



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

Vol. 17, No. 11 December, 1983

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National Association of Railroad Passengers News, (ISSN 0739-3490), is published monthly except November by NARP, 417 NJ Av., SE, Washington, DC 20003. 202/546-1550; news hotline (evenings & weekends) 202/546-1551. Membership dues are \$15/year (\$7.50 under 21 or over 65) of which \$4 is for a subscription to NARP News and Getting There. Second-class postage paid at Washington, DC.

Postmaster: Send address changes to NARP, 417 New Jersey Av., SE, Washington, D.C. 20003.

(No. 10 was mailed October 29)

RETURN REQUESTED

ENGLUND ON A PRODUCTIVE AMTRAK

The Providence Relocation Fight

The Federal Railroad Administration, with the unfortunate support of most relevant elected officials and key private interests (notably landowner Providence & Worcester Railroad), decided to remove Amtrak's mainline away from an attractive downtown location with a city bus terminal in front of the station and the intercity bus station across the street. A new station would be built at an inferior site 600 yards away. A major new road would separate the new station from downtown and most bus connections. (NARP News, Aug. & Oct. '80).

In 1981, the Rhode Island Association of Railroad Passengers (RIARP), NARP, and Ecology Action for Rhode Island filed suit in the U.S. District Court to enjoin this action. Plaintiffs felt relocation would make train travel to Rhode Island more difficult and reduce ridership, would cost more money than leaving the station in place, and ultimately would cause further service reductions.

Consultant Carl R. Englund Jr., prepared a report supporting plaintiffs' claims. As a result, the federal government on Apr. 29, 1983, took a deposition (i.e., evidence which would come out in trial) of Mr. Englund in the U.S. District Attorney's office in Concord, NH.

(continued on page 3)

Cut Fares, Cut Costs, Develop Conventional Corridor Services, Forget the Bullets

Transportation Consultant Carl R. Englund Jr., in speaking to the NARP board's October meeting in Boston, suggested three main requirements for successful development of cost-effective intercity rail passenger service in the U.S.: for now, lower fares; in the near future, lower costs; and development of corridors with good conventional service (80-mph top speed).

He did not foresee success for high-speed rail projects, specifically characterizing American High Speed Rail Corporation's LA-San Diego ridership projections as "unbelievable" and in "the stratosphere." When asked about prospects for success of Robert Blanchette and the TGV in the U.S., Englund replied: "I don't think so."

NYC Mid-1950's Cheap Excursions: "In the mid-50's, we [New York Central passenger people] were scrounging around to see what we could do to build revenues. . . . We got a program going with cheap excursions—I'd say our median fares ran somewhere between \$4.50 and \$17—that generated more money per year than the total annual take was by Amtrak each year during its first two years nationwide.

LOW-BUDGET 1950's EXCURSION ADVERTISING

"Advertising was done on a shoestring: \$75 worth of one-column 1-to-3" ads in newspapers buried in the back page, and a guy with a magnetic tack hammer going out and tacking up the circulars on telephone poles. And I spent just several hundred dollars on a Newark, NJ, talk program advertising [NY-] Niagara Falls [461 miles one-way] excursions. I had them driving into New York City from as far as Wilmington, DE. They came in such quantities that we couldn't even find enough cars to haul 'em.

"Basically the promotion was all very low cost. You don't really have to splash money if you've got the thing at the right price—it's word of mouth, and it goes like wildfire! Remember, People Express doesn't even have an 800 number!"

—Carl R. Englund Jr.

TRAVELERS' ADVISORY

Chicago-San Antonio "Eagle" will operate daily at Christmas: south originating Dec. 15-Jan. 1; north Dec. 16-Jan. 3. 30-day roundtrip fares are available at last on the Chicago-Indianapolis "Hoosier State."

New discount round-trip fares being sold Dec. 1-Mar. 31: Memphis-New Orleans \$85 and Jackson-N.O. \$45 good for 40 days; Seattle-Portland one-way plus \$1 good for 21 days on all trains except Seahawk football specials.

Buses will replace trains in Pinellas County effective Feb. 1 per Amtrak Board's Nov. 30 decision. Three separate dedicated buses: Sarasota/Bradenton; St. Petersburg beach location and station; Clearwater beach location and station.

Amtrak timetable corrections & addition: Checked baggage and express service are offered at Beaumont, TX. 3:05 PM Phila.-to-Harrisburg #611 runs daily. Resort Bus Lines will operate Chemult-Bend, OR, Dec. 14-Apr. 14; one-way \$12, advance notice preferred 503/389-7755.

NARP News addition & correction: Amtrak service at Monmouth, IL, and Carlin, NV, ended Oct. 30. Westmount, P.Q., is permanently deleted as an "Adirondack" stop; fate of Montreal West is unclear, but Amtrak Marketing would like to reinstate it in the Apr. timetable.

"We were running revenues as high as \$35/trainmile when the '20th Century Ltd.' was doing \$6.50. We were doing it on pretty fair-length runs [notably NY-Syracuse, 290 miles]. We'd have as high as 6,000 people on a single operation, which would be three or four specials, 18-car trains plus a mid-train diner-lounge which was a baggage car with saw-horses and planks, and tubs full of soda and cooking ranges for hot dogs, but we did a hell of a business."

The excursion business underlined the importance of reliable service. "If we flubbed on an excursion, the ridership was way

down by several thousand for the next two or three weeks. If we went for, say, two more weeks with good performance, boom! Our ridership would come back up again. It was dramatic, the way you could see, instantly translated, what a foul-up (i.e. late train) would do to you in terms of ridership."

The excursions were killed by state regulatory authorities. NYC was trying to discontinue "real losers like the [St. Louis-NY] 'Knickerbocker,'" which had revenues around \$2.50/trainmile. The utilities commissions argued that the excursions were draining passengers from the regular trains and would not allow the latter to be discontinued unless the former were also.

"Of course, the 'Knickerbocker' at that period averaged out of Syracuse—the focal point on excursions to New York—ten passengers a day for all points. This is on a train we were supposedly bleeding passengers from, whereas on our excursions we were running anywhere from 2,500-4,000 people a trip, twice a week—at 5 AM, by the way—from Syracuse to New York.

"And the ICC came in and landed on us, too, and told us that we had to pull those trains off, or we couldn't have permission to take off these mainline losers. Can you imagine a thing like that—particularly when you look at what the cut-rate fares have done in recent years for the airlines?"

Fares: Englund feels Amtrak's fares are too high and the result is a service which many can't afford to use even though their tax dollars help support it.

Englund said Amtrak's high fares have been particularly damaging on the Northeast Corridor (NEC). "You want to talk about being deprived—the underdog markets we used to handle in the NEC, it was simply incredible for volume. None of them will ride today, because of the prices. . . . I would like to see the trains on that run [NY-Washington] back every hour with the equivalent of 14- to 18-car trains that used to run with 70 or 80 people to a coach, instead of the sparse things we're running now."

Santa Barbara-LA-San Diego corridor service has great potential, according to Englund, "at about half the present fare.

NEEDED: FAIR FARES

Amtrak needs to "learn to price the thing in accordance with what it's really worth" so "a person wants to buy it. It's what we call the optimum price/demand [fare] level. If you exceed this by even a milli-micron, you're out of business. . . . I've seen it happen on New York Central: when we'd raise the fare we'd have heavy ridership up to a certain point, and we'd just go maybe a dollar over on a longer-distance fare and ridership would fall off substantially."

—Carl R. Englund Jr.,
Addressing the NARP Board

Straighten out [the] labor problems and have push-pull equipment, and I think we'd do a whale of a job."

In research for Caltrans around 1979, "we'd look at the [LA-] Santa Barbara train and we found that we could pack a train for roughly \$4 a head, one way, 103 miles out of LA. But the remaining 364 miles from Santa Barbara to San Francisco" would command only "another buck! In other words, they'd go for \$5" in big volumes "between LA and SF, but they'd pay \$4 for the 103-mile ride to Santa Barbara." (To be continued)

BACKGROUND ON CARL ENGLUND

Few people have worked for so long and in such detail on U.S. rail passenger service as Carl R. Englund Jr., currently a transportation consultant based in Ossipee, NH. His railroad experience began in engine service on the Milwaukee and Southern Pacific before World War II, and he spent one year towards the war's end as the U.S. Navy's transportation officer in charge of rail, bus, and truck operations in northern California. From 1946-55 he worked for New York Central, in passenger marketing and freight sales development, and on various special operational and facility re-trenchment studies.

He worked for NYC on "complete coordination of NYC, Pennsy, and B&O passenger train services . . . and we almost succeeded in bringing it off. If it hadn't been for a last-minute bit of stubbornness by the good ole Pennsylvania Railroad, . . . we probably would have put in a survival pattern that would have

helped the passenger service last for a number of years longer before it caved in. . . . In working this out, we went into connections with . . . B&M, and the Erie, and the C&O, and various other roads that fed the key points. . . . We'd worked out a total study of feeder traffic at such points as Chicago, Cincinnati, St. Louis, Detroit—for in those days 40% of our total (intercity) ridership on NYC was feeder traffic from connecting railroads at key cities."

He also organized heavily patronized New York State excursion trains and was borrowed by SP and Milwaukee in connection with startups of the "Shasta Daylight" and "Olympian Hiawatha."

His consulting career began in 1955. Major passenger work included:

- 2½ years with SEPTA in Philadelphia directing long-range research and planning;

- O&D (origin/destination) study of 539 Long Island trains with 225,000 riders;

- Comprehensive planning study of Boston area commuter operations (B&M, New Haven);

- Feasibility master plan for Penn Central covering all non-Northeast Corridor intercity passenger operations; and

- Studies for Florida of the Miami-Orlando corridor and for Illinois of Chicago commuter operations and "Section 403(b)" possibilities; for Arizona of Tucson-Phoenix; for Washington of Everett-Seattle-Tacoma-Olympia; for Alberta of Calgary-Edmonton; and—for a group of states—the entire Vancouver, BC-San Diego corridor.

He has also worked alot in Europe and the South Pacific. ■

NARP Board Supports Boston RR Link

The NARP board, at its Boston meeting, unanimously approved the following resolution:

"WHEREAS the Governor of Massachusetts is attempting to get 90% federal funding for the costly depression and widening of the Boston Central Artery [Aug. News];

"WHEREAS a railroad link between North and South Stations would follow the same alignment as the Central Artery and be feasible to construct only at the same time as the Central Artery depression;

"WHEREAS such a railroad link would improve the efficiency of the commuter railroad system in Eastern Massachusetts, and of Amtrak's Northeast Corridor, and facilitate development of service to northern New England;

"WHEREAS the railroad link would provide a greater opportunity for future traffic growth than the highway;

"WHEREAS the widened highway would quickly be jammed again;

"THEREFORE BE IT RESOLVED the board of directors of the National Association of Railroad Passengers supports depressing the Boston Central Artery only if a North-South Stations railroad connection is included."

(The House passed the Emergency Highway Relief Act Nov. 1 with a crucial provision that would allow use of Interstate construction funds for preliminary design work on Central Artery concept plans. The bill will be high on the agenda when Congress reconvenes Jan. 23. U.S. DOT thinks the crucial 1981 Interstate Cost Estimate did not include depression, opposes increasing the cost of Interstate system completion, and would be happier with a simple redecking of the Artery viaduct. But House Speaker Thomas P. O'Neill Jr. (D-MA) strongly supports allowing the state to spend Interstate funds to study alternatives to redecking. **Please urge your U.S. legislators to support a federal road-plus-rail-or-no-depression-at-all policy for the Boston Central Artery.**)

The board also approved this by-laws change: "Beginning with the Apr. '84 board meeting, before seeking reelection a second time and thereafter, a director shall show that he/she has attended at least one-half of the board meetings since being elected a director." This means 1986 would be the first year when 'absenteeism' could prevent a director from running. ■



South Shore—A Rescue Story

The Chicago, South Shore & South Bend Railroad—sole survivor of a once-extensive grid of U.S. electric interurbans—came within an inch of its life a few years ago. But happily, this is a story of survival—not extinction—thanks to the late Rep. Adam Benjamin Jr. (D-IN), the Indiana Legislature, and activists who include former NARP Assistant Director Joe Zucker and Member John Laue.

While the legislature acted to provide a regular source of operating assistance, Rep. Benjamin secured a \$69 million UMTA capital grant to purchase new cars, modernize the electrical system, improve track, and build a new maintenance facility.

The UMTA project is now nearing completion: all 44 new Sumitomo cars have been delivered, most of the electrical work is completed, and the maintenance base at Michigan City is about 80% finished. On Sep. 25, CSS&SB retired the last of its 1926-29 Pullman cars.

As the new cars have arrived this past year, ridership has responded positively—“up about 20% from last year,” says Laue, who serves as Marketing Coordinator for Northern Indiana Commuter Transportation District. NICTD and Chicago’s Regional Transportation Authority (RTA) fund the South Shore’s passenger service, which is now carrying about 9,000 passengers per weekday.

In memory of the man most-responsible for rescuing America’s last interurban line, Car #1 is named “Adam Benjamin Jr.” ■

NICTD is offering South Shore Line posters, calendars, t-shirts, and bumper-stickers—with proceeds going to market the rail service. For a brochure on what’s available, write NICTD, 8149 Kennedy Avenue, Highland, IN 46322.

Rail Transit for Baltimore, Miami

Baltimore joined the growing list of rail transit cities on Nov. 21 when revenue service began on its 8-mile heavy rail transit line between Charles Center downtown and Reisterstown Plaza at the northwest city limit. Miami will follow early next year when an 11-mile heavy rail line opens between downtown’s Government Center and south-suburban Dadeland.

Each system is projected to cost \$1 billion when construction is completed on a 6-mile Baltimore extension (1987) and a 10-mile Miami leg (late ’84). Some of Baltimore’s system is in subway; the rest is surface and aerial. Miami’s high water table dictated an aerial system. To cut costs, the two Metrorails placed a large, joint car order with Budd; thus, their fleets look alike.

Neither system connects with Amtrak—each misses by a mere 4 to 6 blocks!

Since our Dec. 1981 News report, Atlanta’s MARTA has extended its North-South Line 2.4 miles, and Washington’s WMATA has opened a 3-mile Yellow Line segment between downtown and National Airport (via Potomac River bridge next to one used by Amtrak). On Dec. 17, a 5-mile Yellow Line extension will open to Alexandria (adjacent to Amtrak station) and Fairfax County. ■

Legislative Update

To NARP’s relief, Congress adjourned until Jan. 23 without having acted on the Amtrak authorization bills. Besides the threat to Phila.-Harrisburg rush-hour trains (Sep. Update) and Chicago-Valparaiso (May and below), the bills have other objectionable features. Since they could still come up next year, now is a good time to write and ask your legislators to work against these provisions.

The House bill (HR 3648) would:

● prohibit Amtrak from operating 403(b) (jointly funded by states and Amtrak) trains Amtrak projects to have an avoidable loss per passenger-mile (ALPM) greater than 6.5¢ (in FY ’84; ad-

justed for inflation in subsequent years) and less than 60 passenger-miles/trainmile (PMTM). In calculating ALPM, state payments would count as revenue.

The problem is the overwhelming power this would give to Amtrak’s Marketing department, with its history of pessimistic projections. If this provision became law, it would prevent startup of Chicago-Grand Rapids and Mobile-New Orleans service. Rep. James J. Florio (D-NJ), chairman of the Energy & Commerce Subcommittee on Commerce, Transportation, and Tourism, was prepared to offer an amendment exempting services to be inaugurated in FY ’84, but this would not help advocates working for new service in future years.

● force discontinuance of Auto Train if revenues are not projected at least to equal the short-term avoidable costs in any given year. (Amtrak now projects AT will meet this criterion.)

● mandate Amtrak to achieve a minimum revenue:cost ratio of 55% in FY ’84. Amtrak was at 54% in FY ’83 and projects 56% for FY ’84, but would prefer 55% as a goal and not a legislative requirement, since the latter could force discontinuance of some services if the economy turns sour. This mandate would also strengthen Amtrak’s unfortunate high-fares/low-ridership bias.

(A study commissioned by British Rail (BR) and reported in *International Railway Gazette*, May ’80, found that BR had the highest revenue:cost ratio of all Western European systems

AMTRAK CALENDARS

Amtrak’s 24” x 33” 1984 calendar has a painting of “Silver Meteor” passing Auto Train on a Florida golf course. \$3.50 from Amtrak Calendar, PO Box 7817, Dept. S., Itasca, IL 60143. Two for \$6; three for \$8; 1980-83 calendars available for the same price. Allow two weeks for delivery.

(except for pre-cheap-fares Sweden), but that BR’s “very low level of government support . . . results primarily in high fares. This in turn produces low utilization of passenger trains.”)

The Senate bill (S 1117) would limit application of the Freedom of Information Act to Amtrak (July Update). The Freedom of Information Clearinghouse (part of the Center for the Study of Responsive Law) and Public Citizen Litigation Group believe, however, that Amtrak’s legitimate objections, if any, may be met without changing the law. A decision by the U.S. Court of Appeals for the D.C. circuit seems to support this view—*Public Citizen Health Research Group v. FDA*, 704 F.2d 1280 (DC Cir. 1983).

“Sunset commuter” trains now must have 80(+) PMTM; all do. The Senate bill would substitute 14¢(-) ALPM; the House bill 11¢(-). Both might force Harrisburg and Valparaiso service reductions, but Amtrak fears S 1117 might force “all-or-nothing” decisions. ■

Providence Relocation Fight (continued from page 1)

Plaintiffs hope to show that the relocation would violate federal law, specifically 45 USC 853(7) (goals of the Northeast Corridor Improvement Project which include maximizing ridership).

Now that electrification east of New Haven appears dead, there arises a health concern. With the new station to be built directly over the tracks, diesel emissions may filter up through the station, a problem compounded by the tracks being located below ground level with the State House lawn extended over them.

In a recent test at Philadelphia’s 30th Street Station, OSHA’s limit of nitrogen dioxide was exceeded after running a diesel engine for five minutes. (We’re told no one who has the option of leaving will stand on the 30th St. platform while a diesel train is stopped there.) Things might be worse at Providence, with the station only five tracks wide, and where two trains going in opposite directions and possible switching of Cape Cod cars could be factors.

The trial is scheduled for the first week of January. Countless hours of volunteer labor by NARP/RIARP Member Stephen H. Musen, Esq., have made it possible to get things progressed this far. To help continue plaintiffs’ efforts, your contributions are solicited and may be made payable to and sent to RIARP [c/o 146 Westminster St., Suite 300, Providence 02903]. ■

NARP Meetings & Candidates

Below we list candidates for election to the NARP Board of Directors in 1984, along with meeting information. For more details, 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, address, and candidate selection(s) to the first person listed in your region. (Note: In those regions which mail out "pre-prepared" ballots, only such ballots are counted. If you receive one, use it!) Select up to as many candidates as there are director positions in your region. The outcomes of some regional elections are usually determined by mail ballots in advance of the meeting date.

REGION 1: New England (6 Directors).

Sat., 4 Feb., Springfield, MA, noon (or arrival of #490), Skyline Inn (Skyline Rm.), 711 Dwight St., 2 blocks N of Amtrak station. Kevin Gregoire, 131 Elizabeth St., Pittsfield, MA 01201; Henry Ferne II, Daybreak, Bx 427, Wiscasset, ME 04578; Christina Hunziker, 508 N. Summerfield Av., Bridgeport, CT 06610; William J. McDonald, 135 N. Main St., Rutland, VT 05701; Roy G. Poulsen, 1286 Kingston Rd., Kingston, RI 02881; F. Thomas Richardson, West Rd., Bx 663, Manchester, VT 05254; Samuel E. Stokes Jr., Alstead, NH 03602.

REGION 2: New York (7 Directors).

Sat., 25 Feb., Albany, 1 PM, location to be announced (TBA). Jeffrey D. English, 286 3rd Av., Troy 12182; Frank Barry, 219 E. Lansing Rd., Groton 13073; Ronald F. Dick, 27 Steers Av., Northport 11768; George H. Forman, 974 Ellicot Sq. Bldg., Buffalo 14203; James Kerner, 1261 Central Ave., Far Rockaway 11691; Stephen Linde, 500 E. 77th St., #2516, NYC 10162; Nancy Ross, PO Bx 1344, Troy 12181; Theodore W. Scull, 325 E. 72nd St., NYC 10021; William S. Thomson, 1 E. Main St., Granville 12832.

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

Sat., 24 Mar., Philadelphia, time and location TBA. Andrea S. Banks, 5 Roosevelt Pl., #6-L, Montclair, NJ 07042; John Bailey, 200 W. Willow Grove Av., Phila. 19118; Douglas John Bowen, 122 Park Av., #3, Hoboken, NJ 07030; Edward R. Germer, 538 Charmont Av., Folcroft, PA 19032; Paul R. Hart, 1308 Watson St., Scranton, PA 18504; William H. Hubbard II, RD 5, Bethlehem, PA 18015; Lawrence T. Joyce, Mounted Route, Enola, PA 17025; William V. Kennedy, 1512 McCormick Dr., RD 3, Mechanicsburg, PA 17055; John R. Pawson, 3505 Moreland Rd., #K-424, Willow Grove, PA 19090; Anthony Perl, 9 Whitman St., West Orange, NJ 07052; Charles E. Rompala, 216 Clinton St., Munhall, PA 15120; David L. Ross, 300 Winston Dr., #2020, Cliffside Park, NJ 07010.

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

Sat., 24 Mar., Washington, 9:30 AM, Natl. Lawyers Club, 1815 "H" St., NW, one block SW of Farragut West Metro station.

Lawrence Battley, 2780 N. Quincy St., Arlington, VA 22207; James R. Churchill, 6301 Stevenson Av., #715, Alexandria, VA 22304; John A. Dawson, 1312 4th St., SW, Wash., DC 20024; Peter Eldridge, 5375 Duke St., #905, Alexandria, VA 22304; David R. Gay, 205 Bellevue Ln., Beckley, WV 25801; John Heffner, 604 W. Windsor Av., Alexandria, VA 22302; Glen E. Mendels, 5710 Rockspring Rd., Baltimore 21209; Bob Palmer, PO Bx 2433, Huntington, WV 25725; John B. Ricketts, 3817 Warren St., NW, Wash., DC 20016; George Tyson, 1825 N. Forest Park Av., Baltimore 21207; Bill Withuhn, 6311 Barr's Ln., Lanham, MD 20706.

REGION 5: Alabama, Florida, Georgia, Kentucky, Louisiana, Mississippi, Carolinas, Tennessee (7 Directors).

Sat.-Sun., 3-4 Mar., Charlotte, NC, details TBA. Ross M. Goddard Jr., 660 W. Ponce de Leon Av., Decatur, GA 30030; Charles A. Dunn, 1131 Catalonia Av., Coral Gables, FL 33134; James R. Herron, 2016 N. Village Av., Tampa, FL 33612; John R. Martin, 4183 Paran Pines Dr., NW, Atlanta, GA 30327; Don Maxwell, 2701 Forest Av., Ashland, KY 41101; Greg Slaton, 6700 Merle St., Metairie, LA 70003; Ned S. Williams, Rte. 3, Bx 22, Dandridge, TN 37725.

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

Sat., 17 Mar., Detroit, noon (or arrival of #353), location TBA. John DeLora, 1869 Brys Dr., Gross Pointe Woods, MI 48236; William C. Glasser, 3815 Ashwood Dr., NW, Canton, OH 44708;

J. Howard Harding, 489 Overwood Rd., Akron, OH 44313; Nicholas Noe, 4460 Aristocrat Cir., Indianapolis, IN 46236; George L. Schlaepfer, 14232 Brentwood Dr., Livonia, MI 48154; W. Mike Weber, 14 Joywood Dr., Cincinnati, OH 45218.

REGION 7: Illinois, Minnesota, North Dakota, Wisconsin (8 Directors).

Sat., 18 Feb., St. Paul, noon, Amtrak Midway Station (2nd floor conference room). Send mail ballots to NARP Election, PO Bx 23465, Richfield, MN 55423.

Robert Ballou, 1638 N. Mason St., Appleton, WI 54911; Andreas Aeppli, 2244 N. Cleveland #504, Chicago 60614; Ronald P. Boardman Jr., 338 Board of Trade Bldg., Chicago, IL 60604; Albert M. Broom, 515 E. Green St., Champaign, IL 61820; Richard M. Haase, 2202 S. 28th St., Milwaukee 53215; George McCallum, St. Norbert College, DePere, WI 54115; W. David Randall, 4810 Snow White Terr., Alton, IL 62002; Andrew Selden, 300 Roanoke Bldg., Minneapolis, MN 55402; James K. Sponholz, 5043 N. Santa Monica Blvd., Whitefish Bay, WI 53217; William Sunderman, Courthouse, Charleston, IL 61920; O.C. Thomas, 617 Sherman, Belleville, IL 62221; James B. Woods, 3380 Anders Ln., Brookfield, WI 53005.

REGION 8: Alaska, Idaho, Montana, Oregon, Washington (3 Directors).

Sat., 10 Mar., Spokane, 10 AM, hotel TBA. Richard Divine, 7121 SW 28th Av., Portland, OR 97219; Barry E. Green, PO Bx 162, Glendive, MT 59330; Alfred Runte, 5505 27th Av., NE, #2, Seattle, WA 98105.

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

Sat.-Sun., 10-11 Mar., Marshall, TX, 10 AM (or arrival of #21), Ginnocchio Hotel, adjacent to Amtrak station.

Bill Pollard, 32 Fair Oaks, Conway, AR 72032; Mark S. Bucol, 24 Williamsburg Rd., Creve Coeur, MO 63141; Ronald W. Coffman, 2752 W. Eubanks, Oklahoma City, OK 73112; Wayne Copple, 3734 Valentine Rd., Kansas City, MO 64111; John A. Mills, 2825 Burnett Rd., Topeka, KS 66614; Harold B. Owens, Texas A&M University, College Station, TX 77843; Thomas H. Schramel, 2 Greenfield Ct., St. Charles, MO 63301; Peter Van Zanten, 6204 Red Bridge Rd., Kansas City, MO 64134.

REGION 10: Colorado, Iowa, Nebraska, South Dakota, Utah, Wyoming (3 Directors).

Sat., 7 Apr., Creston, IA, time and location TBA. Catherine Johnson, 242 Ferson Av., Iowa City 52240; Launcelot Erickson, PO Bx 3182, Omaha 68103; Keith Fay, Bx 186, Wilson, WY 83014; Murl Rawlins Jr., 189 W. 1700 S., Bountiful, UT 84010; Scott Rogers, 1203 W. 11th St., Cedar Falls, IA 50613. 11th St., Cedar Falls, IA 50613.

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

Sat., 11 Feb., Albuquerque, 1 PM, location TBA. Robert Bertram, 1400 Cardenas Dr., SE, #19, Albuquerque, NM 87108.

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

Sat., 4 Feb., San Francisco, 1 PM lunch & meeting (no host cocktail 12:30), San Franciscan Hotel, 8th & Market, at Civic Center BART/Muni transit station. Ballot & meeting notice to be mailed.

Dan Lovegren, 1321 Marshall St., #412, Redwood City, CA 94063; Martin W. Baumgarten, 617 Korina St., Vandenberg AFB, CA 93437; Thomas Beale, 246 N. Roberge Av., Banning, CA 92220; Noel T. Braymer, 9418 Belford Av., #4, Los Angeles 90045; John Dornoff, 640 Monterey Rd., S. Pasadena, CA 91030; George Falcon, 8432 Steller Dr., Culver City, CA 90230; Robert W. Glover, 832 Elizabeth St., San Francisco 94114; Adrian Herzog, 580 S. Rancho Simi, Covina, CA 91724; Roger Hooson, 2716 "F" St., Sacramento 95816; Jack Kemp, 908 S. Bay Front, Balboa Island, CA 92662; John H. Kirkwood, 1635 Green St., San Francisco 94123; Leif Lange, 2938 Loyola Dr., Davis, CA 95616; Arthur L. Lloyd, 20 Arapaho Ct., Portola Valley, CA 94025; Byron Nordberg, 1617 Ridgeway St., Oceanside, CA 92054; Robert A. Ramsay, PO Bx 385, Arcadia, CA 91006; Kenneth David Ryan, 484 Lake Park Av., #282, Oakland, CA 94610; Richard L. Tower Jr., 2222 Leavenworth, #204, San Francisco, CA 94133; Ed J. Von Nordeck, PO Bx 2768, Riverside, CA 92516. ■