



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

Vol. 14, No. 11 December, 1980

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News Hotline (except during business hours), 202/546-1551
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(No. 10 was mailed Oct. 21)

RETURN REQUESTED

BIG CHANGES!

Several major committee chairmanships affecting Amtrak will change in the next Congress. With the Republicans controlling the Senate, Bob Packwood of Oregon will chair Commerce and Mark Hatfield of Oregon will chair Appropriations. The Senate Budget Committee will be chaired by Pete V. Domenici of New Mexico.

In the House, John D. Dingell (MI) will replace retiring Harley O. Staggers (WV) as Commerce chairman and Adam Benjamin, Jr. (IN) will replace Robert Duncan (OR) as chairman of the Appropriations Subcommittee on Transportation.

The committees handling mass transit are also changing. The Senate Banking Committee will be chaired by Jake Garn (UT) and James J. Howard (NJ) will chair the House Public Works Committee.

Some crucial Senate subcommittee chairmanships remain undecided.

For President-elect Ronald Reagan, a 16-member task force headed by former Transportation Secretary Claude S. Brinegar, now senior vice-president, Union Oil Co., and John W. Snow, senior vice-president of the CSX Corporation (Chessie-Seaboard) will analyze and make policy recommendations on transportation issues. Other task force members:

—James C. Miller, III, a resident scholar at the American Enterprise Institute for Public Policy Research. He has long been an Amtrak opponent, having testified against Amtrak on behalf of the Council on Wage and Price Stability under President Ford; last year, he presented the "anti" viewpoint on ABC-TV's "Good Morning America" segment that also included NARP's Ross Capon.

—Drew Lewis, trustee and chief executive officer, Reading Railroad and Trucking Co., who was also Republican state chairman for Pennsylvania.

—Norbert T. Tiemann, vice-president and director of transportation programs, Henningson, Durham and Richardson, Inc., and former Federal Highway Administrator and governor of Nebraska.

—Frank Herringer, senior vice-president, Trans-America Corporation, former general manager of San Francisco's BART system and former Urban Mass Transportation Administrator.

—Ray Barnhart, commissioner, Texas Department of Highways and Public Transportation and a member of the Texas Turnpike Authority.

—Yale Brozen, professor of economics, Graduate School of Business, University of Chicago.

—Robert J. Chambers, chairman of the board and chief executive officer of Nu-Car Driveway, Inc., North American Transport and Eastern Auto Transport.

—Harold Demsetz, professor of economics, University of California at Los Angeles.

—Michael DuVal, vice-president, Mead Corporation and former special counsel to President Gerald Ford.

—Ross D. Eckert, professor of economics, Claremont Men's College, Claremont, Calif.

—M.B. McGowan, president, Santa Fe-Pomeroy, Inc., an Orange, Calif., heavy construction and engineering subsidiary of Santa Fe International Corporation.

—John R. Meyer, Professor of Transportation, Distribution and Logis-

tics, Harvard University; former president, National Bureau of Economic Research.

—Robert Neushel, professor of corporate governance and managing director of the Transportation Center, Kellogg Graduate School of Management, Northwestern University.

—Thomas C. Schumacher, Jr., managing director, California Trucking Association and president of TRED Foundation; member of California Department of Transportation Advisory Committee.

On Nov. 13, the Reagan administration transition office appointed "team leaders" to oversee the transfer of power at each of the 13 Cabinet departments. The leader for DOT is Arthur E. Teele, described by *The Washington Post* as "a labor lawyer in Tallahassee. Winner of the purple heart and a bronze star in Vietnam, he has served as a consultant to various government agencies on labor and management issues."

These teams, according to transition officials, "will identify positions that need to be filled and perhaps identify people who need to be moved out of existing jobs because of policy differences." (*The Post*, Nov. 11).

In late November, Rep. Bud Shuster (R-PA), chairman of the House Republican Policy Committee, accepted Mr. Reagan's invitation to serve as a senior adviser to the DOT Transition Team. The invitation, a letter from Sen. Paul Laxalt (R-NV), said the team "will be assigned liaison responsibilities" between DOT and the Reagan transition office, and "will inventory and assess existing policies, programs, commissions and government corporations for which they are responsible for overseeing." (*Traffic World*, Dec. 1)

(cont'd. on p. 4)

TRAVELERS' ADVISORY

Amtrak improved Portland-Eugene schedules Dec. 7. The last train from Eugene is 4:10 PM instead of 1:45 PM; the first one from Portland is 7 AM (8:30 on weekends) instead of 7:30, so Portlanders can spend a full day at Salem/Eugene. The last train from Portland is 9:35 PM instead of 6 PM, permitting a connection from "The Mount Rainier" leaving Seattle at 5:30 PM and giving Eugene-area people the possibility of a same day round-trip to Seattle. Before Dec. 7, the last (and only) schedule from Seattle to Eugene left Seattle at 11:50 AM. The national timetable was not reissued to reflect these changes.

Since Oct. 26, Amtrak's Ogden-LA "Desert Wind" has carried a through coach to and from the East, linking such important markets as Denver-LA, Denver-Las Vegas, and Chicago-Las Vegas.

Buffalo-Toronto service will continue indefinitely; the Canadian Transport Commission order did not refer to Dec. 31. Presumably, CTC will decide what's next after reviewing the VIA report due Dec. 31 on a passenger rail connection at Niagara Falls.

International Rail Brass Visit the Undeveloped U.S.

Top U.S. rail passenger officials and reporters for *Newsweek*, UPI, CBS Radio, NBC News, and *The New York Times* were among those attending a day-long "Seminar/Briefing" on foreign high speed rail passenger systems "and Lessons for the U.S. in the 1980's." The Nov. 18 Washington event was sponsored by the National Center for Economic Alternatives and funded by the German Marshall Fund of the U.S. U.S. officials on hand included Louis Thompson, FRA's Acting Associate Administrator for Intercity Programs; Arrigo Mongini, Acting Deputy Associate Administrator; and Alan Boyd, President of Amtrak.

Also present to hear officials of the British, French, German, and Japanese railway systems were Adriana Gianturco, Director of Caltrans, Rep. Al Edwards of the Texas state legislature, and others from state government, reporters from the trade press (*Railway Age*, *Modern Railroads*), and NARP's Ross Capon and Bary Williams.

Given the concern which U.S. policymakers profess for the intercity bus industry, perhaps the most important fact presented was that **the market gains British Rail (BR) realized after the introduction of the HST**, (High Speed Trains, "the world's fastest diesel trains") on the London-Bristol (190 miles) and London-South Wales (307 miles to Swansea) routes were "virtually completely at

the expense of the private car." In fact, the intercity bus share of the Bristol market actually increased!

| | London-Bristol | | | London-South Wales | | |
|-----------|----------------|-------|-----|--------------------|-------|-----|
| | CAR | TRAIN | BUS | CAR | TRAIN | BUS |
| Mar., '76 | 69 | 26 | 5 | 73 | 23 | 4 |
| Mar., '77 | 58 | 36 | 6 | 67 | 29 | 4 |

This certainly challenges the assumption in DOT's latest emerging corridors report that 28% of potential train riders now use the bus.

Other items of interest:

—BR is building 236 new sleeping cars and sees "a great future in the sleeping car business in the 400-600-mile bracket (BR's longest runs) for both business and pleasure travel."

—Peter Keen, Chief Passenger Manager, British Railways Board, emphasized the importance of good marketing, and it appears that BR's is the best. For example, each year 2 million of Britain's 50 million people purchase BR's discount cards.

—Keen noted that 60% of all aircraft movements in the U.S. are 500 miles or less and this is very significant for the railways.

—BR's Inter-City trains carry 8,000 businessmen per day into London and have helped London maintain its pre-eminence as a commercial center. Overall, business travel constitutes 31% of Inter-City travelers and provides a solid, year-round revenue source, although BR considers leisure travel the big growth market.

(to be continued next issue)

Amtrak: Update on the Slots at the Top

The Amtrak Board of Directors recently elected as its chairman California State Senator James R. Mills, widely regarded as the "father" of his state's Amtrak-support program. Also at its Sept. 24 meeting, the board re-elected as vice-chairman Charles Luna, President Emeritus of the United Transportation Union and "father" of Amtrak's crucial program for converting older cars to reliable electric heating and air-conditioning.

The Board had been without a chairman since Feb. 27, 1980, when its former chairman, Harry T. Edwards, resigned to become a judge on the U.S. Court of Appeals (Circuit of the District of Columbia). Edwards' slot is vacant as is the position formerly held by Robert C. Dunlop, whose resignation took effect Sept. 30.

Other developments since our last report (June '79 News):

—On May 12, M. Athalie Range joined the Board replacing Mary J. Head, who had continued to serve after the July, 1977, expiration of her term. Range, who from 1965 to 1971 was a Commissioner for the City of Miami, is owner and funeral director of the Range Funeral Home there. She has been an active community volunteer for numerous educational, social and government organizations, and is on the Executive Board of the N.A.A.C.P. You may have seen her interviewed on network television as a spokesperson for Miami's black community during the riots last May. She is a frequent rider on Amtrak. Because of the long delay in getting her seated, her term will expire next July.

—Also May 12, the Senate confirmed the renominations of Mills and Frank H. Neel to terms that will run to July, 1982.

—In September, President Carter announced nominations to fill the two vacant slots but Senate confirmation is unlikely as a result of the elections. The two were William T. Cahill, who was New Jersey's governor (1969-73), served in Congress from 1958 to 1969, and is now a senior partner in Cahill, Wilinski & Cahill, the Haddonfield, NJ, law firm; and W. Howard Fort, partner in the Akron, OH, law firm of Schwab, Grosenbaugh, Fort & Seamon Co. Fort is a past president of the Akron Area Chamber of Commerce and former chairman of the Akron City Planning Commission. Since Former Governor Cahill is a Republican, it is conceivable that the new President might renominate him next year.

—In October, Luna was renominated. He alone has served since Amtrak's inception, having started as an incorporator in January, 1971, and has been nominated or renominated by Presidents Nixon, Ford, and Carter. His latest term expired last July, but he can serve until replaced.

By law, Amtrak has 13 board members: its president and the Secretary of Transportation are ex officio; the railroad stockholders elect three members each year; and there are eight appointed by the President and confirmed by the Senate to four-year terms. Of those eight, "not more than five shall be . . . from the same political party" and three must be "consumer representatives, of whom not more than two shall be members of the same political party." The six Presidential appointees now serving include five Democrats (Neel is an "independent") and two consumer reps—Neel and Range.

If we assume that Carter's latest nominations are dead and that, in a departure from the past, the new President will make his nominations promptly and get fast Senate action, President-elect Reagan could have six of his own candidates on the Board by next July, filling two vacancies, Luna's seat, plus the seats held by Range, Ronald G. Nathan, and S. Lee Kling, which expire next July. Together with the Secretary of Transportation, this would constitute a majority.

By July, 1982, when the terms of Mills and Neel expire, Mr. Reagan could fill the remaining two Presidentially nominated slots.

Vice-Presidents: Since our last report (Sept. '79 News), these changes:

—Effective last Jan. 28, Robert T. Eckenrode became Amtrak's

(cont'd. on p. 4)

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SEASON'S GREETINGS FROM NARP
Thanks for your support!

NARP Regional Meetings

Below we list candidates for election to the NARP Board in 1981 along with meeting information. For more details, see the next News or contact the first person listed in each region. All NARP members can vote; if you cannot attend your regional meeting, mail a letter with your name and address and the person(s) for whom you wish to vote to the first name listed below for your region. Any member who wishes to run is welcome to declare his or her candidacy at any time until just before the voting takes place.

REGION 1: New England (7 Directors).

Sat., 7 Feb., 1 PM, Boston, Museum of Science (Morse Aud.), Monsignor O'Brien Hwy., near Science Park on MBTA's Green Line.

Eugene K. Skoropowski, 24 Pine St., Melrose, MA 02176; Henry Ferne II, Daybreak, Bx 346, Wiscasset, ME 04578; Kevin J. Gregoire, 131 Elizabeth St., Pittsfield, MA 01201; Thomas A. Kenefick III, 483 Dickinson St., Springfield, MA 01108; Roy G. Poulsen, 1286 Kingston Rd., Kingston, RI 02881; F.T. (Tom) Richardson, West Rd., Bx 663, Manchester, VT 05254; Samuel E. Stokes, Jr., Alstead, NH 03602; James M.S. Ullman, 95 E. Main St., Meriden, CT 06450; Cleveland White, Bx 296, W. Falmouth, MA 02574.

REGION 2: New York (7 Directors).

Sat.-Sun., 24-25 Jan., 1:45 PM, Utica, Amtrak Station. In conjunction with Empire State Passengers Assn. (ESPA) meeting.

Stephen Linde, 500 E. 77th St., #2516, New York City 10021; Jeffrey D. English, 286 3rd Ave., Troy 12182; George H. Forman, 806 Marine Trust Bldg., Buffalo 14203; G.J. Gerard, 75 1st Ave., Gloversville 12078; George Lovi, 71-12 Main St., Flushing 11367; Theodore Scull, 445 E. 86th St., #15-A, New York City 10028; Philip Weinberg, 34-44 82nd St., Jackson Heights 11372.

REGION 3: Delaware, New Jersey, Pennsylvania (8 Directors).

Sat., 7 Mar., 12:30 PM, Harrisburg, PA, Holiday Inn Town Motel, 2nd & Chestnut Sts. (near Amtrak Station). Luncheon, then meeting. Voting by mail preferred. Ballots to be mailed out in advance; if you don't get one by early Feb., send your "home-made" ballot with your name and address to KARP Lehigh Valley Chapter, Box 2362, Lehigh Valley, PA 18001.

Lawrence T. Joyce, Mounted Route, Enola, PA 17025; Andrea S. Banks, 423 Myrtle Ave., Cheltenham, PA 19012; Rick Hannegan, 116 Orchard Spring Rd., Pittsburgh, PA 15220; Paul R. Hart, 1308 Watson St., Scranton, PA 18504; William H. Hubbard II, R.D. #5, Bethlehem, PA 18015; Edwin C. Hutter, 54 Van Dyke Rd., Princeton, NJ 08540; Michael Kaplan, 1009 Lincoln Dr., Voorhees, NJ 08043; John R. Pawson, 3505 Moreland Rd., #K-424, Willow Grove, PA 19090; Anthony Perl, 9 Whitman St., West Orange, NJ 07052; David D. Reel, 123 N. 15th St., Camp Hill, PA 17011.

REGION 4: District of Columbia, Maryland, Virginia, West Virginia (6 Directors).

Sat., 7 Mar., 9 AM, Baltimore, Penn. Station. Afternoon tour of BWI Station, Harbor Place and B&O Museum. Voting by mail preferred. Ballots to be mailed out in advance; if you don't get one by early Feb., use "if-you-can't-attend" procedure above.

George Tyson, 1825 N. Forest Park Ave., Baltimore, MD 21207; John D. Heffner, 604 W. Windsor Ave., Alexandria, VA 22302; Joseph F. Horning, Jr., 1730 Rhode Island Ave., NW, Suite 714, Washington, DC 20036; Lorena F. Lemons, 14653 Tynewick Terr., Silver Spring, MD 20906; Bonni McKeown, 512 Burlew Dr., Charleston, WV 25302; Glen Mendels, 5733 Rockspring Rd., Baltimore, MD 21209; Jeffrey Mora, 612 "D" St., SE, Washington, DC 20003; John T. Young, Jr., 208 Homewood Terr., Baltimore, MD 21218.

REGION 5: Alabama, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee (6 Directors).

Sat.-Sun., 4-5 Apr., Nashville, TN, Quality Inn, 10 Interstate Dr. John R. Martin, 4183 Paran Pines Dr., NW, Atlanta, GA 30327; Lawrence E. Brennan, 1647 Mallory St., Jacksonville, FL 32205; Charles A. Dunn, 1131 Catalonia Ave., Coral Gables, FL 33134; James R. Herron, 2016 N. Village Ave., Tampa, FL 33612; Zane G.

Katsikis, 4217 St. Charles Ave., #3, New Orleans, LA 70115; Bill Stevens, 619 Worcester Rd., Knoxville, TN 37922; R. Dan Trotman, 2126 Cedarbark Ln., Birmingham, AL 35216; Ned S. Williams, Bx 213, Sevierville, TN 37862.

REGION 6: Indiana, Michigan, Ohio (6 Directors).

Sat., 21 Mar., after arrival of Amtrak train #353 (approx. 1 PM), Detroit.

John DeLora, 14273 Jane, Detroit, MI 48205; Mark J. Adamcik, 14201 St. James, Cleveland, OH 44135; Howard Harding, 489 Overwood Rd., Akron, OH 44313; David Marshall, 2435 Ridgeway Rd., Dayton, OH 45419; Nicholas Noe, 4460 Aristocrat Circle, Indianapolis, IN 46236; George Schlaepfer, 14232 Brentwood Ave., Livonia, MI 48154; William Snorteland, 2122 Overbrook Ave., Lakewood, OH 44107.

REGION 7: Illinois, Wisconsin (7 Directors).

Sat., 21 Mar., noon, Chicago, Times & Seasons of Pioneer Court, 401 N. Michigan Ave. Luncheon, then meeting with speakers.

J. Michael Morrison, 7306 N. Ashland Ave., #1-D, Chicago, IL 60626; Den Adler, 320 Oakland Ave., Janesville, WI 53545; Ronald P. Boardman, Jr., 338 Board of Trade, Chicago, IL 60604; James Clark, R.R. #2, Galena, IL 61036; Richard K. Darr, Dept. of Economics, Univ. of Wisconsin-River Falls, River Falls, WI 54022; Rosalind Gordon, 7318 Harvest Hill Rd., Madison, WI 53717; George E. McCallum, Dept. of Economics, St. Norbert College, DePere, WI 54115; William J. Sunderman, Courthouse, Charleston, IL 61920; Ronald VanderKooi, 9656 S. Seeley, Chicago, IL 60643; James B. Woods, 3380 Anders Ln., Brookfield, WI 53005.

REGION 8: Iowa, Minnesota, Nebraska, North Dakota, South Dakota (3 Directors).

Sat., 21 Mar., 10 AM, Omaha, NE, Dale Clark Library, 15th & Farnam Sts. Area bus tour.

Launelot Erickson, Bx 3182, Omaha, NE 68103; Brian Cutter, 7114 Newton Ave., S., Minneapolis, MN 55423; Catherine Johnson, 242 Ferson Ave., Iowa City, IA 52240; William E. Thoms, 415 18th Ave., S., Grand Forks, ND 58201.

REGION 9: Arkansas, Kansas, Missouri, Oklahoma, Texas (except El Paso) (5 Directors).

Fri.-Sun., 20-22 Feb., Kansas City, MO, Crown Center Hotel, across street from Amtrak Station. Fri.: tour of K.C., Topeka rail facilities. Sat.: meeting begins 9 AM, speakers to include Frank Abate, Amtrak's VP/Chief Mechanical Officer.

John A. Mills, 2825 Burnett Rd., Topeka, KS 66614; Ron Coffman, 2752 W. Eubanks, Oklahoma City, OK 73112; Jim Hurtle, 1214 Tillaree Ln., Cape Girardeau, MO 63701; Garl B. Latham, Bx 50605, Main Place Sta., Dallas, TX 75250; Tom S. Matney, 12207 Old Oaks, Houston, TX 77024; Bill Pollard, 413 Brahma St., Conway, AR 72032.

REGION 10: Colorado, Utah, Wyoming (1 Director).

Sat., 14 Mar., 1 PM, Denver, Epiphany Lutheran Church, 790 S. Corona St., near Washington Park.

G. Alvin Williams, Jr., 3065 S. Flamingo Way, Denver, CO 80222.

REGION 11: Arizona, New Mexico (plus El Paso, TX) (1 Director).

Sun., 11 Jan., Albuquerque, voting at 1:45 PM in Amtrak Station (meeting to begin earlier at time and place to be announced).

Charles Montooth, Taliesin West, Scottsdale, AZ 85258; Michael Fugate, 1527 E. Del Rio Dr., Tempe, AZ 85282.

REGION 12: California, Hawaii, Nevada (10 Directors).

Sat. 28 Feb., 10 AM, Los Angeles, New Otoni Hotel, near Amtrak Station.

Ed Von Nordeck, Bx 2768, Riverside, CA 92516; George Falcon, 8432 Stellar Dr., Culver City, CA 90230; Robert W. Glover, 832 Elizabeth St., San Francisco, CA 94114; John H. Kirkwood, 1635 Green, San Francisco, CA 94123; Arthur Lloyd, 20 Arapaho Ct., Portola Valley, CA 94025; Dan Lovegren, 201½ N. Rosemont Ave., Los Angeles, CA 90026; Helen R. Nelson, 125 Stonecrest Dr., San Francisco, CA 94132; Robert A. Ramsay, Bx 385, Arcadia, CA 91006.

REGION 13: Alaska, Idaho, Montana, Oregon, Washington (3 Directors).

Sat. 21 Feb., 10:45 AM, Kelso, WA, Amtrak Sta., 501 S. 1st St. Kenneth McFarling, 7417 SE 20th Ave., Portland, OR 97202; Paul H. Phillips, West 1609 6th Ave., #15, Spokane, WA 99204; George Starr, 909 NE 114th Ave., Portland, OR 97220.

Big Changes (cont'd. from p. 1)

Shuster, praised in our July News for opposing the anti-55 mph highway speed limit plank in the Republican platform, was quoted in the Aug. 12 Altoona, PA, *Mirror*, as calling for concentration of the Amtrak system along corridors such as Boston-Washington. Amtrak in its present form is a "disaster. . . I have supported Amtrak and I am in favor of funding Amtrak, but the problem is Amtrak is still not running on time, and the subsidy the taxpayer is paying for Amtrak is enormous. . . In some cases the tax dollars that go toward a passenger's ticket are greater than the ticket price to the passenger. . . the highways carry 90% of the people, and it's only common sense to focus attention on 90% of the problem," the Congressman said. He added that the Republicans also sought to support mass transportation in the platform."

What does all of this mean? First, **please inform your legislators again of your support for nationwide intercity rail passenger service. Letters do make a difference!** In Sept., 1979, Sen. Roger Jepsen (R-IA) wrote to NARP Director Catherine Johnson of Iowa City: "I must say that the many letters which I received in support of Amtrak helped me to realize just how important rail transportation is in the Midwest, especially in view of the energy situation. I agree that we should build on what we have, rather than realizing too late how essential the trains are." Jepsen voted for the Melcher "route freeze" amendment that NARP vigorously supported in 1979.

Letters are especially important **now** for newly-elected legislators—those who did not have the benefit of reading constituent mail during the great route structure fight of 1979. The impending fight may be "sudden death"—no assurance that all trains will continue until a certain date.

Traffic World reports "many observers feel Amtrak and Conrail are about to join the endangered species list." It all boils down to whether or not the new people at the White House and controlling the Senate will apply specifically to Amtrak the oft-repeated general advice to the President-elect to implement drastic budget cuts in domestic programs as soon as he takes office.

On the hopeful side, we note the support which both new Senate chairmen have shown for Amtrak. Within the past few months, for example, Packwood "went well beyond the call of duty," as one Amtrak staffer put it, in helping on legislative resolution of a labor relations issue in a manner that gave Amtrak much more flexibility than it would otherwise have obtained.

Hatfield, a supporter of many social programs, recently told *The Post* (Nov. 14), "There is sort of a Maginot Line mentality. . . that views defense pretty much in terms of megatons and hardware. All of this is important, but does not give enough attention to the other components of national security, such as a strong economy and less dependence on imported energy. . . I will hold to my positions. I'm not about to compromise to accommodate to the new status we occupy up here. In fact I feel this is a time when such. . . voices have to be raised more effectively than in the past. . . some of those speaking now for military escalation are going to try to make it fiscally responsible by sponsoring cuts in social programs."

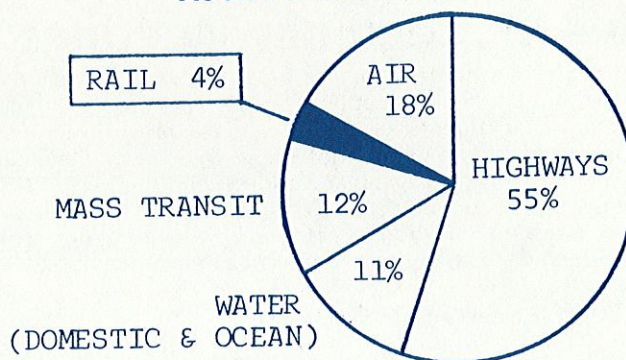
Hatfield and Packwood both voted for Melcher's freeze.

Some observers believe that general support for rail passenger service has become so strong that the new President will support the business. He seems firmly committed to decontrol of oil and gas prices which, unless the Iran-Iraq war ends quickly, will probably help all ground public transport by raising gasoline prices further.

On the other hand, consider the words of Reagan adviser Caspar Weinberger when he submitted a list of possible spending cuts to Mr. Reagan: "Almost everybody tells the governor why each of these items can't be done and why each of these spending reduction areas won't work and is impractical and is bad politics. One of the reasons that we're all here today is because the governor never paid any attention to advice like that when he was (governor of) California." (*Post*, Nov. 17)

We don't know if Amtrak was on Weinberger's list, but we do know that Reps. Jack Kemp (R-NY) and David Stockman (R-MI) recommend 10 to 20% cuts in mass transit (as well as highway and airport facility) programs for Fiscal Years 1982-83, and that the

FEDERAL AID TO TRANSPORTATION FISCAL YEARS 1971-77



During FY 1971-77, the federal government spent \$75.8 billion on transportation, with nearly three-quarters of that outlay going to highway and air transportation. Only 4% was spent on rail programs (which includes Amtrak).

SOURCE: U.S. Conference of Mayors, *Federal Aid to Transportation: An Analysis of Government Obligations by Mode*, May 1979.

Carter DOT and Office of Management and Budget will hand Mr. Reagan a legacy of opposition to adequate Amtrak funding for both Fiscal Years 1981 and 1982.

From the standpoints of economics and politics, we think Mr. Reagan would do well to focus on how to cut Amtrak's costs without cutting service. Imagine how much better off the business would be today if his predecessors had done this instead of succumbing to the temptation to try to kill the business! Amtrak's Nov. 4 "Report on the Rationalization of Union Work Rules Required by Senate Report 96-183" should be required reading for the new DOT people. They should also help Amtrak and other railroads eliminate unreasonable speed restrictions imposed by local governments.

A major force for corridor-service expansion is the group of state governments supporting Amtrak's "403b" (partly-state-funded) trains and promoting emerging corridors. Seven of these states have Republican governors (Illinois, Michigan, Minnesota, Ohio, Oregon, Pennsylvania, and Texas) and Missouri has just elected one.

Special work is needed to support the long-distance trains. In Fiscal 1980, they accounted directly for 49% of Amtrak's revenues; that does not include short-distance train revenues from passengers connecting to the long-distance trains. *The New York Times* of Nov. 21 reported Packwood "was sure the nation clearly needed relatively short passenger lines, but that 'it is not clear that we can justify long hauls such as between Los Angeles and New Orleans.'"

Slots at the Top (cont'd. from p. 2)

first Group Vice President for Finance and Administration. He came to Amtrak from the American Stock Exchange where he had served since 1969, most recently as Executive Vice President. As we reported last year, the vice-presidents for labor relations, computer services, and finance report to him. In addition, William N. Daly, Vice President for Corporate Planning now reports to Eckenrode instead of directly to Boyd.

—In May, Rima Z. Parkhurst was appointed Vice President of Passenger Services, replacing John V. Lombardi who is now Assistant Vice President, Commuter Services and Communications. Parkhurst joined Amtrak in 1978 as Director, Legislative Affairs, and later became Assistant V.P., Passenger Services.

—Carole Foryst, Vice President—Public Affairs, left Amtrak in October. Day-to-day operations are directed by William McPhatter, who was appointed Managing Director, Public Affairs, in May. He came to Amtrak from the University of Missouri School of Journalism, where he was an assistant professor and director of business journalism. He has also served as an assistant editor at *Business Week*.