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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. 2 was mailed 1st Class March 4)

RETURN REQUESTED

RPI's TRANSIT CAMPAIGN!

Ohio ARP's Intercity Rail Passenger Plan

The Ohio Association of Railroad Passengers unveiled a plan for prompt development of a statewide conventional passenger-train network at a Jan. 21 news conference in Columbus, the nation's largest metro area without passenger trains. A dozen reporters along with cameras from two local television stations attended.

The summary of the 28-page report, *Passenger Service System Proposal: Transportation for Today, A Foundation for the Future,* states: "Ohio can have expanded and improved rail passenger service at far less cost, linking more cities, and much sooner than provided by the 'bullet train' proposal which Ohio voters soundly rejected at the polls on Nov. 2. . . .

	OARP Final Phase	Ohio Rail (Bullet Trains)	% OARP over Ohio Rail
Stations in Ohio	Approx. 50	15	233%
Routes	9	3	200%
Route-miles within Ohio	1,650	526	214%
Train-miles/year in Ohio	8.3 million	4.4 million	87%

"Unlike the Ohio Rail plan voters defeated by a 78 to 22% margin, the OARP plan proposes no new state taxes. Financing for OARP's plan would be shared jointly by Amtrak, the states and local communities. *(continued on page 4)*

TRAVELERS' ADVISORY

The Kansas City-to-Chicago "Ann Rutledge" will depart Kansas City at 9 AM and operate one hour later from Kansas City to St. Louis, effective Apr. 24. This will reduce the "dwell" time at St. Louis to 55 minutes, speed up the trip for interstate travelers, and give Kansas City-to-Chicago travelers more of a choice. (Currently, the "Southwest Ltd.," the only other train linking the two cities, departs Kansas City at 6:45 AM, only 75 minutes before the "Rutledge.")

New Jersey Transit commuter trains (not PATH) were shut down from Mar. 1 and Harlem/Hudson/New Haven commuter trains from Mar. 7 by a United Transportation Union strike. Amtrak trains continued with added cars. Amtrak did not add extra stops or trains because this might have precipitated a strike against Amtrak.

By Pushing More Rail Transit, Railway Equipment Suppliers Say They'll "Change the Face of Metropolitan America"

An important segment of the business world hitherto almost totally devoted to rail freight joined the fight for expanded rail transit last fall.

The Railway Progress Institute, an association of some 150 companies that build equipment and furnish supplies for railroads and rapid transit systems, unveiled its public transportation campaign at an Oct. 21 breakfast for reporters at the Washington Hilton, in connection with RPI's 74th anniversary meeting.

Then-Chairman G. Leo Winger opened the conference himself "because it is important that you understand that our U.S. public transportation program is a serious blueprint and a pledge of hard work by our association. . . . **This entire organization has adopted the passenger transportation program as official policy, thereby committing our staff and member companies to work for its achievement. . . . More than 20 of our member companies appear in Fortune Magazine's list of the top 500 industrial corporations, either in their own right or through their parent corporations. . . . We expect to change the face of metropolitan America."**

What RPI calls the "heart of the effort is a looseleaf publication that brings together in one handbook the background facts and proposals required by local, state, and national officials and lawmakers to recognize the need for assured, adequate funding as well as ways in which those funds can be raised." To get your copy of "U.S. Public Transportation Program: Towards a Balanced System," write RPI at 700 N. Fairfax St., Alexandria, VA 22314 or call them at 703/836-2332.

> **"In the face of the National Transportation Policy Study Commission's estimate of a need for $104.8 billion (in 1975 dollars) between 1986 and 2000 for capital for urban bus and rail rapid transit systems and commuter rail, the plans in place in Spring of 1982 can only be described by the most charitable observer as woefully inadequate.**
>
> **"The Urban Mass Transportation Administration's proposed budget for Fiscal Year 1983 proposes $3.316 billion for capital aid to such systems. That figure, multiplied by 15 years, amounts to less than 30% of the estimated capital needs as translated into 1981 dollars."**
>
> **—RPI's public transportation handbook**

The national Amtrak system figures prominently in the book's description of existing rail transit. RPI notes that 13 metro areas with a population of one million or more have local rail transit and that, "of the 25 additional areas of that size, 14 have been identified as being able to make such systems feasible: Cincinnati, Columbus, Dallas, Denver, Honolulu, Houston, Indianapolis, Kansas City, Los Angeles, Louisville, Milwaukee, Minneapolis, St. Louis, and Seattle." This list is drawn from *Urban Rail in America: An Exploration of Criteria for Fixed Guideway Transit*, by Boris A. Pushkarev with Jeffrey M. Zupan and Robert S. Cumella. (Readers of *NARP News* know that St. Petersburg and Tulsa are also possibilities—see May '82 *News*. On Feb. 2, the Metropolitan Tulsa Transportation Authority released an 83-page light-rail feasibility study by ATE Management & Service Co., Inc., of Cincinnati.)

HOW TO GET "URBAN RAIL IN AMERICA"

The book that documents the feasibility of rail transit for 14 all-bus cities in the U.S. was published in 1982 by Indiana University Press and sells for $27.50. Order through your bookstore.

While they last, medium-quality reproductions are available for $9 from the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402 (specify stock #050-000-00198-9). A low-quality reproduction is available for $28 from the National Technical Information Service, Springfield, VA 22161 (order #PB82-106907).

The work—originally released Nov., 1980—was funded by U.S. DOT's Urban Mass Transportation Administration through what is now known as UMTA's Office of Budget and Policy. The foreword to the Indiana edition is slightly different, and Indiana includes some pictures not in the government editions.

RPI's legislative wish-list, at least initially, included earmarking one penny from the gasoline tax for mass transit (enacted) and: continuation of federal capital assistance for mass transit; extension of the investment tax credit to public transportation purchases; expanded permissible use of the safe harbor leasing provision of the Economic Recovery Tax Act of 1981 for mass transit systems (now applies to 20% of value of vehicles per IRS regulations; RPI seeks 100%); and provision of low-interest, long-term federal loans for procurement of passenger transportation capital needs, restricted to U.S. products. The latter would be accomplished with establishment of "a Federal Passenger Transportation Capital Financing Bank to be funded annually at a level that will permit loan repayments to be rolled over, thereby providing long-term continuity of dependable, low-interest financing to the operating systems."

RPI's staff and executives of member companies will rally grassroots support for their program by calling on public officials at all levels of government, by calling on "individuals and audiences in some 30 cities" which have or are planning rail systems, and by contacting "some 100 grassroots citizens' associations across the U.S. that are interested in rail transportation of people, offering to speak before these groups and asking for their support."

"What we want to do is give metropolitan citizens an alternative so attractive that they will choose public transit and leave their cars at home. We are for—as we say in our program—'a balanced public transportation system which capitalizes on the benefits of every mode of transportation, rather than extending the use of one or two modes into areas where they are not efficient or economical.'

"Our primary objective is to generate a groundswell of popular demand. Demand for rails wherever they are feasible, and demand for the financing that will make these systems possible."

—G. Leo Winger as RPI Chairman at Oct. 21 news conference

RPI notes that, for each $1 million of total production, manufacturing rail cars generates 42.6 fulltime jobs/year and operating public transit generates 43.7. RPI emphasizes that rail transit can be more economical if systems will standardize car designs. New stations and rail lines lie idle in Washington "because new subway cars were delayed by a supplier's strike. No fares could be earned because other cities' cars will not run on Washington's system and none could be borrowed or leased to fill the gap until the new cars could be delivered.

"By way of contrast, Baltimore and Miami collaborated in buying 208 cars for their new systems. The cost per car: $615,000. In the same year, Washington's Metro bought 92 similar cars. . . . Washington's cost: $135,000 more per car than Baltimore and Miami paid." ■

"Today marks the beginning of a change in the way Americans view public transportation. . . . By the year 2000, there will be rail passenger transportation in every major metropolitan area—commuter rail and rapid transit—Amtrak will be expanded, and we will see high-speed and super high-speed rail corridors. . . .

"What we are talking about here is changing the public's perception of rail passenger transport in the U.S. by a rational plan starting now, rather than seeing our people react once more in anger and frustration when the oil flow is diminished—as it must inevitably diminish."

—Rene H. Vansteenkiste, Chairman RPI Committee on Passenger Transportation, on Oct. 21

Amtrak Weathers Blizzard

When we recite the many attributes of passenger trains, all-weather reliability often takes a back seat to such things as comfort, safety, relaxation, downtown access, land-use, environment, and energy-efficiency.

But during the second weekend in February, all-weather dependability proved to be the passenger train's greatest asset to the millions who inhabit the nation's most populous urban area—the northeastern seaboard. When the "Blizzard of '83" with its two-foot snowfalls shut down every highway and airport in the Richmond-Boston "megalopolis," it was Amtrak's intercity trains that saved the region from total paralysis.

Although some trains were annulled or combined, at no time during the storm did Amtrak suspend service. By comparison, auto and bus traffic were completely halted for many hours—Greyhound was closed for the better part of a day at Washington —and airport closings averaged 1½ days—Washington National was closed 30 hours, Philadelphia International, 41 hours.

On Feb. 16, a proud Amtrak President Graham Claytor spoke to his board of directors of Amtrak's competence and "incredible performance" during the blizzard, which in some areas of the Northeast was the worst in nearly 40 years. Claytor said Amtrak coped so well because of its dedicated employees, many of whom stayed on the job all weekend, both at headquarters and out on the railroad.

No rail passengers were turned away, and, by lengthening trains to maximum size, Amtrak was able to handle a 30% increase in riders (earlier estimated at 40%) with minimal standees. Most trains—short-distance and long—were completely filled. Most train delays were modest, 15 minutes to 2 hours, and fully one-fourth of all trains ran on time. To reduce the mobs in stations, Amtrak waived the penalty for purchasing tickets on-board trains. When Baltimore-Washington International Airport shut down, Amtrak began stopping all trains at BWI Rail Station to rescue stranded air travelers.

Claytor made special mention of a Washington commissary employee who worked continuously from 9 AM Friday to 11 PM Saturday (Feb. 11-12), and a ticket agent at the Washington K Street office who, instead of returning directly home to Baltimore after work Friday, opened an additional ticket window at Washington Union Station until the crowds thinned, and then opened a window upon her arrival at the Baltimore station where crowds were even worse. She ended up working well into the night. Saying that these individuals were typical of many employees, Claytor remarked: "I have never been prouder of a railroad organization." ■

NARP REGION 10 MEETS SAT., MAR. 26 IN OMAHA, 1 PM, at the Dale Clark Library, downtown at 15th & Farnam Sts. The group will go out for dinner after the meeting.

UTU Agrees to Hourly Pay & New Rules in NEC

Thanks to an important new agreement between the United Transportation Union and Amtrak, Northeast Corridor (NEC) train crews have been transferred from Conrail directly to Amtrak and are now paid on an hourly basis rather than on the old mileage-based formula used since the 1920s.

On Nov. 8, 1982, the general chairman of UTU members on the ex-Pennsylvania Railroad (NY-Washington, Phila.-Harrisburg) signed the agreement, and the chairman of the ex-New Haven (NY-Boston, New Haven-Springfield) added his signature. The UTU local chairmen subsequently ratified the contract, and the employee transfer took place Jan. 1.

Thus, for the first time in the corporation's history, Amtrak directly employs it own train and engine (T&E) crews (see also Dec. *News*) and these crews earn hourly wages. Mileage-based pay and various special payments ("arbitraries") are gone, greatly improving labor productivity in the NEC.

Amtrak's assumption of T&E crews in the NEC was forced by the 1981 Northeast Rail Service Act, which required Conrail to remove itself from passenger and commuter activities by Jan. 1, 1983.

The UTU agreement, which affects approximately 500 UTU members, combines the former job classifications of conductor, assistant conductor/ticket collector, brakeman, flagman, and baggageman, into two new categories: passenger conductor and assistant passenger conductor. The position of fireman is abolished, although some of the 200 former NEC firemen were rehired as "hostlers" to move engines within engine-house territory (for fuelling, sanding, etc.). (Contrary to popular belief, most locomotive firemen belong to UTU, not the Brotherhood of Locomotive Engineers. Most engineers are BLE, though a few are UTU. Some engine crew members belong to both unions.)

Crew levels now vary with train length. Formerly, all NEC passenger trains were operated with 1 conductor and 2 trainmen—regardless of train size. Under the new accord, trains of less than 7 cars operate with 1 conductor and 1 assistant conductor; 7 or more cars, 1 conductor and 2 assistants. Where train crews are reduced as a result of this new provision, "surviving" crew members receive a small "productivity bonus" for each trip. The agreement also provides greater labor flexibility by requiring all crew members to be proficient in various activities, including operating rules, ticket collection, baggage, and flagging.

The new rules were implemented Jan. 1 on the Phila.-Harrisburg line, but will be phased in over a three-year period on the other routes—employees formerly working less than a five-day week all will reach that level by Jan. 1, 1986.

Yard employees always received paid holidays. Under the new pact, road employees for the first time will get paid holidays, better scheduling with most nights at home, and better rail travel privileges (they will be able to use their passes on any Amtrak route, with certain restrictions such as a limit on the number of annual trips). ■

AMTRAK TRAIN-CREW SIZE

<table>
<tr><th rowspan="2">Labor Contract</th><th colspan="10">Number of Train Cars(a)</th></tr>
<tr><th>1</th><th>2</th><th>3</th><th>4</th><th>5</th><th>6</th><th>7</th><th>8</th><th>9</th><th>10→</th></tr>
<tr><td>NEC—Old</td><td colspan="10">3(b)</td></tr>
<tr><td>NEC—New(a)</td><td>1</td><td colspan="5">2</td><td colspan="4">3</td></tr>
<tr><td>New York Turbo</td><td colspan="5">1</td><td colspan="5">N.A.(c)</td></tr>
<tr><td>New York Non-Turbo</td><td colspan="10">2(d)</td></tr>
<tr><td>Short-Distance(e)</td><td colspan="5">2(f)</td><td colspan="5">N.A.(g)</td></tr>
<tr><td>Long-Distance(e)</td><td colspan="10">3(h)</td></tr>
</table>

(a) Number of cars includes every car behind locomotive(s). Exception: under new NEC contract, only REVENUE CARS are computed (sealed baggage, deadhead cars not counted).

(b) Exceptions: only 2 crew members on Phila.-Harrisburg M.U. trains; only 1 member on New Haven-Springfield 1-car RDC trains and 2 members on 2-4 car RDC trains; 4 members on New York-Boston trains having rev. baggage.

(c) Not applicable; maximum Turbotrain length is 5 cars.

(d) Exception: 3 members on trains having revenue baggage car.

(e) Crew levels vary among Amtrak's contracting railroads, but as a general rule, trains of 5 or less cars operate with 1 conductor and 1 brakeman, longer trains require additional brakeman. (On SP's Texas, Louisiana lines, second brakeman added after 5 cars, on SP's Coast lines, after 4 cars; Milwaukee Road after 6 cars. All RF&P trains require second brakeman, regardless of train size.) Crewing subject to "full crew laws" in handful of states. Most roads add member when passenger load exceeds set limit (275 on Santa Fe).

(f) Notable exception: Santa Fe requires 3 members on "San Diegans"—4 on trains with revenue baggage car.

(g) Usually not applicable, as short-distance trains rarely exceed 5 cars.

(h) Exception: 4 members on certain roads/division for rev. baggage.

TRAINS MAY RETURN TO ST. LOUIS UNION STATION

Over 4 years after vacating St. Louis Union Station, Amtrak is seriously interested in relocating in, or adjacent to, the classic landmark, now that redevelopment of the property finally appears assured. Amtrak and the station's redeveloper, the Rouse Co., have been negotiating for several months on inclusion of train facilities within the proposed $125 million office/hotel/retail development, located on the western edge of the central business district.

Since late 1981, St. Louis NARP members have been urging Amtrak to return to Union Station's "western annex" (west of world-famous train shed), arguing that Amtrak's presence within the mixed-use development would benefit Amtrak, its passengers, and surrounding retail shops and hotels.

Rouse Co. of Columbia, MD, is regarded as the nation's premier adaptive-reuse developer. Its accomplishments to date include Boston's Faneuil Hall and Baltimore's Harborplace.

Virginia-Florida Auto-Train Planned; Your Comments Sought

Amtrak hopes by this fall to restore auto-train service, which Amtrak calls auto-ferry, on the Virginia-Florida run. Passengers and their automobiles would travel on the same train, as they did from Dec. 6, 1971, to May 1, 1981 on trains owned by the defunct Auto-Train Corporation.

Amtrak President W. Graham Claytor, Jr. told the Amtrak board at its Jan. 19 meeting that the auto-ferry service is projected to generate a profit of 2¢ per revenue-passenger-mile, or $4 million/year "thus reducing the need for federal operating grants for other Amtrak services" (quoting from Amtrak's Feb. 14 release). Startup "estimated incremental" capital costs total $4.4 million, so the return-on-investment in the first year would be 91%.

Amtrak has invited "all interested parties . . . to comment on

the proposed service." Send letters by Apr. 15 to Mr. W. S. Norman, Group Vice-President—Marketing and Business Development, PO Box 37631, Washington, DC 20013 or phone Amtrak toll-free at 800/368-5848 (in Washington, 393-6455).

Compared with Auto-Train, Amtrak should have several advantages, mostly related to "economies of scale," NARP's well-worn argument for expansion of Amtrak:

- Whereas Auto-Train had to establish an entire reservation system just for one train, Amtrak would pay next to nothing to add the new service to its huge ARROW computerized information/reservation system.
- No high-priced Amtrak managers would be devoted exclusively to the service. (In 1979, *The Washington Star* said Auto-Train President Eugene K. Garfield's annual pay "is about $125,000; two senior vice-presidents are paid nearly $68,000 apiece.")
- Auto-Train had to negotiate a special railroad contract for its one train, but Amtrak would simply fit the new service in under the existing Amtrak/Seaboard System/RF&P contract.
- Similarly, Amtrak would take advantage of an existing equipment fleet, probably starting with Heritage cars, including domes.
- Amtrak managers have complete freedom to set fares, Auto-Train could only change fares after going through time-consuming Interstate Commerce Commission procedures. An Oct. 12, 1979 *New York Times* article quoted then-president of Auto-Train, Eugene K. Garfield, on how ICC regulation hurt the business in 1978: "We raised our prices in June, but by July 4 we realized we had made a mistake. By the time we got the prices back down we had lost most of the year."
- Amtrak plans from the outset to offer tri-weekly service off-peak and daily service during the peak season whereas Auto-Train ran daily year-round.

On the other side of the ledger, these factors may make it harder for Amtrak than Auto-Train to achieve profitability: widespread availability today of cheap rental-car deals in Florida; relative difficulty of getting decisions made in a far larger corporation such as Amtrak.

One might also cite today's lower airline fares as working against Amtrak. However, much of Auto-Train's winter trade tended to be "middle-affluent" elderly staying in Florida for long periods of time, people less likely to be using People Express Airlines, Inc. And Amtrak will have only three round-trips/week to fill during the summer, when the *daily* Auto-Train's clientele was the families who might be more susceptible to cut-rate air competition.

If Amtrak is able to fill up the proposed trains, the economics certainly would be attractive, since all passengers would ride the entire length of the run and pay accordingly. The so-called "peak loading point" would be the entire route and trains could be filled literally to 100% capacity, virtually impossible on common carrier trips where passengers board and alight at intermediate stops.

In 1979, Auto-Train transported 95,198 cars and 203,396 passengers on the Lorton, VA-Sanford, FL run. "Amtrak management projects the auto-ferry will serve approximately 140,000 persons per year. Each train would accommodate approximately 530 passengers along with 200 automobiles." ■

AUTO-TRAIN TRUSTEE SUES AUDITORS

"The trustee for the defunct Auto-Train filed a $51 million damage suit [Feb. 28] against the company's former auditors, claiming that they fraudulently failed to report federal tax liens against the company and led it on a reckless program of expansion prior to its demise two years ago. . . ."

—*The Washington Post*, **news story. Mar. 1, 1983**

GETTING THERE CHANGES

NARP's travel magazine, *Getting There by Train, Transit, Boat, & Bus* **will grow from 16 to 24 pages and be published three times/year (net increase eight more pages to you, less money to the Postal Service).**

Goldstein In Top P.R. Post; Sullivan Chief Engineer

Cathy A. Goldstein was appointed Assistant Vice-President—Corporate Communications for Amtrak in Dec., 1982. She had served since Feb., '82, as Senior Director—Corporate Communications. Goldstein thus inherited the responsibilities of James E. Stiner, who served as Vice-President—Corporate Communications until his resignation late last year.

Before joining Amtrak, Ms. Goldstein was press secretary for the Senate Governmental Affairs Subcommittee on Intergovernmental Relations. Previously, she had been an account executive with Kamstra Communications in St. Paul, and manager of the Writers Group of Russell-Manning, an audio-visual production company in Minneapolis.

In our Apr. '82 list of Amtrak vice-presidents, we inadvertently omitted Robert Lawson, who served as Vice-President/Chief Engineer from April, 1978, until his retirement last May. His successor is Dennis F. Sullivan, a native of Fall River, MA, who has been with Amtrak since Feb., 1973, and who became Assistant VP—Engineering in Mar. '81. From 1964 until 1973 he worked for New York Central and Penn Central, where his final position was Division Engineer at Buffalo. He holds a B.S. in Civil Engineering (1964) from the University of Massachusetts. ■

Ohio ARP's Plan *(continued from page 1)*

"The Ohio Rail [Transportation Authority's] plan proposed building an entirely new three-route rail system linking only the major cities of Cleveland, Columbus, Dayton, Cincinnati, Toledo, Akron and Youngstown at a total cost of $11.5 billion over the next 16 years. . . .

"OARP's plan calls for spending a total $2.4 billion to expand existing Ohio Amtrak routes to serve all cities of more than 30,000 population in the state, and link them to cities in New York, Pennsylvania, Kentucky, Indiana and Michigan. That cost would include electrification and upgrading to 110 mph speeds on the major routes."

From the body of the report: "Unlike the earlier Ohio Rail plan, OARP's proposal does not leap from virtually no train service at all to 160-mph operation on opening day. However, it does offer reasonably fast, comfortable and convenient service from the beginning of operations, which could occur in as little as six months from the time the decision is made to begin the first stages of this evolutionary passenger-train service improvement program."

Four early steps are listed: extension of Amtrak's daylight Phila.-Pittsburgh "Pennsylvanian" "to Cleveland, and then to Detroit"; extension of a Chicago-Detroit train to Columbus; addition of a Buffalo-Cleveland-Columbus section to the NY-Toronto "Maple Leaf"; and establishment of a Cleveland-Columbus-Dayton-Cincinnati service.

The defeated Ohio Rail plan "may eventually provide Ohio and the midwest with a meaningful though very expensive alternative to the automobile, but would require at least 16 years to construct. Its estimated $11.5 billion cost equals the size of the entire annual Ohio budget. In this era of sharp competition for public funds, to suggest that the state's entire budget for one year be set aside for the capital needs of only three rail routes would appear imprudent at best."

Ohio's new governor, Richard Celeste (D), responded to the plan within ten days with detailed questions about costs and funding which indicated that the governor or his staff had read OARP's work carefully. Separately, Celeste announced that he has invited the six Great Lakes governors to Cleveland in May to discuss a common economic development plan, including transportation. OARP hopes its plan—with its interstate ramifications—will be on the agenda.

To get the full OARP report, send $2.71 to Ohio ARP, PO Box 653, Xenia 45385. For six-page summary, send s.a.s.e. to Howard Harding, 489 Overwood Rd., Akron 44313. ■