



from

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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HIGH-SPEED TRAINS SHOULD LINK BALTIMORE, WASHINGTON AND FRIENDSHIP AIRPORT SAYS COSTLY DOT STUDY

On August 18, NARP revealed the findings and conclusions of a \$92,874 government-financed study recommending high-speed rail service to Friendship International Airport from the nearby metropolitan areas.

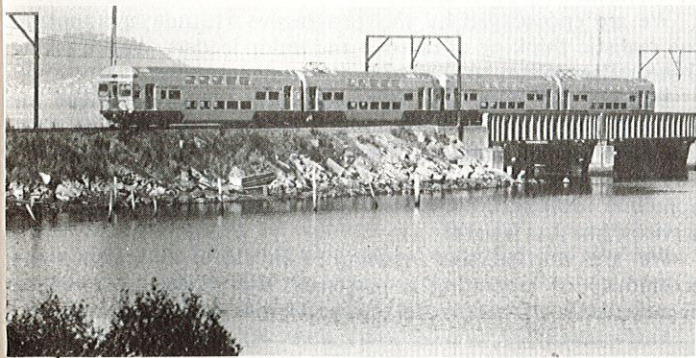
The airport access study was submitted to DOT on Nov. 25, 1970, but was never publicly acknowledged by that Department, nor were its contents ever publicly disseminated.

The 184-page, highly-technical study was conducted by Gibbs & Hill, Inc. of New York, and was summarized as follows:

"This study indicates that the most attractive method of providing rail access to Friendship... would be through the implementation of a high-speed electric service running directly to a new railroad terminal at the Airport from Union Station in Washington and Camden Station in Baltimore."

Penn Central and Baltimore & Ohio tracks would be connected at Winans, Md., and an additional track constructed from Washington on the Penn Central.

(cont'd. on p. 3)



Sixteen double-deck cars have been delivered to the New South Wales Ry. in Australia for operation in Sydney-Gosford suburban service. The air-conditioning units in each car can be taken out individually and replaced without undue effort. Passenger comfort is assured through the provision of 2-2 seating.

RIDING WITH AMTRAK

"At 4:30 A.M., July 16, 286 passengers were taken off the train at Ogden, Utah and transferred to buses for a ride to Denver. Several of us who didn't like that idea rode the D&RGW Rio Grande Zephyr to Denver instead. We wondered why the entire Amtrak train was not run to Denver over the D&RGW that day. During the U.P. strike, Southern Pacific-powered freight trains traveled over the D&RGW east of Ogden. Why not passenger trains in an emergency, even though there is no Amtrak-D&RGW contract? You should make every possible effort to provide service over the D&RGW for the Oakland-Chicago train. The scenic route between Salk Lake and Denver on the D&RGW would be a principal reason why this train could be successful." — George Gaekle, Chief Administrative Officer of Stanislaus County, California, in a letter to Amtrak.

Gettysburg Rail Excursion

NARP PLANS RAIL SPECIAL TRIP FOR FUN AND FUND RAISING

NARP is planning its first rail excursion for this fall, a full-day event that will include passage over the spectacularly scenic Western Maryland Railway and a stop in Gettysburg, Pa., for a chicken barbeque, bus sightseeing and attendance at the annual Apple Festival.

Plans are still being drawn, but present thinking is to schedule the trip for Saturday, Oct. 9, or Sunday, Oct. 10.

The tour will start in the morning at Baltimore's Penn Central station, a convenient location for out-of-towners arriving by regularly scheduled trains. The excursion will roll westward over WM's "Dutch Line," now freight-only, stopping for about 2½ hours at Gettysburg for the special events before returning to Baltimore.

Boarding passengers will be greeted by NARP hostesses, and given souvenir guides describing the route. Other attractions are in the planning stage.

"This is a fund-raising tour to help NARP carry on its fight for better rail service," said NARP Chairman Anthony Haswell. "It will give our members and others the opportunity to aid our common cause and at the same time have a thoroughly enjoyable end-of-the-summer outing."

The fare has not yet been determined but it is expected to be within the \$25 to \$35 range. Members desiring more information should complete the form on page 3 and mail it immediately to NARP. The next newsletter will not appear in time for members to become fully acquainted with the trip and make reservations. All persons sending in the coupon will be mailed a special flyer prepared for the event.

Of course, help from members in selling tickets will be welcomed.

ALLOTT-SPONSORED TRANSIT BILL GETS NARP ENDORSEMENT

Senator Gordon Allott (R-Colo.) has received support from NARP for S. 2412, a measure which would simplify methods of replacing rail cars or buses with new equipment in large cities.

Senator Allott said in a floor speech on August 4 that "the very people whom Congress meant to help by passing urban transit legislation are caught in the squeeze between the Federal and local governments" because of excessively strict planning requirements.

The proposal also eases transit planning requirements in cities under 300,000 population.

NARP Chairman Anthony Haswell, in a letter to the Senator, said the legislation "attacks some of the basic institutional problems which have inhibited transit development."

Rep. William Steiger (R-Wis.) plans to introduce a companion measure in the House of Representatives.

The Allott proposal has 10 Senate co-sponsors, with additional support expected. NARP is the first organization or association to formally endorse the proposal.

**THE NEW CRY:
"GIVE US BACK OUR LANDS"**

This article, written by Roger Mellem, is condensed and reprinted from Environmental Action, a bi-weekly publication located at 1346 Connecticut Ave., NW, Washington, D.C. 20036. Environmental Action, Inc. is organized to focus concern upon the environmental crisis.

Railroads. Land Grants. Fraud. The Robber Barons. Words dimly remembered from high school history textbooks? Perhaps, but unfortunately they still have a very real meaning in our Western states today. For yesterday's railroad riches have been molded into today's conglomerate fortunes, and yesterday's fraud is today's scandal.

* * *

Conservationists are coming to the realization that an historic wrong needs to be righted — the lands granted the railroads must be taken back by the federal government.

From 1850 to 1871, the government granted a number of railroad companies tremendous amounts of land to aid them in providing railroad transportation to and for the Western states. Over the years, most of these companies have found it more lucrative to concentrate their energies towards the development of these granted lands rather than towards the improvement of their transportation services, which have consequently deteriorated badly.

There are three important reasons for recovering the lands from the railroads. One is the problem of the millions of acres of private railroad land within the National Forest system; it is advantageous to consolidate the management of the National Forest system to conserve its productive resources by getting those lands back into federal ownership. A second is the desperate need to save crucial scenic and wilderness areas which are part of the granted lands. And a third reason has to do with the basic issue of equity: as Brock Evans, the Sierra Club's Northwest Representative says, "The original terms of the railroad land grants have been violated, there is no question about it . . . Congress did not intend that they be logged and mined year after year."

* * *

The railroads received a total of 187,785,850 acres of land from Congress (which, coincidentally, is almost the exact size as the National Forest system). Grants from states totaled an additional 48 to 50 million acres. Altogether, 10% of the nation's total continental land area was given away to the railroads.

The checkerboard land pattern obviously makes management by the Forest Service more difficult. Therefore, a program of land exchanges with the railroads has been going on. Unfortunately, some of these exchanges have not been in the public's interest. For example, deals are currently being made in the Gallatin and Beaverhead National Forests of Montana. Burlington Northern Inc. is acquiring choice, developable land in the West Fork of the Gallatin River watershed, while the Forest Service is gaining primarily steep, high, undevelopable land in return.

* * *

Many hundreds of thousands of acres of railroad lands are located within the boundaries of areas proposed by conservationists for additions to the National Wilderness Preservation System. These include the Alpine Lakes in Washington, the St. Joe in Idaho, and the Taylor-Hilgard and Spanish Peaks areas in Montana.

Large, pure wilderness areas have been desecrated by the railroad companies, but other areas are threatened. For example, Burlington Northern is now attempting to get permission to strip mine coal on 3500 acres in the Deerlodge National Forest, just south of Butte, Montana, which was set aside as a city park in

(cont'd. on p. 3)

**RAILROAD WORK RULES:
WHEN DOES THE PASSENGER GET A BREAK?**

Editorial

An 18-day railroad strike was ended on Aug. 2 when negotiators hammered out an agreement and cleared the way for the elimination of work rules that have hampered the railroad industry for years.

While the agreement won't produce any immediate revision of the rules, it spells out a definite process for changing them. Many of the touchiest issues have been passed down to the local level for resolution.

Joint union-management committees on individual railroads now have 90 days to work out the revision of rules that currently require many freight trains to change crews every 100 miles. If any of these committees fail to reach agreement, the matter will be submitted to binding arbitration by a task force headed by a neutral party.

What will be discussed by these committees? Freight rules. The discussions will center around the recommendations of the Emergency Board 178 which issued a series of recommendations in Nov., 1970 pertaining to freight service.

Passenger work rules may be entirely overlooked by apathetic railroad managers who no longer have to worry about the passenger profit-and-loss statement.

With Amtrak paying any and all passenger bills, railroad managers could care less how many employees are required to move a passenger train over its tracks.

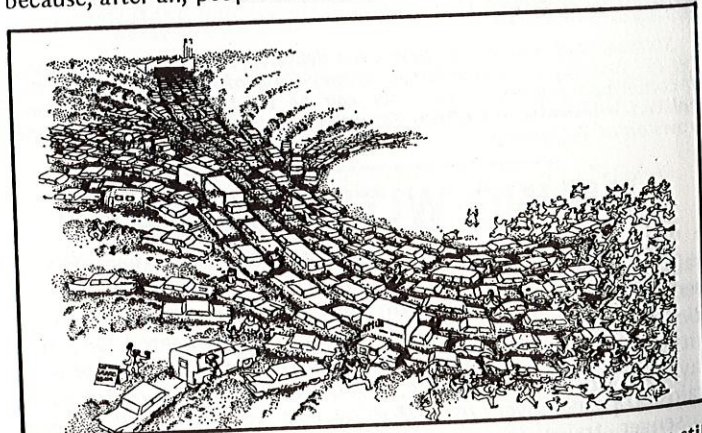
A good example of the potential gains in rules revision is a new agreement between the labor organizations and the Chicago and North Western Railway that will make possible the inauguration of fast, highly-efficient movements of small unit trains of sand and gravel from northern Illinois into the Chicago area.

Three-man crews will operate these C&NW "commoditrains" through several seniority districts. The agreements also permit the train crews to "spot" or place loaded cars on consignees' sidings and to pick up empty cars. These duties normally would be performed by other crews.

We are encouraged by this progressive attitude and applaud the realistic thinking of railroad and union leaders. We are asking that similar realism be applied to the passenger rules.

But the railroads will not carry the work-rules fight for Amtrak, so Amtrak better start looking out for its own labor-management affairs. Amtrak, operating 13 railroads, should hire at least 13 negotiators to sit in on the separate discussions. Someone must insure that revisions in work rules apply to all services, not just freight.

We are worried that nothing is in store to improve the economics of operating a passenger train. That is a shame because, after all, people are as important as sand and gravel.



More cars, more highways, more pollution and more cost, but you still can't get there from here.

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Give Us Back Our Land (from p. 2)

1922, and withdrawn from provisions of the Mining Law of 1872 at that time. Congress will have to pass a special provision allowing them to do this, and the railroad is pushing it.

In another case, Consolidation Coal Co., a subsidiary of Continental Oil Co., is leasing land from Burlington Northern in order to prospect and prepare to strip mine for subbituminous coal in the lovely and fragile Bull Mountains, 30 miles north of Billings, Montana. The problems of lowered water tables and dried up springs, water pollution, erosion, non-reclaimability due to poor soil, and the death of wildlife threaten to be very severe.

* * *

Now exactly a century after the railroad land granting era ended, we have a chance to start doing something to begin a program of rectification. Democratic Senators Mansfield and Metcalf, both from Montana, have introduced S. 1380, a bill which amends the Amtrak Act to provide that no railroad holding any title of any kind of lands, other than rights of way, which were received as a grant from the federal government, shall discontinue any regularly provided passenger or freight service unless it reconveys to the United States all land rights and title in the amount of one hundred acres for each mile of service discontinued.

* * *

A better policy, viewing the entire situation, would be to require the railroads to return the lands they were granted, and then appropriate additional money, ideally from the Highway Trust Fund, to create the level of rail service the public wants.

The conservation movement will have quite an interesting time ahead as it does battle with the railroads, and if Senators Mansfield and Metcalf are to press their bill any further, they will have to see a ground swell of support. The time has now come to fight the historic wrongs — we *must* call a halt to the widespread devastation and logging now going on. After a century of exploitation, the corporate robber barons must be cut down to size.

AN AUSTRALIAN LOOKS AT LOS ANGELES

"Overseas experience argues against building our cities around motor transport. Thirty years ago Los Angeles virtually decided to seek a solution for city transport in the motor car. Its elaborate system of freeways is now complete and planners concede that a city cannot be built around the motor car.

"Nowhere is the search more desperate for a solution to the problem of rapid transit for commuters. Yet 30 years ago Los Angeles had some 1500 miles of railways serving the city and its territory area. Today virtually none of this exists. Planners now say frankly that if they had the 1500 miles of railway today, the city would have one of the finest suburban commuter systems in the world."

Comments of M. M. Summers, Secretary of the Commonwealth Dept. of Shipping and Transport, Australia, as reported in the June, 1971 edition of *Modern Railroads*.

NARP's GETTYSBURG RAIL EXCURSION

Yes! I am interested in riding NARP's fall excursion between Baltimore and Gettysburg over the Western Maryland and want final details rushed to me. I expect _____ persons to accompany me on the trip. I prefer a Saturday _____ day _____ outing.

(Please Print)

Name _____
 Address _____
 City _____
 State _____ Zip _____

Mail to: NARP, 417 New Jersey Ave., S.E., Washington, D.C. 20003

Local Organizations Provide Outlet For Citizen Transit Action

Members of NARP have been quite helpful in the numerous battles fought by the Association. Members have assisted in a variety of ways, such as writing their representatives in Congress on legislation affecting passenger service; appearing before the ICC in train discontinuance cases and other regulatory matters; reporting on the condition of trains; and raising their voices through newspaper letter columns and at community meetings.

In essence, members are NARP's most important asset. Quite often, letters are written to the Association asking, "What else can I do?" One answer is, "Support a local transit or commuter group."

NARP attempts to improve the lot of commuters by working for transit legislation under consideration by the Congress. Local organizations, however, are in a better position to see transit conditions first-hand, and conduct neighborhood or city-wide campaigns to improve the situation.

Because many NARP members desire to participate in local or regional action, NARP has compiled a list of 23 local organizations active in transit affairs. It is available to members simply by request.

Additional citizen organizations concerned with rapid transit or commuter trains will be added to the listing as NARP learns of them.

Trains To Friendship Airport (from p. 1)

Improved ground access to Friendship is essential. The Federal Aviation Administration forecasts 20 million people will use the airport in 1985. Approximately 3.5 million used it in 1970.

By 1985, it is anticipated that 77 million auto trips will be made to Friendship. In 1970, the figure was 13.4 million.

Depending upon the routes chosen, the capital costs for fixed facilities could range from \$47 to \$67.8 million.

The minimum annual operating costs range from \$7.7 million to \$21.3 million, depending upon the route chosen and the type and quantity of vehicles utilized.

The study was based on the criteria that all alternatives examined "should provide for high-speed rail service at 20-minute intervals between the hours of 6:00 A.M. and 12:00 midnight, with provision made for through-baggage checking; capacity would be variable through the range of 1-car to 4-car trains."

Yearly potential of the line would be 10.2 million passengers. The trip between Washington and Friendship would take 24 minutes, between Baltimore and the Airport, 14 minutes.

Buy your youngster a going-back-to-school gift — reserve a ticket for him on the NARP excursion train to Gettysburg!

Use This Coupon To Bring in a New Member Today!

National Association of Railroad Passengers
 417 New Jersey Ave., S.E.
 Washington, D.C. 20003

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

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

- | | |
|---|--|
| <input type="checkbox"/> Regular \$5 | <input type="checkbox"/> Sponsoring \$50 |
| <input type="checkbox"/> Contributing \$10 | <input type="checkbox"/> Sustaining \$100 |
| <input type="checkbox"/> Participating \$25 | <input type="checkbox"/> Life, \$500 or more |

(Please Print)

Name _____
 Address _____
 City _____
 State _____ Zip _____

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

DOT URGED TO GIVE "SERIOUS CONSIDERATION" TO WASHINGTON COMMUTER SYSTEM

Congressman William L. Hungate (D-Mo.), in a letter to Transportation Secretary John Volpe, said that the commuter train plan for Washington, D.C., as described by NARP, "appears to be a practical, inexpensive solution to the tremendous commuter congestion problem in and out of the area. As far as the environmental and parking problems, it could only be a plus."

As a member of the House District Committee, Mr. Hungate has a tremendous interest in the affairs of the District of Columbia. He became the third Congressman to join NARP in calling for the improvement of local trains.

TURBOTRAIN TOURS AMTRAK ROUTES

The Dept. of Transportation is sending its leased *TurboTrain* on a month-long public demonstration run over more than half of the Amtrak passenger system.

The special tour began on Aug. 11 and will cover some 12,000 of Amtrak's 20,600 mile network.

Amtrak President Roger Lewis said the general public will be invited to inspect the train at terminals and stations along the route and, wherever possible, will be invited to ride the *TurboTrain* between route points.

BRIEFS . . . Train travel by North American tourists is up again in Europe. Sales of Eurailpasses to persons from this continent are up 40% this year. The increase is aided by a new \$125 two-month student pass. Others are more expensive. . . The New York Council of American Youth Hostels, Inc., conducted five bicycle/train trips during July called the "New England Roundabout. A person takes a special train from New York to Montreal and then bikes along Lake Champlain across New England to Nantucket and Martha's Vineyard. . . Union Station in Columbus, Ohio may be purchased by the Ohio Convention Center Commission and replaced with a convention hall. . . Ontario's Dept. of Tourism has placed a two-page ad in *The Atlantic* and other magazines inviting readers to get aboard "one of the continent's great romantic train rides" from Sault Ste. Marie to Hawk Junction over the "steel ribbon" of the Algoma Central Railway. "From your train window you glimpse the fortress walls of age-old granite, the white beards of waterfalls, the soft green carpet of spruce and pine. Unexpectedly, the train stops to pick up a band of fishermen with triumph in their eyes. . ."

FRIENDS OF THE RAILROAD PASSENGER

Rep. Edward I. Koch

On July 14, as the House of Representatives was considering the proposed budget for the Department of Transportation, Ed Koch commented on the imbalance of that budget:

"If our cities are to survive, if we are to maintain and improve mobility in our urban areas, we must restore our public transportation service and encourage more people to use it. Automobiles are simply not an efficient means of transportation for commuter purposes. The development of mass transit systems will decongest our roads and benefit all travelers."

This statement reflects the pro-mass transit, anti-urban highway position that the Manhattan Democrat has held throughout his years of public service.



Koch feels strongly that one of the major factors necessary to make our urban centers habitable is high-quality public transportation. To this end, he introduced legislation in the 91st Congress which would create a \$10 billion Mass Transit Fund, which received the endorsement of all 50 governors.

On June 10 of this year, Koch introduced an expanded version of his earlier legislation. The new bill, the National Transportation Trust Fund, would consolidate the highways, mass transit and airport programs. The most important feature of the single transportation trust fund is that it would allow competing transportation alternatives to be weighed against each other; the money would go to that form of transportation best equipped to meet the local transportation requirements.

As an interim measure, necessitated by rising fares and the declining quality of urban mass transit, Koch introduced on Aug. 4 the Urban Transportation Emergency Relief Act. The Act provides \$200 million annually through 1976 for the maintenance of rights of way.

BRITISH RAIL has placed an ad in *The Economist* which proclaims that "The Superhighways of the future are already built." It identifies the highways as "10,000 miles of rapid, uncongested, non-polluting, high capacity, load carrying steel arteries."

NEWS from NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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