

The Voice of the Railroad Passenger



Don't just wish for good trains.
Fight for them!

from
**NATIONAL ASSOCIATION OF
RAILROAD PASSENGERS**

FEBRUARY, 1970

Vol. 4, No. 2

NARP CALLS ON CARRIERS TO MAKE RE-ROUTED ZEPHYR "WORLD'S BEST"

**NARP, THREE STATES SUE ICC
TO COMPEL DECENT STANDARDS
OF RAIL PASSENGER SERVICE**

NARP has joined California and other parties in a Federal court suit to compel the Interstate Commerce Commission to establish and enforce standards of service on intercity passenger trains.

The action was filed in U.S. District Court in San Francisco on Feb. 5. Other plaintiffs were the states of Ohio and Louisiana and the city of Chicago.

In a statement issued in Washington, NARP Chairman Anthony Haswell declared:

"A number of railroads, notably the Southern Pacific whose contempt for its patrons brought this question to a head, have been providing inferior service as a means of deliberately discouraging passengers. They then appeal to regulatory authorities to let them discontinue service on the grounds of lost patronage.

"It is an understatement to say that some railroads treat their passengers like cattle. There are federal regulations providing for the proper treatment of livestock in transit, but none — according to the ICC — for human passengers. We think people are entitled to at least equal treatment."

In April, 1968, ICC Hearing Examiner John S. Messer found that the Southern Pacific was failing to provide adequate meal service and sleeping accommodations over its 2000-mile run between San Francisco and New Orleans. Messer contended this failure violated federal law.

A year and a half later, the ICC ruled by a 7-2 vote that it did not possess the authority to require railroads to provide such services and that they could be imposed only by court action. The then-chairman, Virginia Mae Brown, and Commissioner Paul Tierney dissented.

Haswell pointed out that there is legislation in both houses of Congress clarifying the ICC's authority in this matter but that NARP decided to join the court action "as a further impetus to get the ICC to take action on behalf of the long-suffering rail passenger."

The complaint must be decided by a three-judge court on the basis of arguments to be filed shortly.

(Cont'd. on P. 2)

**WORLD-FAMED LANGUAGE AUTHORITY
IS NEWEST ADVISORY BOARD MEMBER;
LAUDS NARP'S "SERVICE TO NATION"**

Dr. Mario Pei, the world-renowned language authority and Professor Emeritus of Romance Philology at Columbia University, is the latest addition to NARP's Advisory Board. George Bernard Shaw once compared Mario Pei's knowledge in the field of language to that of Sir Isaac Newton in the field of physics.

(Continued on P. 3)

NARP has called on the Burlington, Rio Grande and Southern Pacific to cooperate in making the famed Chicago-to-San Francisco *California Zephyr* "the world's finest train" on the new routing proposed by the Interstate Commerce Commission. (SEE MAP, P. 2)

On Feb. 13, the ICC voted to permit the Western Pacific to discontinue its portion of the run between Salt Lake City and San Francisco and recommended that the Southern Pacific carry the train between these points. The SP's route roughly parallels that of the WP.

In letters to the presidents of the three railroads, NARP Chairman Anthony Haswell urged prompt implementation of the ICC's suggestion.

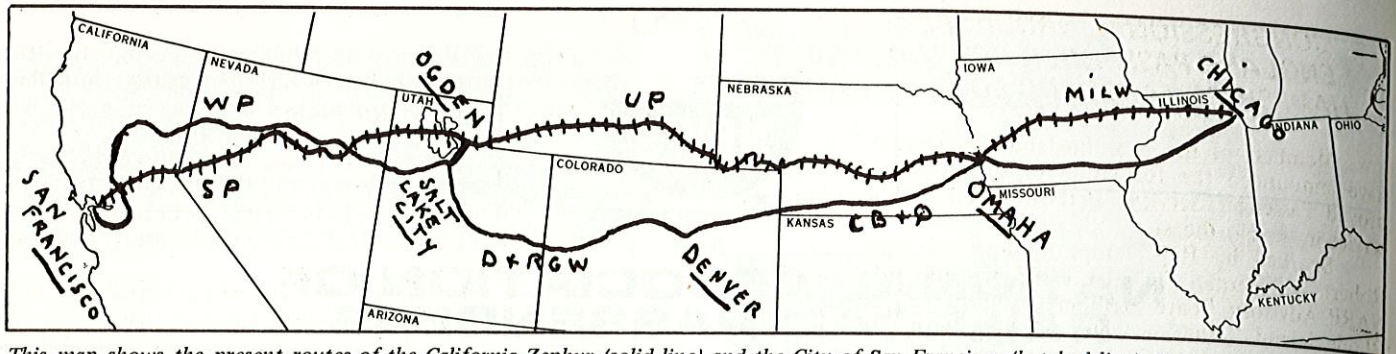
"Regretfully, we must agree with the ICC's finding that the WP's financial position is too weak to continue the operation," Haswell said. On the other hand, the SP showed a net 1969 profit of over \$100 million, he pointed out.

"NARP is prepared to exhaust all legal remedies before the ICC and the courts to require an SP-D&RGW link-up and to keep the *Zephyr* running," Haswell declared. He noted that the Association has had a petition on file with the ICC for several months asking the Commission to order the carriers to institute the new arrangement.

(Continued on P. 3)



President and Mrs. Nixon wave a goodbye as they board a Metroliner special in Washington for the speedy run to Philadelphia. The Presidential trip gave a needed lift to rail travel. Members who wish to personally commend the chief executive for bringing trains into the national spotlight should address communications to: The President, The White House, Washington, D.C.



This map shows the present routes of the California Zephyr (solid line) and the City of San Francisco (hatched line). Under the ICC's proposed re-routing, the Western Pacific portion of the Zephyr will be discontinued. If the Rio Grande and Southern Pacific agree to jointly operate the Zephyr, the City of San Francisco west of Ogden will be replaced by alternate-day operation of the Zephyr, running as a through train via Salt Lake City and Ogden. The City of San Francisco route east of Ogden would continue to be served daily by the City of Los Angeles. If no Zephyr agreement is reached, the City of San Francisco will continue on a daily basis as at present and the Zephyr will continue to be operated daily east of Salt Lake City.

NARP ACCUSES TWO RAILROADS OF DISTORTING PASSENGER LOSSES — REQUESTS ACTION BY ICC, SEC

The National Association of Railroad Passengers has asked the Interstate Commerce Commission and the Securities and Exchange Commission to order Penn Central to cease "misleading statements and bookkeeping practices" in relation to passenger service costs of operation. A similar request was made by NARP regarding Northern Pacific Railway.

The Association's complaints were made in letters to SEC Chairman Hamer H. Budge and ICC Acting Chairman George M. Stafford.

Haswell cited a *Wall Street Journal* report on Feb. 5 of a news conference statement by PC Chairman Stuart T. Saunders that "The railroads' (sic) passenger deficit of more than \$100 million for 1969 wiped out the net contribution of freight earnings. For every dollar of freight profit, we were required to spend \$2.50 on passenger operations."

Haswell termed the statement "inaccurate and misleading... and... made with the intention of persuading members of the public to support discontinuance of passenger service by Penn Central in the absence of government subsidy..."

Haswell pointed out that in recent testimony before both the Senate and House Commerce committees, Saunders himself said that the \$100 million-loss figure was based on the "fully allocated" formula and that the actual "avoidable loss" was in the area of some \$40 million less.

Concerning the Northern Pacific, Haswell cited a statement by NP President Louis W. Menk, reported in *Traffic World*, that "savable" passenger losses sustained by all railroads is on the order of \$500 million annually. Menk's statement was made at the annual meeting of the Railway Progress Institute in Chicago on Nov. 20, 1969.

Haswell pointed out that according to the ICC's 1969 cost study, the amount that could be saved by all railroads were they out of the passenger business would be much closer to \$150 million than \$500 million.

Haswell cited ICC warnings to the carriers against using the fully allocated figures, and an Association of American Railroads' admission that "the stated deficit [under the fully allocated formula] does not necessarily represent an amount which could be saved by elimination of passenger service."

Haswell also quoted Saunders as stating at the news conference that PC was writing off its books the railroad's \$126 million investment in passenger facilities west of Albany, N.Y., and Harrisburg, Pa.

Asserting that it now appears that neither the ICC nor the SEC will accept PC's action, Haswell declared that "we are compelled to conclude that Penn Central is attempting to mislead both its shareholders and the public — the former by creating a huge paper loss for 1969 so 1970 will look much better; and the latter by creating the impression that passenger service west of Albany and Harrisburg is being physically abandoned, and thus discouraging patronage."

Through newspaper sources, NARP has obtained a copy of a PC press release on Saunders' new conference remarks which confirms the accuracy of the *Journal* story.

NARP SUES ICC (from P. 1)

In another development, NARP and other interested parties won at least a temporary victory when the ICC, reacting to numerous protests, agreed to order a hearing on C&NW's bid to drop its last remaining passenger train between Chicago and Green Bay, Wis., on the Shore route via Sheboygan and Manitowoc. This means the train must keep running until the ICC decides its fate.

When the C&NW petition was filed, NARP members in the affected areas were advised by special bulletin from our office. Press releases announcing the Association's decision to fight the abandonment were also dispatched to all communities along the route.

In a letter to the Interstate Commerce Commission, Mr. Haswell asserted that "more and better service, not less, is urgently needed" on this corridor. He contended that air and highway congestion in the area "is reaching intolerable levels.

"We believe the decline in patronage on these trains (Numbers 121, 125 and 214) alleged by the carrier is not a true reflection of the public need for the service.

"The scheduled running times have been lengthened over a period of years and on-time performance has not been reliable," Haswell declared.

He said that between 1956 and 1965, regulatory agencies have permitted the dismantling of over 75% of C&NW's intercity passenger service.

"The carrier's response has been to allow the remaining service to deteriorate and to divert millions of dollars of its assets to investments outside the transportation field. Some of this money could have been used to upgrade these trains," NARP stated.

NARP contends that the discontinuance of the *Afternoon Hiawatha* makes it "even more imperative that no further discontinuance in this territory be permitted."

In MoPac's bid to drop the *Texas Eagle*, which NARP is actively opposing, hearings were concluded the first week of February with cross examination of the MoPac's witnesses by NARP attorney, David Richards. Further legal action before the Texas Railway Commission ensures that the train will be kept running for the next two months at a minimum.

HELP NARP'S FIGHT BY:

- * Upgrading your membership.
- * Bringing in new members.
- * Promoting NARP through letters to newspapers, legislators and others.
- * Using the trains.

CONGRESSIONAL GROUP SEEKS NEW ENGLAND PASSENGER REVIVAL; NEW HAMPSHIRE TAKES 2ND LOOK AT RAILS

Members of the New England Congressional delegation have announced the formation of the "Committee for Improved Passenger Service" (CIPS) aimed at bolstering train service in the Northeast.

Sparked by Rep. James A. Burke (D-Mass.) and Rep. Robert O. Tiernan (D-R.I.), CIPS has the full support of NARP Advisory Board Member Claiborne Pell, Senator from Rhode Island. Other notables working with CIPS are Gov. Francis Sargent of Massachusetts; Sen. Edward W. Brooke (R-Mass.); Rep. Peter N. Kyros (D-Me.); Rep. Torbster Macdonald (D-Mass.), and Commissioner Ernest W. Gibson, III, Chairman of the Vermont Public Service Board.

On Feb. 26, the group will meet with railroad representatives and others to discuss means of rescuing New England rail passenger service. CIPS has invited NARP Chairman Haswell to participate. The results will be reported in the next newsletter.

The state of New Hampshire, which consigned its passenger service to limbo in favor of superhighways, is having second thoughts about the matter.

One of our good members in that state — Gary L. Webster, Manchester — calls our attention to a resolution passed by the New Hampshire Legislature asking the PUC to investigate the possibility of restoring rail passenger service, at least between certain principal communities. Mr. Webster has launched his own promotional campaign to back the effort.

Actually, rail service returned to New Hampshire, on at least a fractional basis, with the reinstatement, after a 20-year lapse, of the once-popular snow trains. The first train left Boston on Friday, Dec. 5 for Littleton, the terminus. The return trip was on Sunday. The week-end service was scheduled for throughout the ski season. The promoter — Ski Trains, Littleton, N.H. — has sought to increase the attractiveness of the trips by creating a party atmosphere aboard, complete with cocktails.

ZEPHYR (from P. 1)

"If no agreement is reached voluntarily," Haswell continued, "we will push for ICC action on our petition."

The ICC proposal calls for thrice-weekly in place of the present daily service. However, NARP urged the carriers to operate the train daily during the summer tourist season and over the Christmas holidays.

Haswell contended that if the railroads "accept the permanency of Zephyr service and devote serious efforts toward increasing revenues and controlling costs," losses can be "substantially reduced."

Specifically, NARP urged the highest possible standards of service including efficient handling of reservations; through sleeping cars, diners, dome cars, and coaches; dependable on-time schedules, and vigorous advertising and promotion, including commissions to travel agents.

Haswell expressed regret that with the WP out of the picture, the train will no longer operate through the Feather River Canyon, but pointed out that SP's line over the High Sierras and Donner Pass is equally scenic.

"The California Zephyr, which began operations in 1949, is justly famous the world over for the unparalleled scenic beauty of its route," Haswell said. "It is now up to the railroads to make it the world's finest train as well."

NOTICE

Owing to a very substantial increase in inquiries from people interested in joining NARP, our work on membership renewals has been considerably backlogged. Please be assured that if you have not yet received your membership card, you remain in good standing. Your card will be sent as soon as possible.

DR. PEI (from P. 1)

Dr. Pei is the author of 44 volumes, dealing mostly with the origins, development and structure of language. In collaboration with other authorities, he has produced works on Russian, French, German, Italian, Spanish and English.

In a personal note to NARP, Dr. Pei disclosed that he is devoting more attention to fiction and that his latest book — "Tales of the Natural and Supernatural" — contains a short story, "The Roomette," which sets forth the pleasure of rail as opposed to air travel.

"I shall be very happy," Dr. Pei wrote NARP, "to advance, from time to time, such suggestions as may occur to me, and to seek actively new members for an Association that is performing a distinct service to our Nation."

NARP is extremely proud to have this distinguished name actively associated with our efforts.

COLORADO SELECTED FOR FIRST U.S. GROUND TRANSIT TEST SITE

A long fight by Sen. Gordon Allott (R-Colo.) to have a multi-million dollar ground transportation test facility located in his state has been climaxed by selection of a nearly 100,000-acre site 12 miles northeast of Pueblo.

The selection, announced by Transportation Secretary Volpe, is subject to approval by the Senate Appropriations Committee of which Sen. Allott is a member.

First expenditure will be around \$4 million for an oval double track designed ultimately to test air cushion vehicles. Ultimate cost is expected to be around \$50 million.

Sen. Allott predicted that the facility will "be known around the world in a couple of years."

Department "R"

Your questionnaire forms (Department "R") are now in the hands of a Princeton research firm for computerized tabulation.

The response to our request for information was so great that we had to abandon our original plan to have our own staff handle the tabulation.

As soon as an analysis is completed, we will report the findings to you. Again, our sincere thanks for your fine cooperation.



Rep. Brock Adams (D-Wash.) (center) visits the scene of the derailment of SCL's Gulf Coast Special on RF&P tracks outside Alexandria, Va., which killed three passengers. Mr. Adams is accompanied by Federal Railroad Administrator Reginald Whitman (left) and FRA Congressional Liaison Officer Donald Deuster. After viewing the wreck, Rep. Adams said that good rail safety laws could have prevented this accident and called for prompt action by the House on the Senate-passed rail safety bill.



from NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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Woodruff M. Price, Executive Director
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NEARLY 500 NEW MEMBERS IN JANUARY SETS RECORD

NARP had the best month for memberships in its history in January, with close to 500 new persons aligning themselves with our cause.

The upsurge can be traced to some excellent publicity for NARP in newspapers, magazines and through the broadcast media; the beginning of our new advertising campaign; a growing general awareness of the importance of maintaining and expanding our rail passenger facilities, and the devoted efforts of our regional chairmen and membership in general.

Our original aim when the membership campaign was launched several months ago was to double our roster by the end of 1970. We have now raised our sights to at least a three-fold increase.

Dr. George McCallum, associate professor at St. Norbert College, West De Pere, Wis., has accepted the post of regional membership chairman for northwestern Pennsylvania. Dr. McCallum has his permanent home in Erie. He is a member of a number of academic and transportation-related societies and is former secretary of the Erie Metropolitan Transit Authority.

New memberships are now running at the rate of about 20 to 25 a day. When our direct mail program opens shortly and we expand our advertising effort, we confidently expect that this figure will climb.

Here, again, are some of the activities of our members to advance our cause:

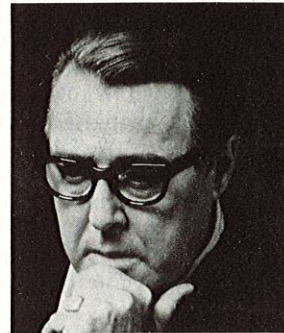
- **John J. Bowman, Jr., Lancaster, Pa.**, wrote letters to newspapers in at least 18 cities promoting NARP. One of his published letters in a Pittsburgh daily has already brought an encouraging response from interested people.
- **Gregg Spindler, Amherst, N.Y.**, has received wide newspaper publicity for his views on the need for better rail service and for NARP.
- **John J. Atherton, Millbrook, N.Y.**, has received good newspaper coverage and is conducting a mail recruitment program at his own expense.
- **Thomas A. Jackson, Atlanta, Ga.**, has won space for NARP in a letter to the influential *Atlanta Journal*.
- **Henry Posner, Pittsburgh, Pa.**, has won the cooperation of a hobby shop to distribute NARP brochures to its customers.
- The *Main Line Chronicle*, Ardmore, Pa., printed a letter from **Mary Ann Altman** of Narberth telling of NARP's membership drive and giving our address.
- **Thomas A. Jackson, Decatur, Ga.**, had a letter in the *Atlanta Journal*, replying to a letter from another reader, setting forth NARP's views on the need for rail service and also supplying our address.

FRIENDS OF THE RAILROAD PASSENGER

-4-

Sen. Warren G. Magnuson

Railroads passengers are indeed fortunate to have the eloquence and forcefulness of the senior U.S. Senator from Washington — Warren G. Magnuson — on their side of the battle lines.



As chairman of the Senate Commerce Committee, which has jurisdiction over rail matters, Senator Magnuson has worked assiduously to write legislation aimed at providing the nation with a viable and modern rail network. An omnibus rail passenger bill strongly supported by NARP is awaiting action in his committee. Coming to the Senate in 1944 following eight years of service in the House, Sen. Magnuson ranks fifth among

Democrats and sixth among all senators in terms of service in the Senate. He has played a leading role in the drive to protect the interests of the consumer. More than 100 important pieces of legislation bear his name as sponsor. He lives in Seattle.

Sen. Magnuson says: "As we enter the '70's, it is clear to me that rail passenger service has a vital role to play in the balanced transportation system our nation must have. This Congress must take the necessary action to create the rail passenger system of the future."

• A recent issue of the *Worthington, Minn., Globe* carried an excellent letter from the Rev. **Chalres D. Anderson** urging public support for NARP. In the same issue — and possibly inspired by the Rev. Anderson's letter — is an excellent editorial lauding NARP. Incidentally, all five members of the pastor's family are signed up as NARP members.

We again want to express our deep appreciation to everyone who has been working to extend NARP's membership and influence. Keep up the good work and let us know how you are doing!

About Our Inserts

With this issue of the newsletter, you are receiving:

- A reprint of Tom Wicker's column in the *N.Y. Times*, which was also syndicated to a large number of other papers.
- Membership application forms. (These are printed separately to conserve newsletter space and avoid the necessity of cutting the newsletter).
- A reprint on NARP's legislative and other activities which appeared in the highly-respected *Congressional Quarterly*. Further comment on this article appears below.

NARP LAUNCHES FUND-RAISING DRIVE

We commend to your attention the reprint from the *Congressional Quarterly* (CQ) which accompanies this newsletter.

It provides an excellent insight into how NARP functions. It also makes clear the severe financial strain imposed on a citizen's organization such as ours in presenting its views to the Congress and the nation at large.

To at least partially alleviate our budgetary problems, NARP is launching a drive to raise additional funds. This is distinct from our membership campaign.

Members can help us in this endeavor by making contributions themselves and calling on friends who can help. If you prefer, names may be sent to us and we will make the solicitation by formal letter.