



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

Vol. 14, No. 10 October, 1980

417 New Jersey Avenue, S.E., Washington, D.C. 20003
202/546-1550

News Hotline (except during business hours), 202/546-1551

OFFICERS: John R. Martin, *President*; Samuel E. Stokes, Jr., *Vice-President*; George Tyson, *Secretary*; Joseph F. Horning, Jr., *Treasurer*; **STAFF:** Ross Capon, *Executive Director*; Barry Williams, *Assistant Director*; Kay Stortz, *Membership Director*

Membership dues start at \$15/year (\$7.50 for those under 21 and over 65) of which \$4.00 is for the subscription to NATIONAL ASSOCIATION OF RAILROAD PASSENGERS NEWS, published monthly except in November.

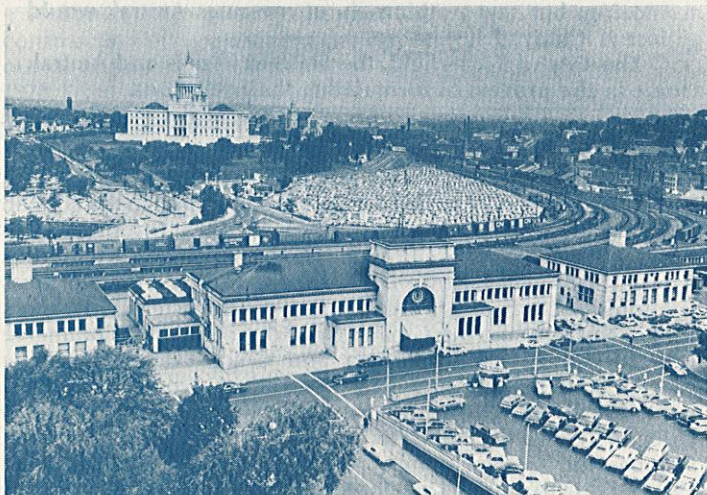
(No. 9 was mailed Sept. 19)

RETURN REQUESTED

RAIL-BUS COOPERATION!

The Smoke Thickens

Providence: Controversy Grows And Historic Warehouse Burns



—Providence Journal

In the one major city where public leaders are working against intermodality, the relocation project that would remove Amtrak from the central business district and close proximity to all bus operations is becoming quite controversial, largely as a result of publicity initially generated by NARP and the Rhode Island ARP (see feature article in Aug. News, pp. 2-3). Reliable sources indicate that the final environmental impact statement is taking much longer to prepare as the result of pressures from NARP and others. It is expected to be released before the end of the year.

The Amtrak facility would be relocated from the ideal downtown Providence Union Station (above) to an isolated location that would cut into the lawn of the State Capitol beyond the sea of parked cars. No private enterprise would take such a slap in the face lying down but Amtrak, which is mandated to operate "as a for-profit corporation," has been silent thus far.

(continued on page 4)

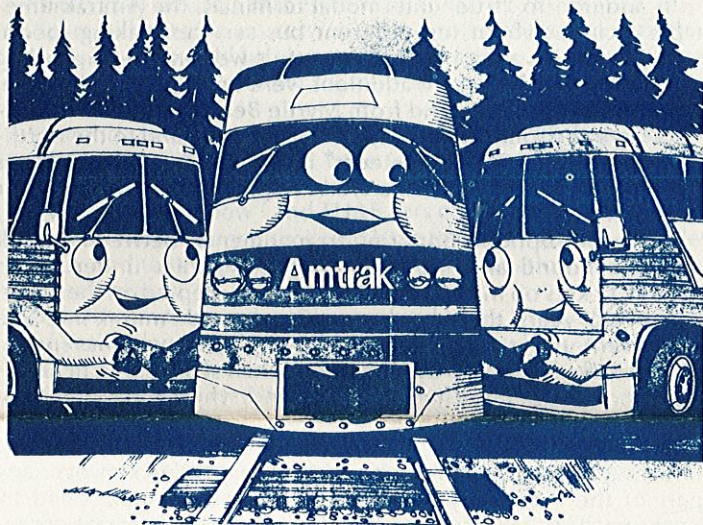
TRAVELERS' ADVISORY

Toronto-Buffalo service will continue at least through Dec. 31, 1980. The westbound train is held in Buffalo for arrival of the "Niagara Rainbow" from New York even though it's due to leave only 4 minutes after scheduled arrival of the "Rainbow."

VIA's massive schedule change on its transcontinental trains Sept. 29 (from 3-night-4-day to 4-night-3-day) means

DOT Joint Terminals Conference Dramatizes Community Support

From Boston, MA, to Oxnard, CA, communities of all sizes are working to create joint terminals in central business districts to make it easy for people to transfer among different modes of public transport. NARP has long argued that convenient transfer facilities are essential if public transport is to maximize its ability to compete with the flexibility of the private automobile.



—Mich. Dept. of Highways and Transp.

The growing acceptance of this concept was evident at the DOT-sponsored "National Conference on the Planning and Development of Public Transportation Terminals," which your editor attended in Silver Spring, MD, Sept. 22-4. Other attendees included representatives from Amtrak, VIA Rail Canada, Inc., the American Bus Association, and public officials and consultants working on terminal facilities around the nation.

For the rail passenger, perhaps the most dramatic development

(continued on page 2)

passengers can make same-day connections in Montreal with Amtrak's overnight "Montrealer," both VIA Halifax routes (including "Atlantic" serving six stations in northern Maine), and (north-westbound only) from Amtrak's daylight "Adirondack." In Toronto, same-day connections are offered with the above-mentioned daylight Toronto-Buffalo-(NY) service, though the eastbound 70-minute

(continued on page 4)

is the planning which should reverse, by 1985 at the latest, the 1976 closure of Quebec's Palais Station and banishment of passenger trains from downtown to Ste-Foy. A technical consensus has been reached on how to restore the trains to Palais and to consolidate intercity and regional bus operations there. With continued strong support from the mayor, it is expected that the necessary financial arrangements will be concluded so that work can get underway.

Trailways Is Helping

As Greyhound's Chairman, James L. Kerrigan had not been known as a friend of Amtrak. Last year, Kerrigan, who had left Greyhound, and two companies purchased Trailways from Holiday Inns, Inc. His analysis of Trailways' shaky finances indicated that what Trailways needs for survival against Greyhound competition is connections—lots of them. This has led to unprecedented cooperation with Amtrak, and to efforts to affiliate more small private bus companies with Trailways.

STATE PUBLIC TRANSPORTATION MAPS

Intermodal travel will expand when the public doesn't have to work so hard to find out what services are available. One good way to get the information out is with a map/directory showing rail, bus, and ferry routes, stations, airports, and carriers' names, addresses and phone numbers. Such maps are already published by state DOT's in California, Illinois, and Michigan. Michigan's map shades the counties where dial-a-ride services are available. Is your state DOT working on such a map?

NARP LAPEL PINS

We're selling lapel pins once again. \$2 if your check reaches the office by Nov. 3; \$3 thereafter.

Trailways even lists Amtrak as its Chicago-Milwaukee-Twin Cities connection to Trailways NY-Youngstown, OH-Chicago buses in its Folder 5!

In addition to "true" intermodal terminals, the Amtrak timetable includes about ten different bus services making special stops at Amtrak stations—and Amtrak is working on expanding that. The two most recent additions were on Aug. 3: in Florence, SC, Trailways buses to and from Myrtle Beach are timed to connect from the southbound daylight "Palmetto" and to the northbound overnight "Silver Meteor;" in Tampa, FL, Trailways buses to and from Sarasota, Ft. Myers, and Naples connect with all four Amtrak trains.

There are "optional honoring arrangements" between Amtrak and Greyhound and most Trailways companies under which Amtrak tickets on many parallel routes are accepted on the buses. For several years, there has been a Greyhound-Amtrak interline agreement under which any Greyhound agent (who has special ticket stock developed by Greyhound) can sell Amtrak tickets—this is primarily in northern New England, where the Maine connection has proved quite popular.

Starting last July 15, a similar agreement with Trailways became effective. Trailways agents who wish to may sell tickets over any part of the Amtrak system—100 agents directly controlled by Trailways, Inc. are already authorized. Under a separate agreement, Cascade Trailways agents can also make such sales, and Amtrak hopes to reach agreement with Cascade on through

AMTRAK FY 1981 FUNDING

On Sept. 24, the House-Senate Conference Committee on DOT Appropriations approved an Amtrak budget of \$881 million plus report language stating that Amtrak may need supplemental funding for operations and capital investment. Earlier, the House had approved \$887 million and the Senate \$900 million. The conferees approved \$650 million for operations, \$11 million for labor protection related to last year's service cutbacks, \$18 million for 403b (state-assisted) trains, and \$202 million for capital, essentially a victory for the Senate subcommittee chairman, Birch Bayh (D-IN), in his efforts to secure the largest possible capital budget. Unfortunately, the conferees also included the negative House language on long-haul trains (Sept. News, p. 3).

handling of baggage and package express that would become a model for a similar agreement with other bus companies. Amtrak agents currently sell through tickets over Trailways routes in the Amtrak timetable—the two above plus Albuquerque-El Paso.

Trailways' new policies have been particularly welcome in Albany, OR, where the mayor, city manager, Amtrak, and Trailways are now agreed on developing an intermodal facility.

Newark: Everyone's Pulling Together

In Newark, NJ, Trailways has just joined Amtrak, PATH and suburban trains, the light-rail subway, and Greyhound at Pennsylvania Station. The station is linked by enclosed pedestrian overpasses to two fairly new office towers and the Gateway Hilton Hotel. Nearby, New Jersey Transit has just moved its offices from Trenton into a refurbished old post office building.

The light-rail subway is being modernized, and the state will investigate the possibility of providing a station where the line passes under the former Erie-Lackawanna commuter rail line, so that passengers could easily connect between the Amtrak and EL stations. (Unfortunately, there's a good chance that prohibitive construction costs will prevent realization of this possibility.)

Prudential is now studying construction of a new office build-

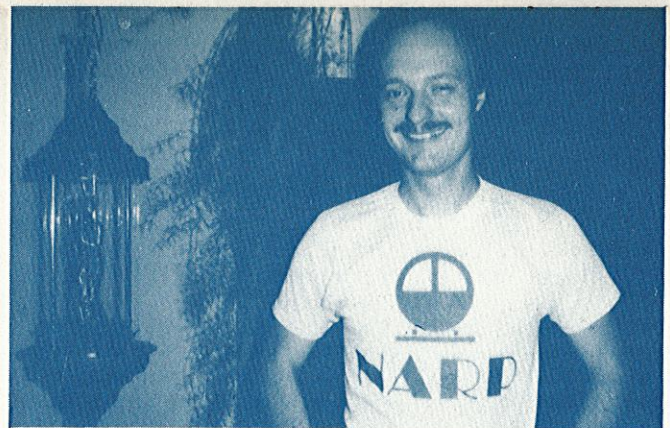
SPRINGFIELD, IL: POSSIBLE TROUBLE

The Capital City Railroad Relocation Authority has released a report which, despite protestations to the contrary by the Authority, reads like a recommendation to relocate the Amtrak station outside the central business district. The report talks about costs Amtrak would incur by not moving, but says nothing about revenues Amtrak would lose if it moved.

The City of Springfield, the State of Illinois and Amtrak are in the process of formulating their positions.

ing, and a station area development corporation has been formed to encourage more such development.

The improvements at Newark, past and future, illustrate what can be done when all the key actors are committed to the concept of centering development on improved rail transportation. In Newark, they are: Gov. Brendan T. Byrne; Mayor Kenneth A. Gibson; Dr. James Howell, Chairman, Council for Northeast Economic Action of the Coalition of Northeastern Governors; Rudolf Novotny and the Greater Newark Chamber of Commerce; Robert Van Fossan, Chairman and Chief Executive Officer, Mutual Benefit Life Insurance Co.; Charles Reynolds, Vice President, Prudential Life Insurance Co.; Alfred Faiella, Executive Director, Newark Economic Development Corporation; Louis Gambaccini, Commissioner, New Jersey DOT; Joseph Walsh Russo, Director, Joint Development and Urban Initiatives, New Jersey DOT; and Louis Thompson, Associate Administrator for



The President of the Iowa-Nebraska Association of Railroad Passengers, Launcelot Erickson (pictured above), produces NARP T-Shirts in his spare time. If you would like one, send \$7 and indicate the size you need (no children's shirts at this time) to him at the Association, PO Box 3182, Omaha, NE 68103. Please allow 4 to 6 weeks for delivery.

Intercity Programs, U.S. DOT. (Line up your local counterparts to the above, and you're set for action!)

Elsewhere Around the U.S.

Here's what your editor knows about. We've concentrated on Amtrak stations with recent or prospective intermodal improvements. Cities are listed in descending order of Metro area populations. (More in future issues.)

Los Angeles: Trailways moved to Union Passenger Terminal in the summer of 1979.

Boston: Trailways moved to South Station in July, adjacent to Amtrak, and commuter trains and buses; by 1985, the South Station Transportation Center will include Greyhound too.

San Francisco-Oakland: The BART station at Richmond is adjacent to an unmanned Amtrak stop. Long-range plans call for relocating Amtrak's Oakland terminal to a site adjacent to BART's Oakland West station.

Washington, DC: Union Station, already served by Metrorail, Metrobuses, commuter trains, and Amtrak, will eventually house Greyhound and Trailways under a plan with broad support in the city and Congress. By 1983, Capital Beltway (Lanham, MD) station should be replaced by a nearby station at New Carrollton where the Metrorail line and many Metrobus routes now terminate. In 1982, Metrorail service will open at King St., adjacent to Amtrak's Alexandria, VA station.

Dallas-Ft. Worth: In Dallas, a bus transportation center is planned which will be closer to the Amtrak/ReUnion complex than are the present intercity bus terminals. A bus center planned for Ft. Worth would be immediately adjacent to Amtrak.

St. Louis: Chances are good that Trailways will join Amtrak in construction of a permanent station. Amtrak has been operating out of a temporary trailer since vacating Union Station in Oct., 1978. From a marketing standpoint, restoring Amtrak to a part of a redeveloped Union Station would be ideal. The next best thing would be joint development with Trailways, at the present location, hopefully with the east end of the rail platform directly linked to the new 14th Street bridge by a stairway.

Pittsburgh: The downtown trolley cars will be put in new tunnels. One of two downtown branches will terminate at the Amtrak station, which will also be served by express commuter buses on a busway now under construction east from the station. The subway will provide a direct link to the Chessie commuter rail terminal, where investigations are underway regarding the feasibility of consolidating Greyhound and Trailways.

Baltimore: If the North Central light rail line is constructed as the mayor hopes, it will provide a direct link between the Amtrak station and the heart of downtown near the harbor.

Cleveland: Amtrak or high-speed trains or both may some day return to the Union Terminal at Public Square in the heart of downtown, which continues to be served by the Shaker trolley line and the Windemere-Airport "heavy" rail transit line and most city bus routes. Planners are making sure that pilings for new construction in the area will preserve the option of bringing intercity rail to the terminal again.

Anaheim-Santa Ana-Garden Grove, CA: A measure of the extent to which Citizens for Rail California and Amtrak service have gained influence is the June 2 letter from Santa Ana Mayor James E. Ward to Greg Thompson, then President of CRC, which said in part: "Our City Transportation Engineer, Mr. David Grosse, has recently obtained a copy of your Draft Report Toward a Rail California. . . (he) suggested that I write you on behalf of the City and explain some of our concerns for the Santa Ana Amtrak Station. . . The City of Santa Ana is firmly committed to improved Amtrak service and improved Station facilities to serve the residents, employees, and commuters of this area. The City Council has recently committed \$2 million to be used in conjunction with State grants to construct a new Santa Ana Intermodal Amtrak Station. This station will be located just north of the existing facility and will . . . have improved auto access, increased parking, improved transit access, connections for airport services, restaurant facilities, and passenger amenities, many of which are lacking at the current station. This station is viewed as part of the backbone transportation system, a system which focuses on central Santa Ana as the County seat and the professional and

RAINBOW TO TORONTO— OBSTACLES TO FAST ACTION

For some time, it has been obvious that an extension of Amtrak's New York-Niagara Falls, NY "Niagara Rainbow" to Toronto is needed. This summer, the threatened Toronto-Buffalo connection generally carried at least 80-100 passengers daily each way—often standing room only, according to NARP Director George Forman. Using the standard rule-of-thumb that a forced transfer cuts ridership in half, a through service should have carried a total of about 400 international passengers daily. That may be an underestimate, since ridership should also benefit from the provision of reclining seats and food service not on today's Toronto-Buffalo train.

If today's train is discontinued, possibly by New Year's Day, the rail link between the largest metropolitan areas of two of the world's most affluent nations would be substantially less convenient than what your editor encountered 12 years ago between Tunisia-Algeria and Algeria-Morocco.

But Canadian officials seem strongly opposed to the "Rainbow" extension. Here's what they say, quoted from the report of Canadian Transport Commissioner John Magee, the basis for CTC Order No. R-31299 permitting Sept. 29 discontinuance of the VIA (CP-TH&B)/Conrail Toronto-Buffalo Budd car, now postponed to Dec. 31, when VIA's report on international rail service alternatives is due. (Your editor's comments in parentheses.)

"A rail passenger connection between (passenger stations at Niagara Falls, NY, which has two daily Amtrak round-trips to NY, and at Niagara Falls, Ont., with three daily VIA round-trips to Toronto) was not viewed as feasible by VIA Rail or CN, the owner of the station at Niagara Falls, Ont.

"Mr. (Branvin) Buchanan, representative of CN, explained why CN did not support a rail service link at Niagara Falls.

"First, (he) advised that American Customs and Immigration Officers will not give any service off U.S. soil at their own expense. Therefore, CN would be responsible for any resulting costs. Also, CN would have to provide lock up quarters for smugglers and illegal immigrants.

"Second, Interstate Commerce Commission (ICC) passenger equipment standards would have to be met. (If this means the 'adequacy of service' regulations, they are no longer in force. Anyway, the "Rainbow" and TH&B cars obviously qualify for U.S. operation now.) Trains also would have to travel 8 additional miles per day and thus incur additional costs of operation, such as fuel and crew wages.

"Finally, employees would come under the United States Railroad Retirement Fund and Social Security Act which would mean that CN or VIA Rail would have to contribute to the United States Railroad Retirement Fund and keep separate records of those employees working on the international connection. An unspecified number of employees would be affected. CN crews would also have to qualify for ICC operating rules, which differ from the Canadian Uniform Code of Operating Rules.

"In answering questions posed by Mr. David Streams, the witness indicated that CN already operated freight transfers over the rail connecting Niagara Falls, Ont., and Niagara Falls, NY. Yard crews operated once or twice a day and were qualified to operate on Conrail tracks. However, they were not necessarily senior and thus did not necessarily have priority to work on the passenger train service.

financial center of Orange County. . . .

"On behalf of the City, I therefore urge you to consider in your finalized Rail Plan that the Santa Ana Amtrak Station represents a cornerstone of rail travel in the (LA-San Diego) corridor much as the Los Angeles and San Diego terminals are viewed. I realize that stopping every train at Santa Ana may run counter to your objectives of providing a two-hour running time between terminals, but I feel that your real goal is to have full trains rather than fast trains. I would hate to see any of the trains travel straight through Santa Ana with passengers waiting at the station for the sake of a two-minute delay in running time. . . ."

"Mr. (Gabriel) Fortin, Counsel for VIA Rail, advised that his client opposed a rail connection at Niagara Falls for the same reasons as put forward by CN. He stated that VIA's preference was for a taxi service which would provide a more efficient connection with fewer delays caused by Customs' inspection. A rail connection would entail the necessity of maintaining ICC standards which involve heavy administrative costs. Moreover, as with CN, VIA Rail employees would have to be registered with the Railroad Security Service Fund, in order to bid on the positions in question. This would 'create an administrative nightmare.'

"Subsequent to the hearing, VIA Rail was requested to prepare a summary report on the provisions of transportation service between Niagara Falls, NY and Niagara Falls, Ont., to provide a connection between Amtrak's "Niagara Rainbow" and VIA's Toronto-Niagara Falls, Ont. Budd cars that best connect).

"In its letter of Oct. 2, 1979, VIA Rail set out the various options which would provide transportation connections. . . (After discussing taxis and chartered buses, VIA discusses the extension of two Toronto-Niagara Falls, Ont. rail round-trips, which presumably would cost more than would the extension of one round-trip—the question that the report says VIA was asked.) The third option outlined entailed the extension of VIA Trains Nos. 637/638, 639/640, 641/642, and 643/644 now operating between Toronto and Niagara Falls, Ont. through to the Amtrak station at Niagara Falls, NY. The costs of this option were many. (Not a word about new revenues that would result!) VIA explained that one RDC trainset of 3 cars and one guard RDC would be required to permit sufficient turnaround time at Niagara Falls. (Not if RDC's dead-headed on rear of "Rainbow.") This, combined with administrative expenses, would amount to \$572,000 per annum.

"... CN, as the operating party, would have to enter into an agreement with Conrail for operating rights for the two mile stretch between the border and the Amtrak station. Additional mileage payments to crews would amount to \$5,250 annually, while transporting crews by taxi between stations would be \$22,000. Short turnaround cycles at Niagara Falls would not permit present RDC units to operate on the present schedule into Niagara Falls, NY. Therefore, additional units would have to be maintained at an annual cost of \$55,000 for labour and material. (Investigate changes to existing schedules!) Finally, as CN employees would have to work under ICC operating rules, instructors would have to be employed and employees examined periodically. Costs would include payment to instructors and four hours pay to each employee for each examination.

"Conrail trackage fees would amount to \$52.80 per day.

"Amtrak costs would also be involved. Mechanical inspections, cleaning and engine repairs would be \$48,600. Station services in the form of additional staffing which would be necessary to cover a second shift and relief work would amount to \$60,000.

"VIA Rail advised that the Canadian Customs and Immigration Officers would provide services free of charge at the VIA station. However, VIA would have to provide office accommodation at the station and taxi service between the Rainbow and Whirlpool Bridges and the VIA station.

"The two U.S. Customs and Immigration Officials who would

be required would work free of charge on week days at the Bridgehead Office on the Whirlpool Bridge in Niagara Falls, NY. However, on Sundays, holidays and evenings each U.S. Customs Officer would have to be paid \$18 for an inspection. Immigration Officials would charge \$120 to \$160 for each inspection made on a Sunday or holiday.

"Finally, VIA was of the opinion that the possibility of Amtrak operating through Niagara Falls, Ont., was not a feasible option as Amtrak equipment is unidirectional, thus requiring a turnaround each trip on the Clifton Wye. This would interfere with and delay yard operations at Niagara Falls, Ont., and freight operations. . ." (Not relevant if "Rainbow" continued to Toronto.)

Where there's no will, there's no way! ■

Providence: The Smoke Thickens (cont. from page 1)

In a related development, a Sept. 12 fire destroyed the 132-year-old warehouse which was the only remaining part of the Providence & Worcester Railroad terminal constructed in 1848. The warehouse, designed by the noted Providence architect Thomas Tefft, was listed on the National Register of Historic Structures. (In the above pre-fire picture, the warehouse is visible as the long building with the pointed roof lying immediately to the right of the tracks just above the sweeping curve leading to Union Station.)

The warehouse was—and the Amtrak mainline is—the only serious obstacle to unfettered development of the large parcel on which it lies, and which is owned by P&W, apparently the principle beneficiary of the track relocation scheme.

An observer reported that a fireman called to the scene from his station across the street said the fire could not have become so intense so quickly without assistance. The next day, Saturday, Sept. 13, P&W, without a license and before an investigation could be completed, brought in a wrecking company to knock down the brick walls of the warehouse. A neighbor called the Historical Preservation Commission and demolition work was halted, only after the north wall had been knocked down. Subsequently, P&W secured a license and completed demolition.

In August, we neglected to report that the Planning and Architectural Review Committee of the Providence Preservation Society (PPS) opposes the track relocation. As reported in the Sept.-Oct., 1979 PPS News, "after four months of study," the Committee "had a number of concerns sufficiently serious to recommend to the (PPS) Board that it oppose the relocation of the tracks and the Capitol center plan. Their concerns were that the plan:

"Could have an adverse effect on the present Downtown, drawing energy and dollars from the still fragile city center;

"Ignores and exacerbates the existing parking problems by eliminating 1500 parking spaces presently in use and providing no other adequate parking solution for the entire downtown;

"Removes the railway station from easy walking distance to the Central Business District and limits possibilities for a commuter rail link through the East Side Tunnel to the East Bay area;

"Increases the size of the Downtown so that it would no longer be a convenient pedestrian center;

"Provides a scale oriented to the automobile, not the pedestrian, which is out of date with requirements suggested by the energy crisis; . . .

"The (Committee) felt, in conclusion, that not enough effort had been made to provide a comparable study of alternatives to this proposal for the long range development of Downtown."

Nevertheless, the PPS Board voted to support the destructive project. The noncommittal headline over the story reporting this suggests that at least their newsletter editor was embarrassed: "Preservation Society Votes on Proposed Railway Relocation."

A fallacious argument for relocation appears in a separate article in the same newsletter: "The proposed new route . . . would cost less to maintain." Common sense suggests that tracks in a ditch would be more vulnerable to vandalism and flooding than tracks on an embankment. And the Draft EIS itself states: "There is no operational benefit for the railroad with (relocation)." ■

TRAVELERS' ADVISORY (cont. from p. 1)

connection is bound to be risky especially in the winter. VIA says the new schedules also mean best Rockies scenery in daylight, and assurance of reasonable times in Winnipeg, where some passengers change cars.

Amtrak's NY-New Orleans "Crescent" is now completely converted to rebuilt cars with electric heating/air-conditioning, and the Chicago-Oakland "San Francisco Zephyr" is fully equipped with the new bi-level Superliner cars.

From Oct. 26, the Cincinnati-Washington "Shenandoah" will stop at Loveland, OH, 24 miles east of Cincinnati.

On Sept. 15, Caltrans inaugurated nonstop "dedicated" buses between Amtrak stations in Sacramento and Stockton timed to connect with the twice-daily "San Joaquin" trains to and from Fresno and Bakersfield. This means, for example, that northbound morning "San Joaquin" passengers can reach Sacramento at 11:35 AM instead of 1:30 PM as before.