



## Chair Brown Urges Return of Gulf Coast Train

"I want the *Sunset* restored. I want Florida reconnected to New Orleans and the West. We'll have a hearing in Jacksonville soon. I'm not going to ask questions about this today, but I want Amtrak to come to Jacksonville prepared to explain in a positive way the steps needed to restore this vital missing link one way or another."

Thus spoke Rep. Corrine Brown (D-FL), Chair of the House Transportation and Infrastructure Subcommittee on Rail-

roads, Pipelines and Hazardous Materials. She was addressing the Amtrak witness at her May 3 field hearing in Miami.

Restoring the New Orleans-Florida link has been a top NARP priority ever since Amtrak used the six-month post-Katrina closure of the CSX line to justify ending service (Aug/Sep '09 News). The line, however, is still on Amtrak's system map and was

on the map that President Obama stood next to on April 16, 2009.

The hearing's main focus was the Orlando-Tampa high-speed rail project, which won \$1.5 billion in Recovery Act

funds.

Despite admitting that the line is "the missing link" in the national network, Amtrak has done nothing towards bringing service back except to complete a Congressionally-mandated study in



--Christie Baxter, Official House Photographer

NARP Pres. Capon presents Rep. Brown with a plaque thanking her for addressing NARP's Council of Representatives April 28.

### Don't Get Left Out

This hard copy newsletter is going to all dues-paying NARP members. Normally, members who have a valid email address on file with us receive newsletters only electronically (in PDF format) unless they ask to get a hard copy.

**If hard copies have not been coming to you but you want them, please tell us by mail or email (narprail@narprail.org) or by calling 202-408-8362. Please also let us know if you have been getting hard copies but would like to go "all electronic."**

### Floridian Bob Stewart Elected NARP Chairman

The NARP Council of Representatives elected as chair long-serving NARP member Robert J. "Bob" Stewart of Fort Myers, FL. He succeeds retiring Chairman George Chilson. The April 28 vote was in Alexandria, VA, during the Council's annual spring meeting.

Stewart had been Vice Chair for Mission Accomplishment. He joined NARP in 1970 and the Board in 2002.

He has served as President of the Tennessee Assoc. of Railroad Passengers and on the Tennessee State Rail Passenger Advisory Council and the Knoxville Transportation Advisory Council. He is

on the Board of the Florida Coalition of Rail Passengers and belongs to numerous other rail advocacy and historical or-

ganizations.

A Mountain Lakes, NJ, native, Stewart holds a bachelor of business administration from Baldwin-Wallace College (Berea, OH) and served in the Marine Corps. Now retired, he worked 29 years in sales and marketing for ARCO Chemical Company, including as sales and development manager for Asia.

Earlier he worked for Procter & Gamble. He holds a Florida Real Estate license.

Stewart is on the Southwest Florida Symphony's Board of Trustees and sings in the orchestra's choir. He is an elder with Westminster Pres-

byterian Church and has been a director of the Crown Colony Home Owners Association (both Fort Myers). ■



Bob Stewart

July 2009.

Strong Congressional leadership is  
*(continued on p. 2)*

### NS CEO Addresses NARP Council

Norfolk Southern (NS) Chairman, President and CEO Charles "Wick" Moorman expressed his desire for expanded passenger service and his willingness to work with operators using NS tracks -- provided certain



-- FleetOwner blog  
Wick Moorman

conditions are met. He also called on passenger train advocates to help the railroad industry fend off two legislative threats.

Moorman spoke to the NARP Council of Representatives in Alexandria, VA, on April 28. A self-described passenger train enthusiast who spent his childhood riding many trains in the US and Britain, he joined Southern Railway (a predecessor railroad of Norfolk Southern) in 1970 and rose through the company's ranks to become CEO in 2005. He stressed that any new passenger service on NS tracks must pay for the capacity needed to avoid

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## Chairman Stewart's Message to NARP Members

For six years, George Chilson has done an outstanding job as Chairman of NARP. He has expanded our membership, and also helped restructure and revitalize our organization. After his decision not to run for a fourth term, the NARP Council of Representatives elected me to succeed him. George will be sorely missed, but he will stay on the Board as Immediate Past Chairman, so NARP will continue to benefit from his wisdom and contributions.

I am excited about serving as your Chairman, and I look forward to working with the Board, staff, Council and members as we advance our advocacy for the modern trains Americans want and need. In my 40 years as a NARP member, I have seen major changes in rail passenger service. Eight years of service on NARP's Board has given me a better understanding of our operations and an opportunity to be part of the leadership.

Also on April 28, the Council elected a board that includes five new members: Bill Hutchison from Ohio, Rich Harnish

from Illinois, Bruce Becker from New York, and Bill Strong from Tennessee. Also new to the board is Steve Salatti of New York, who was elected Secretary. I want to give a big "thank you" to those who have gone off the board.

The internet is one of the best resources for increasing our membership and getting our message out to a bigger audience. It will be one of my key areas for encouraging growth and development.

NARP continues to challenge individuals and organizations on the needs of rail passenger service. Most Americans want more trains but don't understand what is needed to make it happen. There is so much that needs to be done—our work is not over.

I want to thank all our members for the support they are giving to our organization. It is critical to our success. Your grass roots efforts make a big difference in spreading the message and making changes happen. Keep up the good work!  
- Bob Stewart, Chairman

## Moorman

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interfering with the movement of freight trains. He said passenger carriers also must assume all liability for injuries and damages suffered by their riders -- even if they result from NS's negligence.

He urged passenger interests to join the railroads in opposing new regulations on freight railroads and in addressing the high cost of the positive train control (PTC) mandate: "Your interests and ours are perfectly aligned," he argued, "because at the end of the day, if there isn't a strong and vibrant freight rail industry, passenger trains don't have a chance."

He urged advocates "to express your dismay that anyone is even contemplating legislation that would truly devastate the rail industry if it were passed in its worst form."

**PTC:** Moorman noted the statutory requirement that all rail lines carrying passengers or toxic inhalation hazard (TIH) materials be equipped with PTC by 2015. He called the provision "a well-intentioned but ill-conceived, unfunded mandate." Moorman noted that, according to a Federal Railroad Administration analysis, this mandate would cost railroads \$20 for every dollar in benefits it would produce.

Answering a question from the floor, Moorman said he would work to convince his peers in corporate management that "real Americans ride passenger trains for valid reasons." He acknowledged the growing drumbeat for more and faster passenger trains, but cautioned that European-style high-speed trains will only be seen in the US "in very isolated circumstances. [...] But I do think we'll see more of the conventional, 79, maybe 90-mph passenger trains, and that, for a lot of the service we need, will be a good thing and be adequate and sufficient." ■

## NEC Master Plan Online

An intergovernmental working group's 180-page guidemap for Northeast Corridor infrastructure improvements, prepared by representatives from 12 northeastern states and D.C. in cooperation with the Federal Railroad Administration, Amtrak, and eight commuter and three freight railroads, is at [www.bit.ly/necplan](http://www.bit.ly/necplan) (PDF).

The plan looks at all modes of transportation and calls for the creation of an NEC Infrastructure & Operations Advisory Commission to develop comprehensive goals to develop the NEC as a transportation and economic corridor. It identifies projects that can be constructed in the near term—an important step in securing federal funding in this summer's round of grant-making. ■

## Brown Addresses NARP, Does Whistle Stop

Railroads Subcommittee Chair Corinne Brown (D-FL) spoke to NARP's Council of Representatives April 28.

She described her "Whistle Stop Tour" to highlight Recovery Act funding for passenger trains across the country. It began April 17 with an Albany-Utica train ride and meeting,



Chairwoman Brown addressing NARP's Capitol Hill Reception on Apr. 27

and continued to Chicago and Miami (lead story). Brown plans to visit Jacksonville, Houston and beyond. "When we go to California, we're going to start at one end and ride all the way up to Oregon.

"It's very important that we engage the public. And we can't just do that in Washington. We've got to take the train on the road...

"We're very grateful to the President and the Vice President, ... We have an

Administration that's very sensitive to the needs of rail. But sensitive has got to translate into financing. I was very grateful for the \$8 billion that we got, but it was just a down payment...

"Everything doesn't have to be high-speed. Some things can be more speed..."

"We've got to figure out how to get some ... people out of their cars and onto trains!" ■

### WHEELS OF PROGRESS

A listing of passenger rail expansion and improvement projects that have been completed or are in the works is at [www.narprail.org/progress](http://www.narprail.org/progress) (accessible to NARP members only; login required).

## Brown: Restore Sunset 'One Way or Another'

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necessary to fund the restoration of Gulf Coast service, estimated by Amtrak to require an initial outlay of \$33 million.

Brown also said, "We need to find a dedicated revenue source [for intercity passenger trains] so that states, operators and manufacturers aren't afraid to make investments in infrastructure and man-

power. I feel so passionately about this that I spearheaded a letter that over 100 Members [of Congress] signed to President Obama requesting ... a dedicated source of revenue for high-speed rail in the transportation reauthorization policy objectives that the Administration is developing." ■



## Amtrak's Bernal, NCDOT's Worley Win Burch Safety Awards



John Bernal receives a plaque at NARP's reception.

This year, the Burch family gave three awards, including a special recognition of House Transportation and Infrastructure Committee Chairman James Oberstar (D-MN; story on right). They present the Dr. Gary Burch Memorial Safety Award each year to a railroader who has improved safety for train passengers. The award's namesake died in a 1991 passenger train accident at Lugoff, SC.

San Antonio Amtrak

mechanical foreman John Bernal is this year's first-place winner. He is recognized for demonstrating "an unwavering commitment to passenger and employee safety."

Bernal -- an active member of Amtrak's Texas Safety Committee -- often goes above and beyond the call of duty. He has used his days off to install lighting on platforms to eliminate nighttime hazards, and to weld and secure gates to seal off access to unguarded crossings.

For the first time, the Burch family presented a second award. Paul C. Worley, Director of Engineering and Safety at the North Carolina DOT's Rail Division, was

### MORE RECEPTION PICTURES

More photos from our 2010 Capitol Hill Reception are at [www.bit.ly/hillpics](http://www.bit.ly/hillpics)

the effectiveness of warning systems. He also has advanced a program that applies similar techniques to private crossings managed by railroads, and helped develop Traffic Separation Studies that evaluate rail corridors for crossing safety solutions.

The Burch family gratefully acknowledges two other nominations, from Amtrak: the Transportation Dept.'s Emergency Group Passenger Train Emergency Response Trainers and Michael Pollick, Dir.-System Safety in the Environmental Health and Safety Dept. ■

### Oberstar Honored

The Burch Family presented a special award to Chairman Oberstar for tireless work for rail safety and especially the Rail Safety Improvement Act of 2008 (part of the law that reauthorized Amtrak and intercity passenger rail).



Oberstar accepts his award.

Michael Burch, son of Dr. Gary Burch, recounted the unfortunate manner in which he learned about his father's death, and expressed appreciation to Oberstar for provisions in the 2008 law that will improve the notification process.

Oberstar, deeply moved by the presentation, told those gathered at NARP's annual Capitol Hill reception that his father chaired the safety committee at a Minnesota underground mine, and quoted him: "Just remember one thing: The most unforgivable sound in the underground is the screams of the men with the cable broken and nothing to stop their fall."

He said "It's good to see [Assoc. of American Railroads President] Ed Hamberger here ... The railroads were not happy when we started [work on the bill] but, by the time we finished, it was a partnership. ... Ed said when I walked in the room 'Can you believe this? Passenger rail and freight rail together in the same cause, same purpose.' We need to keep it that way. [NARP's gathering is] a powerful statement of public commitment and partnership for the future of safety." ■



Michael Burch (left) and NARP President Ross Capon pose with Honorable Mention recipient Paul Worley.

## Large crowds at third annual National Train Day

This year's Train Day -- first celebrated in 2008 and timed close to the anniversary of the first transcontinental railroad's completion -- was observed in over 100



Revelers take in National Train Day at Washington, DC Union Station. More photos at [www.bit.ly/trnday10](http://www.bit.ly/trnday10)

cities and towns nationwide. Thousands congregated in cities where Amtrak put on festivities. People learned about NARP, state rail passenger associations and the need for ramped-up investment

in modern passenger trains.

Volunteers distributed NARP brochures and recent issues of NARP News, as well as the OneRail Coalition's brand-new brochure, available at [www.bit.ly/onerail](http://www.bit.ly/onerail) (PDF).

The crowds in Washington, DC and Philadelphia were very diverse ethnically and age-wise. A few hundred people came by the NARP tables and took literature. ■

## PRIIA Threatens Short-Distance Intercity Trains

Sec. 209 of the 2008 passenger rail reauthorization comes into full effect in October, 2013. It apparently would impose steep cost increases on cash-strapped states for Amtrak routes they already help

fund. This is in addition to the more obvious imposition of state charges for legacy lines like Chicago-Detroit and New York-Buffalo now funded 100% by Amtrak. NARP is following this issue closely.



National Association of  
Railroad Passengers

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ADDRESS SERVICE REQUESTED

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*our mission: a modern, customer-focused national passenger train network that provides a travel choice americans want.*

## NARP, OneRail -- Ideas for National Rail Plan

NARP and the OneRail Coalition have submitted comments to the Federal Railroad Administration (FRA) as it finalizes the National Rail Plan.

NARP emphasized the need for the Plan to contain visionary maps demonstrating the desired buildout of new and expanded passenger services over the next 40 years. We cited both our own vision and maps developed in 2007 in connection with the National Surface Transportation Policy and Revenue Study Commission.

NARP also emphasized the importance of higher-speed trains—that is, incremental upgrades of existing services—as essential links in the national transportation system and as building blocks towards bullet trains.

Finally, we express concern that rigid adherence to 100% U.S. content for components of new trains and rail infrastructure would be unworkable and would put the whole program at risk rather than create the stronger, domestic passenger railroad industry that is our common goal.

The OneRail Coalition ([www.onerail.org](http://www.onerail.org)) -- including NARP -- said, "Policies associated with a National Rail Plan should increase investment in energy efficient transportation, facilitate improved passenger and freight rail mobility, enhance energy conservation and emissions reduction, create American jobs, boost U.S. competitiveness in the global economy, foster livable communities and improve safety."

The rail mode should be integrated into a coherent policy and planning framework while receiving special attention and investment to make up for historic neglect,

OneRail maintains.

The statutory deadline of Sept. 15, 2010, means FRA needs to finish work around the end of June to allow time for clearance in the rest of the the Administration. ■

*OneRail's comments are at [www.bit.ly/1railcmnt](http://www.bit.ly/1railcmnt) (PDF) and NARP's are at [www.bit.ly/narpcmnt](http://www.bit.ly/narpcmnt).*

### TRAVELERS' ADVISORY

**Cardinal now accepts checked baggage.** Bags can be checked to or from all staffed stations on the New York-Chicago route except (for now) New York, Newark, Trenton and Indianapolis.

**Chief schedule tightened eastbound,** departing Los Angeles-Albuquerque points 10 minutes later Albuquerque-Chicago points 10 minutes earlier (less Albuquerque dwell time).

**Sunset Ltd.** westbound departs California stations 10 to 15 min earlier; eastbound departs California stations 10 minutes later.

**Northbound Cardinal and Hoosier State,** trains 51 & 851, now depart Indianapolis-west points 30 minutes earlier (depart IND at 6:00 AM, arrive CHI at 10:05)

**A station stop at New Buffalo, Mich., has been added** to all Chicago-Detroit-Pontiac trains.

**Many California Thruway bus schedule changes.** See [www.bit.ly/cathru](http://www.bit.ly/cathru) for a complete list.

### More on NARP's Council Meeting

Besides attending business sessions and hearing outside speakers in Alexandria, Council members spent April 27 on Capitol Hill spreading the word about the need for strong investment in passenger trains.

This included visits by 73 NARP members to 89 Capitol Hill offices. Most meetings were with staff, but 13 legislators met personally with our people.

Among the attendees at our Capitol Hill reception that evening were seven House members. Rep. Earl Blumenauer (D-OR) and Deputy DOT Secretary John Porcari spoke briefly.

NARP's growing Council of Representatives has eight new members. The new at-large members are:

- Richard Arena of Nokomis, FL (who also has residences in NJ and MA)
- William Otis "W.O." Greene III of Nashville, TN
- J. David Reno of Boston, MA
- M. Paul Shore of Arlington, VA
- Steve Strauss of Washington, DC
- Phillip J. Streby of Peru, IN

Donald Leap of Portland, OR, Steven Von Bonin of Hartly, DE, and Matthew Fels of Fort Worth, TX, were elected State Representatives.

Arena is President of the Boston-based Alliance for Public Transportation. Strauss is the Progressive Transportation Services Administrator for the District of Columbia Department of Transportation. Streby is an Amtrak conductor.