



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

Vol. 15, No. 8 August, 1981

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, and GETTING THERE.
(No. 7 was mailed Sept. 4)

RETURN REQUESTED

SERVICE IMPROVEMENTS!

DECISION ON "CARDINAL" DEFERRED

No action has been taken with respect to the threatened "Cardinal" that links Washington and Chicago via Charlottesville, Charleston, WV, Tri-State (Ashland, KY), Cincinnati, Hamilton, Richmond, IN, Muncie, Marion, and Chicago.

Some observers feel this route will be saved in spite of frantic efforts by U.S. DOT to kill it. If any Republican legislators represent you in Washington, please contact them quickly and urge them to ask DOT to cease and desist.

The Amtrak board was to meet Sept. 25 at Chicago's Ritz-Carlton Hotel, 10 AM to noon.

TRAVELERS' ADVISORY—NEW CONNECTIONS, ETC. (See lead story for details on new trains.)

The Oct. 25 timetable probably will set a record as to number of important and convenient connections introduced at one time.

St. Paul appears to be the big winner. Though losing its overnight Chicago service, it gains year-round daily service on the daylight run, and schedule adjustments permit good connections with virtually all of Amtrak's Chicago trains. Minnesotans will enjoy single-day trips to Detroit, Cleveland, Indianapolis, and St. Louis without spending the night on a train or in a Chicago hotel. Longer trips that will have prompt connections include California and New Orleans.

The somewhat less attractive "Builder" times at St. Paul itself will allow Amtrak to benefit from the one advantage of having abandoned a big-city downtown location—passengers will be more willing to use Midway Station at off hours, assuming they have access to an automobile.

Some dramatic scenery in western Montana will be traversed in darkness, especially westbound, in order to enable the "Builder" to make all Chicago connections. However, this will be partly offset by new daylight mountain views in western Washington (except eastbound in winter). Montana viewing will gradually improve in the future as the schedule is tightened by negotiated train speed-ups (including Cleveland-Chicago) and by planned elimination of the Grand Forks backup move which should save 30 minutes alone. Unfortunately, service to Yakima and Ellensburg, WA, had to be abandoned in order to secure faster Chicago-Seattle running times and same-day turnaround of equipment in Seattle; Wenatchee gains service as a result.

Our list of new connections shows in parentheses many of the key markets that will open up to rail travelers. To help you identify many additional markets being added to Amtrak's menu of trip possibilities, we add a list of the affected trains and many of the major points they serve. Con-

(continued on page 2)

Killing trains is always unpleasant. But, with one hopefully temporary exception—reducing Chicago-Texas to tri-weekly, the Oct. changes that Amtrak announced Aug. 26 add up to a victory for rail passengers. The intensity of public reaction to the cuts reflects the strength of our cause: even the withdrawal of lightly used trains is controversial.

It appears that Amtrak appreciates the economic arguments for long-distance trains (July News lead story). Consider:

- The only long-distance segments to be killed are lightly traveled ones that NARP itself saw the need to kill.

- The long-distance network will be augmented by the addition of one new train and important new sections of two existing trains.

- The long-distance network will be strengthened by the Oct. 1 establishment of through sleeper-and-coach services linking key city-pairs such as Chicago-Phoenix and Dallas-Los Angeles, and by the introduction of an unprecedented number of important new connections (see Travelers' Advisory).

- Most discontinuances involve short-distance trains that can more easily be restored with nonfederal funding. Only one NARP-endorsed segment, Vancouver, BC-Everett, WA, loses all service as a result of an Amtrak management decision.

Long-distance Service Changes

Three segments will die effective Oct. 1: Laredo-San Antonio, which could only operate properly as an extension north of the existing Mexico City-Nuevo Laredo train; Houston-Temple (see Travelers' Advisory for faster bus alternative); and Cincinnati-Cumberland.

The entire "Shenandoah" (Cincinnati-Parkersburg-Cumberland-Washington) will be discontinued and the more important Pittsburgh-Cumberland-Washington section of the "Broadway Ltd." will be introduced (July News). It will serve Washington in both directions in mid-afternoon, fitting in with the "Broadway's" current Pittsburgh-Chicago overnight pattern.

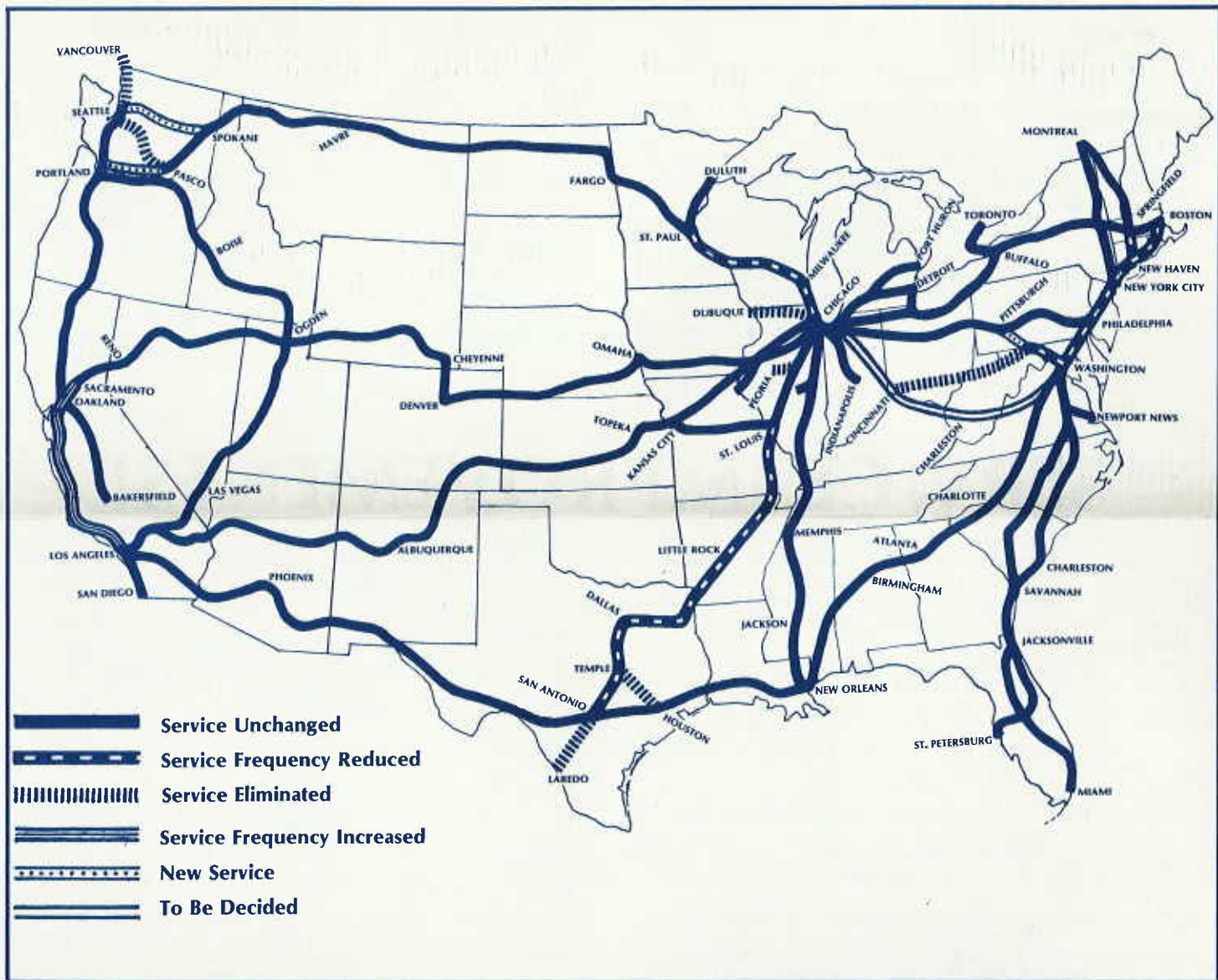
The Chicago-San Antonio "Inter-American" will operate tri-

CARABU, SETC, and WashARP

Our apologies to the Connecticut Association of Rail and Bus Users, the Washington Association of Railroad Passengers, and the Southeast Transportation Coalition for not including them in our list of ARP's (June News). Since the death of William Zeliff, who worked long and hard for better passenger train service, NARP Director James M.S. Ullman, 95 E. Main St., Meriden, CT 06450, has been Acting Director of CARABU.

Henry DiVenuto, Managing Editor of SETC's monthly newsletter, Track 4, is at 2918 Houston Ave., Macon, GA 31206.

WashARP membership is \$5/year and should be ordered through Ken Ray, Treasurer, at 14429 129th Ave., NE, Kirkland, WA 98033. WashARP Co-Chairmen are NARP Director Paul Phillips (Eastern) and Alfred Runte, Dept. of History DP-20, Univ. of Washington, Seattle 98195 (Western).



weekly south of St. Louis starting Oct. 1 and through coach and sleeper service to and from Los Angeles on the "Sunset Ltd." will be established. Consistent with the "Sunset" pattern, departures from both Chicago south and San Antonio north will be on Sundays, Tuesdays, and Thursdays. Family fares will be honored on all trips. At last, the rabbit patch in San Antonio (Sept. '80 News, p. 3) will be abandoned and the "Inter-American" will use the Southern Pacific station. San Antonio-Dallas running times will not be speeded up because the time saved by eliminating switching in Temple will be more than offset by the time needed to reach the SP San Antonio station.

Starting Oct. 25, the "Empire Builder" will gain a Spokane-Portland section, the Seattle section will be rerouted via Wenatchee, and the St. Paul-Chicago segment will become daily year-round, partially offsetting the loss of the overnight (Chicago-St. Paul) portion of the "North Star" (See Travelers' Advisory).

Also, the Los Angeles-San Jose-Oakland-Sacramento overnight train partially funded by Caltrans will start.

Short-distance Service Discontinuances

Oct. 1: Vancouver, BC-Seattle "Pacific International"; Dubuque-Chicago "Black Hawk" (decision of Illinois, which partly funds the train); Boston-New Haven "Beacon Hill"; Two of four Chicago-Milwaukee turbo round-trips; Weekend "Blue Ridge" (Washington-Martinsburg).

Oct. 5: East Peoria-Chicago "Prairie Marksman" (decision of Illinois made after Amtrak's Aug. 26 announcement).

Oct. 25: three of 27 NY-Washington round-trips, 1 of 10 NY-Boston's, and 5 of 12 New Haven-Springfield's will be cut. (Counting "Montrealer" and "Bankers," New Haven-Springfield should keep a total of nine round-trips.) ■

TRAVELERS' ADVISORY (cont. from page 1)
 sult Amtrak timetable for complete lists of stations, and remember that the Inter-American/Sunset runs tri-weekly west of St. Louis year-round, and the Empire Builder runs tri-weekly west of St. Paul except during the summer and around Christmastime, when it runs daily. (*Italics reflect less-than-daily services.*) Where we show a specific direction, the connection already exists in the opposite direction, except for "Mule/Inter-American."

- "Empire Builder" and "City of New Orleans" (Seattle-Memphis; Fargo, ND-Jackson, MS; Twin Cities-New Orleans).

- "Empire Builder" and "Lake Shore Ltd." at Chicago (Cleveland-Twin Cities; Boston-Twin Cities; Cleveland-Seattle).

- "Empire Builder" and "Hoosier State" at Chicago (Indianapolis-Twin Cities; Indianapolis-Seattle).

- "Empire Builder" and Michigan trains at Chicago (Detroit-Twin Cities; East Lansing-Twin Cities; Detroit-Seattle; Detroit-Portland, OR).

- "Southwest Ltd." to "Lake Shore Ltd." at Chicago (Kansas City-to-Cleveland; Kansas City-to-Boston; Albuquerque-to-Cleveland; Flagstaff (Grand Canyon)-to-Cleveland and Boston).

- "Coast Starlight" to "Empire Builder" at Portland, OR (Oakland, CA-to-Spokane, Montana, North Dakota, and Twin Cities; Los Angeles-to-same points).

- "Empire Builder" and Duluth service (Seattle-Duluth; Portland-Duluth; Spokane-Duluth; Fargo-Duluth).



ROGERS E. M. WHITAKER, alias E. M. Frimbo, died on May 11. NARP members knew him best for his extensive writing about, and riding on, passenger trains—2,748,636.81 miles “formally accounted for” though “he was at least several years behind in his arithmetic.” He and Frimbo were honored at the NARP Board Meeting in Oct., 1980, for “their efforts to get more Americans interested in improved rail passenger service and to increase their awareness of the importance of the passenger train in American culture, through thoroughly enjoyable literary masterpieces, specific recommendations presented to Amtrak (note: he served as a consultant to Paul Reistrup, formerly President of Amtrak); and service on the NARP Board of Directors and its Executive Committee.” He was more widely known as a writer and editor for *The New Yorker* who greatly influenced the development of that magazine. *The New Yorker* carried a touching and definitive obituary starting at page 36 of its June 1 issue.

- “Empire Builder” to “Illinois Zephyr” (Montana, North Dakota, and Twin Cities to Macomb and Quincy).

- “Inter-American” and “Empire Builder” at Chicago (St. Louis-Twin Cities; San Antonio, Dallas & Little Rock-Twin Cities; St. Louis-Seattle).

- Inter-American” to “Kansas City Mule” at St. Louis (Dallas and Little Rock to Jefferson City and Kansas City): A 55-minute connection; no word on whether Amtrak will guarantee it. LATE FLASH! — “The Inter-American” will be called “The Eagle.”

Partial list of stations served by above trains:

“City of New Orleans”: Chicago-Kankakee-Rantoul-Champaign-Mattoon-Centralia-Carbondale-Fulton-Dyersburg-Memphis-Canton-Jackson-Brookhaven-McComb-Hammond-New Orleans;

“Coast Starlight”: Los Angeles-Oxnard-Santa Barbara-San Luis Obispo-Salinas-San Jose-Oakland-Martinez-Davis-Redding-Klamath Falls-Eugene-Albany-Salem-Portland (Seattle portion not affected by new connections);

“Empire Builder”: Chicago-Milwaukee-La Crosse-Winona-Red Wing-St. Paul-St. Cloud-Fargo-Grand Forks-Minot-Williston-Havre-Glacier Park-Whitefish-Sandpoint-Spokane-Pasco-Portland (also Spokane-Wenatchee-Everett-Seattle);

“Inter-American/Sunset Ltd.”: Chicago-Bloomington-Lincoln-Springfield-St. Louis-Poplar Bluff-Little Rock-Texarkana-Marshall-Longview-Dallas-Ft. Worth-Cleburne-Temple-Austin-San Marcos-San Antonio-Del Rio-El Paso-Deming-Tucson-Phoenix-Yuma-Indio-Los Angeles;

“Lake Shore Ltd.”: Boston-Worcester-Springfield-Pittsfield-Albany-Schenectady-Utica-Syracuse-Rochester-Buffalo-Erie-Cleveland-Elyria-Sandusky-Toledo-Elkhart-South Bend-Chicago (also New York-Poughkeepsie-Albany);

Michigan trains: Detroit-Dearborn-Ann Arbor-Jackson-Battle Creek-Kalamazoo-Dowagiac-Niles-Chicago; Port Huron-Lapeer-Flint-Durand-East Lansing-Battle Creek-Chicago;

“Southwest Ltd.”: Chicago-Streator-Galesburg-Fort Madison-Kansas City-Lawrence-Topeka-Emporia-Newton-Hutchinson-Dodge City, KS-Garden City-Trinidad-Albuquerque-Gallup-Flagstaff-Barstow-San Bernardino-Los Angeles.

Although Houston has lost its slow, circuitous train north, passengers traveling between Houston and “Inter-American” points in Arkansas, Missouri and Illinois can make the trip faster, at least southbound, by Trailways bus. Amtrak hopes to negotiate bus service directly to the Longview station. Until that is accomplished, southbound passengers should detrain at Texarkana, from where a bus departs at 9:15 AM (63-minute connection), to arrive Houston 5:45 PM, almost five hours earlier than the train! (If train is too late or you can’t abide eight-hour bus rides, stay on to Dallas where Trailways nonstop departs at 5 PM to arrive Houston 9:30. No cab service is available in Marshall for the 1½-mile trip between rail and bus stations.) Based on current bus schedules, northbound passengers from Houston will use the 1 PM bus to Longview until Oct. 25, when a 55-minute-earlier rail schedule will require use of Trailways’ 8 AM nonstop to Dallas.

Chicago-to-Houston travelers can still go all the way by rail, conveniently changing from the “City of New Orleans” to tri-weekly “Sunset” in New Orleans.

The Chicago-St. Louis-Kansas City “Ann Rutledge” schedule will change to permit Kansas Cityans to spend over eight hours in Jefferson City and to arrive St. Louis earlier and depart later—even making a single-day round-trip if they desire. Morning departure from Kansas City at 8 AM, arrive St. Louis 1:30, depart 3:25 PM, and arrive Chicago 8:45 PM. Three hours later west—depart Chicago 11:15 AM, with a convenient 5 PM St. Louis departure. As a result, passengers connecting to and from the “Southwest Ltd.” will have shorter, but still reliable, waits between trains in Kansas City. (The new 11:15 AM Chicago departure replaces the current 2:30 PM run; the 8:15 will continue Chicago-St. Louis only.)

As a result of “Ann Rutledge” schedule changes, Jefferson City and other intermediate stops in Missouri will gain direct connections from the “Broadway Ltd.” and from Milwaukee, but lose the connection to Milwaukee. (St. Louis and Kansas City themselves continue to have direct connections with Milwaukee and with the “Broadway” in both directions via other trains.)

Lee’s Summit, MO, 23 miles east of Kansas City on the line to St. Louis, is now served by Amtrak’s two daily round-trips on that line. The stop was activated Aug. 29 for the first time since the end of Apr., 1971.

Independence, MO, on the same line, will become a stop Oct. 25 or within a few weeks thereafter.

Amtrak will issue fliers listing Oct. 1 changes.

NARP Member Tom Schramel of suburban St. Louis has formed the Eastern Missouri Association of Railroad Passengers. Membership is \$10 per year to: EMARP, P.O. Box 832, St. Charles, MO 63302.

The Wisconsin Scene

While the restoration of year-round daily daylight service across the state is greeted with enthusiasm, the planned reduction of Chicago-Milwaukee "corridor" service from four to two round-trips (not counting long-distance trains) and termination of the "North Star" below St. Paul are not.

Milwaukee's WEZW called NARP's Ross Capon and asked whether the state's attitude influenced Amtrak's decision. Capon, aware of incredibly negative letters from then-State DOT Secretary Lowell Jackson to WisARP, observed that Wisconsin DOT was in the stone age regarding passenger trains, which didn't help.

Capon noted that, if the Chicago-Milwaukee trains ran via Racine, Kenosha, and Waukegan, ridership would be much better. (With the "Empire Builder" making so many connections with other Amtrak trains in Chicago, there would be little problem in sending the short-distance trains into Chicago's North Western Terminal.) The reporter was aware that Wisconsin DOT had opposed past efforts to reroute the Milwaukee trains.

Owen Ayers, who succeeded Jackson as the helm of Wisconsin DOT on Sept. 1, was unfortunate enough to have scheduled a news conference just after the Amtrak cuts were announced. When questioned about them, he was visibly uncomfortable.

In an Aug. 27 letter to Amtrak, Sen. William Proxmire (D) and Rep. Henry S. Reuss (D) expressed concern about and sought justification for the cuts. Although Proxmire, through his Golden Fleece Award, has long been known as a tightfisted federal spender, his blueprint for a reduced federal budget written in 1980 for *The Washington Post* did not take aim at Amtrak.

Reuss, on June 25, introduced the Rail Passenger Systems Act of 1981, aimed at creating high-speed intercity corridors "equal to those in foreign countries like France and Japan." Reuss, as chairman of the Joint Economic Committee, held hearings on the bill in July.

Last year, Reuss and Rep. F. James Sensenbrenner, Jr., (R-WI), helped make possible the establishment of Milwaukee-Water-town commuter rail service during the week of Oct. 13. Revive the Cannonball Committee, Inc., a volunteer citizen committee, raised the \$12,000 needed to run Budd's SPV-2000 self-propelled diesel car and sold tickets. Despite breakdowns in both directions on Monday, the experiment was followed up with a *Milwaukee Journal* editorial headed, "Cannonball earns a longer trial," and urging Milwaukee area officials to work for state and federal funding to make such a trial possible. ■

DOT's Anti-Rail Mania

In early July, U.S. DOT reversed two of the Carter Administration's most courageous and fiscally responsible actions and gave a green light to construction of Dayton's entire 16.5-mile east-side bypass to Interstate standards (instead of just four miles), and removed pro-downtown requirements from an uncompleted section of the Richmond, VA, beltway.

The decisions constitute massive federal subsidies to suburban developers and threaten the downtowns and mass transit. CONTACT U.S. reports Dayton studies showed only 13% of projected traffic was interstate. Secretary Lewis's decision in Richmond will permit construction of two interchanges in an 18-mile segment that was to have had none.

A spokeswoman for Lewis said that his decisions were in accord with the views of a majority of local governments in the affected areas. The highways were also championed by Republican highway oriented governors in both cases.

As the local government in Racine, WI, is learning, DOT may not act on local views that conflict with its own biases. Racine, with a 1980 SMSA population of 173,132, is only ten miles north of the C&NW commuter rail terminal in Kenosha. Rep. Les Aspin (D-WI) and Mayor Stephen Olsen have been working to extend service to Racine. Carter's Federal Railroad Administrator, John Sullivan, came to town on a special train Oct. 5, 1980, to accept an application for UMTA funds to upgrade the tracks.

The project suffered a major delay while the city and the railroad struggled to reach agreement with two labor unions on labor protection payments should the experimental service end after two years; this was settled at the end of July. More recently, the

LATE FLASH!

At press time, the Reagan administration was continuing to try to cut Amtrak's funding—through the appropriations process and possibly through control of the Amtrak Board gained Sept. 8 when the White House made six "recess appointments" of DOT officials, giving DOT seven out of 13 Board votes. Alert your supportive legislators to this threat. Late-breaking developments are reported on the NARP Hotline: 202/546-1551 after 5:30 PM ET and on weekends.

Reagan administration has made it clear that federal funds for rail service will not be forthcoming. UMTA officials have told the Southeastern Wisconsin Regional Planning Commission that its rail alternative would not be funded, but the agency, to its credit, is going forward with public hearings that include the rail alternative. ■



—Photo by John Kuehl. (All photos in last issue by Barry Williams.)

Thomas Begel (left), Pullman Group Vice President, Wheelabrator-Frye Inc., and Amtrak President Alan Boyd, at July 30 ceremony marking completion of the Superliner order.

The Official Railway Guide-Travel Edition

Eight times each year, the National Railway Publication Company publishes its "North American travel edition: Current passenger timetables including principal connecting rail, bus and water service."

All Amtrak services are shown in the traditional timetable format as well as in a City-to-City (airline-style) section that includes fares. Other sections cover: other U.S. intercity rail services; detailed schedules for outer suburban services (generally 50 miles or longer) in the big commuter-rail cities and for all commuter trains serving Pittsburgh, Detroit, and Washington; tables showing mileages and service frequencies for the inner suburban services of the big commuter-rail networks in the U.S. and Canada; complete intercity schedules for Mexico and Canada with sample fares; condensed intercity schedules for Western Europe and for Australia's "Indian Pacific," South Africa's "Blue Train," and Japan's bullet trains; addresses and phone numbers for all carriers whose trains are listed; and other useful information. It adds up to over 300 full-size (8½x11") pages.

The Travel Edition has just been augmented with a City Planner Supplement with details on station locations and local services for all Amtrak stations and lists of universities, military installations, and national parks showing closest rail passenger station.

Single issues are \$10 but the annual subscription is only \$52 (\$6.50 per copy); add \$7 for overseas subscriptions; air-mail rates also available for subscribers at home and abroad. Send your order to OFFICIAL RAILWAY GUIDE, 424 West 33rd St., New York, NY 10001. Specify the travel edition.

Added help in finding alternatives to the U.S. DOT-endorsed fly-drive system is in the 700-page Official Bus Guide available from Russell's Guides, Inc., P.O. Box 278, Cedar Rapids, IA 52406. Single issues \$6.25; one-year subscription: \$53.40 (4.45/issue for 12 issues). ■