a friend?

## Metroliners (from P. 2)



A promising prospect for the future is an announcement that PC's engineering department and United Aircraft, builders of the *TurboTrain*, are studying adaptation of jet turbine engines to self-propelled passenger coaches on PC's New Haven Division. The engine would be similar to that used on the TurboTrains operating on that division and on the Canadian National. In 1966 the former New York Central tested a jet-propelled rail coach and hit a record speed of 183.85 mph.

## MEMBERSHIP DRIVES PICK UP SPEED

Our membership drive, announced in our last newsletter, is off to a good start.

Seven members have accepted state or regional chairmanships and publicity is now going out to their area papers; new memberships and renewals are coming in at an accelerated pace; a number of members have upgraded their dues categories, and several members have taken the initiative to institute their own promotional campaigns.

The regional chairmanship program is being conducted on a test basis to determine the effectiveness of "localizing" membership recruitment. If it pays off, we will expand the program.

The regions and chairmen are:

**North Carolina, South Carolina and Georgia** — The Rev. M. Earl Eagle of near Savannah, Ga.

**Central New Jersey** — Mr. Edwin C. Hutter of Princeton, New Jersey.

**Southern New Jersey** — Mr. Kenneth B. Walton of Atlantic City, New Jersey.

**Oklahoma** — Mr. Roscoe C. Migliore of Collinsville, Oklahoma.

**Southern Ohio** — Mr. Arthur Weil of Cincinnati.

**Chicago area** — Mr. Kevin McKinney of Flossmoor, Ill.  
**Lansing, Michigan** — Mr. McKinney (he attends college in this area and will concentrate on campus enlistments here).

**Evanston-North Shore area of Illinois** — Mr. Bruce D. Williams of Evanston.

**Cedar Rapids, Iowa** — Mr. Williams (attends college here and will concentrate on campus recruitment).

The Rev. Eagle and his close friend, Mr. Henry DiVenuto of Macon, have been conducting an intensive recruiting campaign in the South and have brought in a large

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### ABOUT OUR INSERTS

With this (December) issue of the newsletter are two inserts: a questionnaire, and a flyer describing Seaboard Coast Line's fine *Florida Special*. The questionnaire is self-explanatory.

We are pleased to help spread the word about SCL's exciting "Special." If you are not planning a Florida trip yourself, pass the flyer along to a friend who may be. It would be helpful if you would let us know whether this literature was instrumental in helping you or a friend decide to use this train — or other trains in SCL's fleet. NARP is always ready to help any railroad that provides good service.

With our November newsletter you received a newspaper reprint about NARP and a statement by Sen. Allott. If you need additional copies to distribute, please let us know.

### Volpe (from P. 1)

Referring to the Secretary's comment that the Department of Transportation would submit a special report early in 1970 on rail passenger service, Mr. Haswell said that "we look forward to the specific proposals that your department expects to submit. . ."

According to the report on Mr. Volpe's talk in the *Chicago Sun-Times*, the former Massachusetts governor said that within five years rail passenger service would be greatly improved.

"The government is now involved in cooperative research on designs of new rail transportation," Mr. Volpe said.

"This nation cannot accept the luxury of not having railroad transportation," he asserted. "Without it, I don't know what we would do in the case of war involving largescale movements of troops and supplies."

Referring to the imbalance between funds for urban rail service and those for highways, Mr. Volpe said that the Administration's proposed Mass Transportation Act would provide some \$15 billion for such rail systems within the next 12 years.

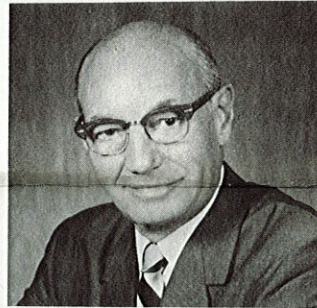
If NARP members wish to express their personal appreciation for Mr. Volpe's forward-looking stand, write: *The Honorable John A. Volpe, Secretary of Transportation, 800 Independence Ave., S.W., Washington, D.C. 20590.*

## FRIENDS OF THE RAILROAD PASSENGER

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### Rep. Samuel N. Friedel

Rep. Friedel, chairman of the Subcommittee on Transportation and Aeronautics of the Interstate and Foreign Commerce Committee, is a powerful voice for a balanced national transportation policy, with rail passenger service playing its proper role. A native-born Washingtonian and now Maryland's Democratic representative from the Seventh District (Baltimore city and county), Rep. Friedel is chairman of two other committees — House Administration and Joint Library Com-



mittee. He presided over the recent hearings on rail passenger legislation at which NARP presented its views. He was first elected to Congress in 1952 and has been re-elected for eight successive terms. He declares: "*The heavy emphasis on air and highway transport has given our nation a transportation system that is critically*

*out of balance. The only way to restore that balance is to recognize the essential place that belongs to the railroads as carriers of people.*"

### Membership Drive (from P. 3)

number of new members. At his own expense, the Rev. Eargle had printed a quantity of colorful NARP recruitment signs which have been posted in various strategic places.

Mr. James G. Schneider, Kankakee, Ill., president of Kankakee Federal Savings and Loan Association, devoted several pages of his company's newsletter to promoting NARP and rail passenger service and included a NARP membership coupon. Other members who issue such publications could help by following Mr. Schneider's example.

Mr. Walton, southern Jersey chairman, wrote to the *Atlantic City Press* urging support for NARP and giving full details of dues and NARP's address. We are grateful to Mr. Walton for his initiative and to the *Press* for the prominent attention given to Mr. Walton's letter.

The small Q&A brochure, which has already gone through four printings, is being revised and updated and will be used as part of our membership campaign. Other promotional devices such as direct mail and magazine and possibly newspaper advertising will be instituted. Other projects are being considered. We will keep you fully advised in future issues.

Meanwhile, good luck in your own efforts to advance our cause and thank you for your support and help.

### LATE BULLETIN

*An omnibus bill to provide financial assistance for a basic network of high quality intercity passenger trains is expected to be acted on in the near future by the Senate Commerce Committee. The Committee, chaired by Sen. Warren G. Magnuson (D-Wash.), seems determined to curb the erosion of rail passenger service. This action would be a major step forward in the legislative process.*