

# BEATY TAKES OVER AS NARP PRESIDENT

Orren Beaty, a former Amtrak official, on January 1 will become President and Executive Director of the National Association of Railroad Passengers.

Beaty will take over from Anthony Haswell, founder and longtime chief executive officer of the association, who resigned effective December 31 by letter to the NARP board of directors on June 20, 1974. Haswell will continue to be a director of NARP, serving Region VII, Indiana, Illinois and Wisconsin. (A story about the new board of directors appears elsewhere in this issue.)

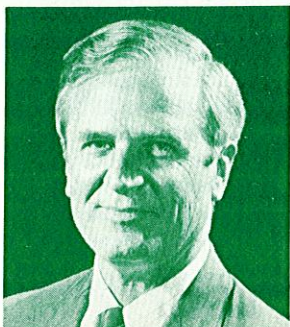
Mr. Beaty, who makes his home in Vienna, Virginia, (Washington, D.C. area) during 1973-74 was director of Congressional relations for Amtrak.

He was born in Clayton, N.M., in 1919; attended Lovington, N.M. schools. In 1940 he received the BA in history and government from New Mexico State University. He also did graduate work in government at the University of Houston and at George Washington University.

In 1945, Mr. Beaty became managing editor of the Las Cruces, N.M. *Sun News*. He later was a political columnist for the Arizona Republic at Phoenix. In 1956, Mr. Beaty became administrative assistant to U.S. Congressman Stewart L. Udall (D., Arizona). He also served as assistant to the Secretary of the Interior Department when Mr. Udall served as Secretary.

In 1967, he was appointed Federal co-chairman of the Four Corners Regional Commission, and in 1969, he became associate editor of Congressional Quarterly, Inc.

Mr. Beaty in 1970 unsuccessfully sought election as U.S. Con-



gressman for the Third District of Arizona.

He returned to Washington as legislative assistant to U.S. Congressman Mike McCormack (D., Washington) and later as special assistant to U.S. Congressman Morris K. Udall (D., Arizona), prior to joining Amtrak.

He is married to the former Mary Turner of Las Cruces, N.M. They have three children, Dr. Orren Beaty III of Rochester, Minn., Laura Leigh Beaty of Washington, D.C., and Mrs. Michael Roca (Susan) of Tucson, Arizona.



NATIONAL ASSOCIATION  
OF RAILROAD PASSENGERS

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## Lewis Will Resign As Amtrak President

Roger Lewis has informed Amtrak's board of directors that he wants to step down as president of the national rail passenger corporation within three or four months, apparently ending his determination to remain in that position.

Last summer, NARP led a campaign to remove Lewis as criticism about intercity trains reached a crescendo. An Illinois Central Gulf Railroad executive, Paul H. Reistrup, became the first choice of some Amtrak directors to succeed Lewis.

Mr. Lewis gave "personal reasons" for his decision.

He asked the board to accelerate a search under way since July for a new chief operating officer. He said he would remain president until a successor is found and through a transition period of three or four months.

Whether Lewis, 62, would then remain as chairman and a director of Amtrak was not made clear.

Mr. Reistrup has resisted accepting the Amtrak position because of a \$60,000 salary ceiling imposed by Congress on Lewis starting in 1972, following Capitol Hill dissatisfaction with the way Amtrak was being run; initially, Lewis had earned \$125,000 a year in the position, a level far closer to comparable jobs in the rail industry.

Earlier this year, in an attempt to attract Mr. Reistrup or some other active rail industry executive, the Senate passed an exemption from the \$60,000 limit so long as it didn't apply to Lewis. But the House refused to go along.

## Rail Rehabilitation Program Picks Up Support, Momentum

NARP's campaign to bring about major rehabilitation of America's railroad track and roadbed is picking up momentum. Considerable press and TV coverage of the track and roadbed situation has been generated since NARP announced its campaign early in 1973.

In June, Congressman Les Aspin of Wisconsin introduced the "Federal Aid Railroad Act", which NARP assisted in drafting. The bill quickly picked up eight co-sponsors. If enacted, this legislation would set up a non-profit government-financed corporation to acquire, rebuild, and maintain railroad tracks in all parts of the country. Funds for rehabilitation would be raised by a six-year one per cent tax on freight shipments by all modes of transportation. Funds for continuing maintenance expense would be raised by the imposition of "user charges" on the rail carriers using the tracks.

A similar version of the Aspin bill was introduced in the Senate in September by Senators Vance Hartke and Lowell Weicker.

On November 15, NARP Chairman Anthony Haswell presented to the Interstate Commerce Commission on behalf of both NARP and the RAIL Foundation a thirty page brief arguing for mandatory high standards of track maintenance for both passenger and freight service. The ICC is conducting an investigation of track and roadbed conditions as they relate to the adequacy of intercity passenger service.

NARP will be alert for all opportunities to push track-roadbed upgrading during the new Congress which commences business in January 1975.

"Without question there is a serious and long-term energy shortage facing America. We must stop ignoring it, stop hoping that it will go away, and get on with solving it. This situation—this ticking time bomb—is potentially the most serious threat to our way of life since Pearl Harbor. . . the 1973 Middle East War and its aftermath awakened the Nation to our vulnerability. But after the oil embargo, a few weeks of gasoline lines, and some voluntary energy conservation, we seem now to be settling back into our old energy spendthrift ways. To put it bluntly, I fear that the National sense of urgency to solve our energy problem is gone, or at least going."

—Transportation Secretary Claude Brinegar

# NEW BY-LAWS ADOPTED, DIRECTORS NAMED

NARP's board of directors on November 20 set the stage for a major reorganization of the Association by approving new by-laws providing for a regionally-selected board of directors.

NARP membership will be divided into 12 regions, with each region electing one director per 100 members. Regional membership meetings will be held in January of each year. The board of directors will meet twice a year, in April in Washington and in October in Chicago. The board will select an Executive Committee of directors in or near the Washington area, who will oversee the operation of the Washington office on a continuing basis.

The new by-laws take effect January 1, 1975 with the exception of the provision on regional membership meetings, which takes effect February 1, 1975. Thus the first regular membership meetings will be in January 1976. The by-laws also provide that the initial slate of directors and officers under the new regime shall be appointed by the outgoing board.

As of press time the following acceptances for positions on the new board have been received:

## REGION I — New England other than Fairfield County, Connecticut, 470 members — five directors.

Samuel E. Stokes Jr. . . . . Alstead, New Hampshire  
Retired Professor of French  
James M.S. Ullman . . . . . Meriden, Connecticut  
Attorney-at-Law  
Austin L. Adams . . . . . Washington, Connecticut

## REGION II — New York State and Fairfield County, Connecticut, 549 members — five directors.

Henry Luce III . . . . . New York City  
Vice President-Corporate Planning, TIME, Inc.  
Oliver Jensen . . . . . New York City  
Editor, *American Heritage Magazine*  
Lettie Gay Carson . . . . . Millerton, New York  
President, Harlem Valley Transportation Association  
Barry C. Phelps . . . . . Rochester, New York  
Venture capital investment banker, B.C. Phelps & Co.

## REGION III — New Jersey, Delaware, Eastern Pennsylvania, 543 members — five directors.

Edmund K. Faltermayer . . . . . Westfield, New Jersey  
Member Board of Editors, *Fortune*  
Thomas C. Southerland, Jr. . . . . Princeton, New Jersey  
Assistant Dean, School of Architecture and Urban  
Planning, Princeton University  
Mrs. Sydney Spivack . . . . . Far Hills, New Jersey  
James L. Farny . . . . . Newark, Delaware  
Chemical Engineer, Thiokol Corporation

## REGION IV — Maryland, DC, Virginia, West Virginia, 465 members — five directors.

David G. Spokely . . . . . Kensington, Maryland  
U.S. Department of Transportation  
Joseph F. Horning . . . . . Washington, D.C.  
Partner, Horning Brothers

## REGION V — North Carolina, South Carolina, Georgia, Florida, Kentucky, Tennessee, Alabama, Mississippi, Eastern Louisiana, 382 members — four directors

Elmer E. Jones, Jr. . . . . Miami, Florida  
President, Graphic Arts Gallery, Inc.  
Edwin P. Patton . . . . . Knoxville, Tennessee  
Associate Professor of Transportation,  
University of Tennessee

John R. Martin . . . . . Atlanta, Georgia  
Manager-Patents Department, Coca-Cola Company

## REGION VI — Western Pennsylvania, Ohio, Michigan, 472 members — five directors.

Robert J. Casey . . . . . Pittsburgh, Pennsylvania  
Public Relations Counsel  
Dean E. Denlinger . . . . . Dayton, Ohio  
Attorney-at-Law  
Robert H. Horwitz . . . . . Gambier, Ohio  
Professor of Political Science, Kenyon College  
James B. Stevenson . . . . . Titusville, Pennsylvania  
Publisher, *Titusville Herald*

## REGION VII — Indiana, Illinois, Wisconsin, 596 members — six directors.

Edward H. Bennett, Jr. . . . . Chicago, Illinois  
Retired architect  
William Butterworth . . . . . Moline, Illinois  
DePorter-Butterworth Tours  
Anthony Haswell . . . . . Chicago, Illinois  
Attorney-at-Law and Ex-Chairman, NARP  
George E. McCallum . . . . . West DePere, Wisconsin  
Professor of Economics, St. Norbert College  
Robert G. Moorhead . . . . . Indianapolis, Indiana  
President, Central Publishing Company

## REGION VIII — Minnesota, North Dakota, South Dakota, Iowa, Nebraska, 193 members — two directors.

J. Ford Bell . . . . . Minneapolis, Minnesota  
Lawrence H. Poston . . . . . Lincoln, Nebraska  
Professor of English, University of Nebraska-Lincoln

## REGION IX — Missouri, Kansas, Arkansas, Texas, Eastern Louisiana, 325 members — three directors.

Ray Hannon . . . . . Dallas, Texas  
Assistant to the Chairman, Wyly Corporation  
H. Lang Rogers . . . . . Joplin, Missouri  
Publisher and Executive Editor,  
Joplin Globe Publishing Company

## REGION X — Colorado, Wyoming, Utah, 104 members — one director.

## REGION XI — Northern California, Northern Nevada, Oregon, Washington, Idaho, Montana, Alaska, Hawaii, 434 members — four directors.

Richard L. Day . . . . . Moscow, Idaho  
Professor of Geography, University of Idaho  
Anne R. Witherspoon . . . . . Palo Alto, California

## REGION XII — Southern California, Southern Nevada, Arizona, New Mexico, 335 members — three directors.

Philip K. Reiner-Deutsch . . . . . Los Angeles, California  
Central Reservations Office, Amtrak  
Alfred Runte . . . . . Goleta, California  
PhD candidate, University of California  
at Santa Barbara  
Charles Montooth . . . . . Scottsdale, Arizona  
Architect, Frank Lloyd Wright Foundation

Copies of the new by-laws will be sent to any NARP member on request.

Asaph H. Hall became Acting Federal Railroad Administrator on November 1 to succeed John W. Ingram. He is a former marketing manager and sales engineer for Westinghouse Electric Company. Since 1973 he has served as special assistant to the Secretary of Transportation and as director of the Northeast Corridor Program office.

## Best Friend of the Railroad Passenger Leaves Post as NARP Chief Executive

Tony Haswell since 1963 has been the "best friend of the railroad passenger."

In that year, Tony began a course of action which eventually led to the founding of the National Association of Railroad Passengers and to his full time involvement.

Many feel it also led to the founding of Amtrak, and Tony is often referred to as the "father of Amtrak."

Haswell's efforts began with an unsuccessful 1963 attempt to stop the North Western Railroad from discontinuing the "400" trains between Chicago, Milwaukee and the Twin Cities. In 1965, Tony filed his first petition with the Interstate Commerce Commission. It indicated an extremely effective blending of his railroad knowledge — which is encyclopedic — and his lawyer skills. Other petitions followed.

Then, in April, 1967, Haswell met in the Plaza Hotel, New York, with Otto Janssen, Peter Lyon and Joseph Zucker to form the National Association of Railroad Passengers. Since then, Tony's every effort — and a great deal of his financial assets — have been devoted to establishing NARP as a strong organization,



Haswell with Senator Claiborne Pell, "father" of the Metroliner.

and battling for the cause of good, modern railroad passenger service.

In the early days, Tony was a lone David, fighting not one, but many giants. With the steady growth of NARP, he became the leader of a small, but determined army of Americans who believe that this country must have an alternative to the airways and highways.

Tony labored long hours at NARP headquarters on Capitol Hill. Often his work week exceeded 80 hours as he met with Congressmen and staff people, wrote legal documents and petitions, and carried on a voluminous correspondence with members of NARP and others. But Tony was never too busy to spend as much time as necessary to educate newsmen in the facts of life concerning passenger service, or to help the pathetic little band of men who formed the nucleus of Amtrak three years ago.

While Amtrak has its faults, without it there would probably be no railroad passenger service today, except in certain "cor-

### SUPPORT NARP — Bring In A New Member

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 part of this amount is for a one-year subscription to the newsletter.

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

(Please Print)

Name \_\_\_\_\_

Address \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

(NARP members should not use this form to renew. It would be helpful if members wait until they receive the coded renewal reminder.)

ridors." Certainly, there would be no expansion of service and no new equipment purchased. And Haswell deserves much of the credit for this.

Tony did not know in advance that this story was being written, because we knew he would not approve it. But we felt that this story is a "must".

Although Tony will no longer be chief executive officer of NARP, he will still be with us as a member of the board of directors and a valued source of information and advice. We wish him well as he returns to his beloved home town, Chicago.

Through the years, NARP NEWS has presented many Congressmen and Senators on these pages under the title "friend of the railroad passenger." But for the past decade, the REAL friend of the railroad passenger has been Anthony Haswell, Esq.

## James Whitcomb Riley Service Is 'Fantastically' Improved

David S. Marshall of Dayton, president of the Ohio Association of Railroad Passengers, says Amtrak "has made fantastic improvements recently in its James Whitcomb Riley passenger train service."

The Riley operates daily between Chicago and Washington, D.C. stopping at Muncie, Richmond, Cincinnati, Ashland, and Huntington.

Marshall said the "deplorable" operating conditions that plagued this train during the spring and summer have been reversed almost 100 percent. He said "the train is now very dependable and it runs on time. I rode it recently and the train sometimes arrived at stations ahead of schedule! This is a far cry from the chronic four to six hour delays we experienced in mid-summer."

OARP cites the main reason for the improved service is the new routing over the Chessie System between Cincinnati and Chicago. Late in September Amtrak added local stops at Richmond and Muncie. "Few people know about the new routing and the new station stops," said Marshall, "but passenger loads have increased steadily at these stations. The train is fast becoming a popular way to travel along this route."

On most days the train carries a vista-dome car. "Even at night, to view the passing moonlit countryside from the darkened dome is a unique travel experience," said Marshall.

The Ohio group has prepared an informational folder about the James Whitcomb Riley with maps to help people find the stations in Richmond and Muncie. Copies may be obtained from OARP at P.O. Box 653, Xenia, Ohio, 45385. The Riley is still an all-seats-reserved train.

Amtrak has taken over the Penn-Central shops at Beach Grove, Indiana.

# Amtrak Ridership Up 10 Per Cent in October

Amtrak carried over 10% more passengers in October 1974 compared to the same month in 1973. Declines on some long-haul routes were more than made up by large gains in major corridors:

LONG HAUL			
NY - Florida	Up		5%
NY - Wash. - Chicago	Up		19%
NY - Kansas City	Down		26%
Chicago - Wash. - Newport News	Up		15%
Chicago - Florida	Up		45%
Chicago - New Orleans	Down		19%
Chicago - LA	Down		13%
Chicago - Oakland	Up		1%
Chicago - Seattle	Down		7%
Chicago - Houston	Up		3%
Washington - Montreal	Up		8%
LA - Seattle	Down		13%

SHORT HAUL			
NY - Wash.	Up		8%
NY - Boston	Up		16%
NY - Albany - Buffalo	Up		46%
Chicago - St. Louis	Down		9%
Chicago - Milwaukee	Up		3%
Chicago - Detroit	Up		50%
LA - San Diego	Up		1%
Seattle - Portland	Down		13%

Amtrak had a system-wide on-time performance of 83% in both September and October, a big improvement over past years. The new incentive contracts with the railroads are given major credit. However, it must be kept in mind that starting in January 1974 Amtrak loosened up its standards for determining on-time performance. Before 1974, if a train was more than 5 minutes late, it was considered as late. Now a train can be as much as 15 minutes late and still be considered on time.

We have been unable to verify a story in *US News and World Report* that cutbacks are being considered on some Amtrak routes on account of ridership declines. We do know that Amtrak was not included in the list of 135 federal budget items totaling \$4.6 billion that President Ford wants to cut. With an increasing recognition that the energy crisis will be a long term proposition, it seems doubtful that DOT will launch a broad assault against Amtrak in 1975.



SEASON'S GREETINGS

FROM THE STAFF OF NARP  
 TONY HASWELL, ORREN BEATY, BOB CASEY  
 AND LINDA STURGILL

LAPEL PINS MAKE NICE XMAS GIFTS — \$3.75

## New York Bond Issue Approved

The voters of New York State on November 5 passed a \$250 million bond issue for improved rail passenger and freight service (see NARP News September 1974). We look forward with the people of New York to major upgrading of rail service in that area.

Unfortunately, similar bond issues failed to pass in Michigan and New Jersey. The proposals in those states, unlike New York, were closely associated with highway bonds, resulting in much bigger total packages.

Los Angeles voters again turned down a multi-billion dollar proposal for a "heavy" rail rapid transit system. Perhaps the planners will now turn toward a combination of conventional rail commuter service plus "light" rail transit, which would be considerably cheaper to construct and implement. Another factor which may have turned off some voters was the sustained bad publicity about the technological problems afflicting the BART system in San Francisco.

A bright spot in California was the passage earlier in the year of an amendment to the state constitution authorizing use of gasoline tax and vehicle registration fee funds for mass transit development.

Louis W. Menk, chairman of the board of the Burlington Northern, has been replaced on the board of directors of Amtrak by Robert Downing, president of the Burlington Northern. During his term on the Amtrak board, Mr. Menk was chiefly noted for his anti-passenger trains statements.

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Anthony Haswell, Chairman and Executive Director  
 Orren Beaty, President-Elect  
 Robert J. Casey, News Director  
 Linda Sturgill, Executive Secretary

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