

1967



1990



2011



2017



RAIL PASSENGERS
ASSOCIATION

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

NARP – A Look Back In Pictures



AMERICA'S NEW PASSENGER CARS -- Amtrak's new Amcoach and Amcafe cars offer the traveling public comfortable surroundings in which to eat or relax while enjoying the scenery.





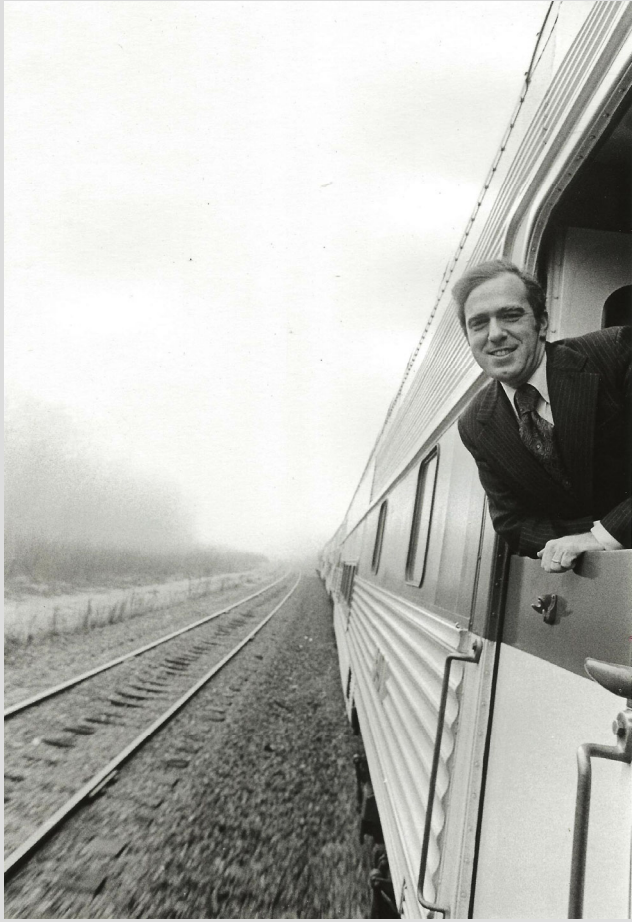
























Amtrak's New Daily Train Service The Lake Shore Limited



The scenic water route.

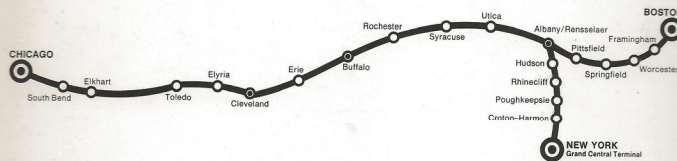
The Lake Shore Limited opens up a new world of convenience between New York and Chicago/Boston and Chicago. And a new world of scenery as well. Our train takes you along one of the most magnificent and historical rail routes in all America. And you see it all as it should be viewed — at scenic eye-level while relaxing in a comfortable reclining seat. What's more, you enjoy dining and sleeping accommodations at economical, down-to-earth prices.

ONE-WAY COACH FARES
(Double for round-trip)
(Fares subject to change)
LAKE SHORE LIMITED LINE

AND BETWEEN	New York	Boston	Albany	Syracuse	Rochester	Buffalo	Cleveland	Toledo	Chicago
New York	\$	\$	\$	\$	\$	\$	\$	\$	\$
Croton-Harmon	—	8.00	16.00	20.50	24.00	36.00	39.50	48.00	—
Poughkeepsie	—	4.25	12.00	16.50	20.50	30.50	36.00	48.00	—
Rhinecliff	5.25	3.25	11.00	16.00	19.50	29.50	35.00	47.00	—
Hudson	6.75	2.00	9.75	15.00	18.50	28.50	34.00	46.00	—
Boston	—	11.00	19.00	24.00	27.50	37.50	43.00	55.00	—
Framingham	—	1.75	10.00	18.00	21.00	26.50	36.50	42.00	54.00
Worcester	—	2.50	8.75	17.00	21.50	25.00	35.00	40.50	52.50
Springfield	—	5.50	5.75	14.00	18.50	22.00	32.00	37.50	49.50
Pittsfield	—	8.50	2.75	11.00	15.50	19.50	29.50	35.00	47.00
Albany-Rensselaer	8.00	11.00	—	8.00	13.00	16.50	26.50	32.00	44.00
Utica	13.50	16.50	5.25	2.75	7.75	11.00	21.00	26.50	38.50
Syracuse	16.00	19.00	8.00	—	5.00	8.75	18.75	24.25	36.25
Rochester	20.50	24.00	13.00	5.00	—	4.00	14.00	19.50	31.50
Buffalo	24.00	27.50	16.50	8.75	4.00	—	10.00	15.50	27.50
Erie	29.00	32.50	21.50	13.75	9.00	5.00	—	5.25	11.00
Cleveland	34.00	37.50	26.50	18.75	14.00	10.00	—	6.00	18.00
Elyria	35.50	39.00	28.00	20.25	15.50	11.50	1.40	—	16.50
Toledo	39.50	43.00	32.00	24.25	19.50	15.50	6.00	—	12.50
Elkhart	46.50	50.00	39.00	31.25	26.50	22.50	13.00	7.25	5.50
South Bend	47.00	50.50	39.50	31.75	27.00	23.00	13.50	8.00	4.75
Chicago	48.00	55.00	44.00	36.25	31.50	27.50	18.00	12.50	—

Consult Agent for Sleeping Car Charges

Announcing Amtrak's New daily train service The Lake Shore Limited



NEW YORK/BOSTON - ALBANY - CLEVELAND - TOLEDO - CHICAGO

Read Down (Local Time) Read Up

New! The Lake Shore Limited

Operates Daily Effective October 31

49	Train Number		48
Miles	Type of Service		Miles
6 15 p	0	Dp NEW YORK, NY (Grand Central Terminal) (EST) Ar	12 15 p
r 7 05 p	33	Ar { Croton-Harmon	d11 22 a
r 7 12 p	33	Dp {	d11 15 a
r 7 55 p	73	Poughkeepsie (Highland)	d10 29 a
8 10 p	88	Rhinecliff (Kingston)	10 14 a
8 32 p	113	Hudson	9 52 a
9 05 p	141	Ar ALBANY-RENSSELAER, NY	9 25 a
No. 449 Through Cars Boston-Chicago No. 448			
2 40 p	0	Dp BOSTON, MA (South Station) Ar	4 20 p
r 2 45 p	1	Boston (Back Bay Station)	d 4 15 p
e 3 17 p	21	Framingham	e 3 36 p
3 44 p	44	Worcester	3 00 p
4 52 p	98	Ar SPRINGFIELD	1 27 p
4 57 p	98	Dp	Ar 1 22 p
e 6 32 p	149	Pittsfield, MA	e11 58 a
9 02 p	218	Ar ALBANY-RENSSELAER, NY	9 35 a
9 25 p	141	Dp ALBANY-RENSSELAER, NY	9 05 a
11 16 p	238	Utica	7 16 a
12 00 m	286	SYRACUSE	6 25 a
1 33 a	372	ROCHESTER	4 57 a
2 45 a	438	Ar	Dp 3 45 a
2 55 a	438	Dp BUFFALO, NY	3 35 a
5 15 a	526	Erie, PA	1 25 a
7 30 a	621	CLEVELAND, OH (Lakefront Station)	11 20 p
e 8 10 a	645	Elyria (Lorain)	e10 40 p
9 50 a	727	Ar TOLEDO, OH	8 50 p
10 00 a	727	Dp	Ar 8 40 p
11 15 p	860	Central Union Terminal	5 35 p
1 40 p	875	South Bend, IN (South Shore Line Sta.) (EST)	5 10 p
2 40 p	961	Ar CHICAGO, IL (Union Sta.) (CST)	2 15 p

SERVICES

The Lake Shore Limited New York/Boston-Chicago

- Complete Dining and Beverage Service
- Lounge Service
- Sleeping Car Service
- Coach Service—Reserved and Unreserved Seats—Reservations required except between New York and Albany
- Baggage Service—Checked baggage handled (except at Framingham, Worcester, Pittsfield, Croton-Harmon, Poughkeepsie, Erie, Elyria, and Elkhart)

REFERENCE MARKS

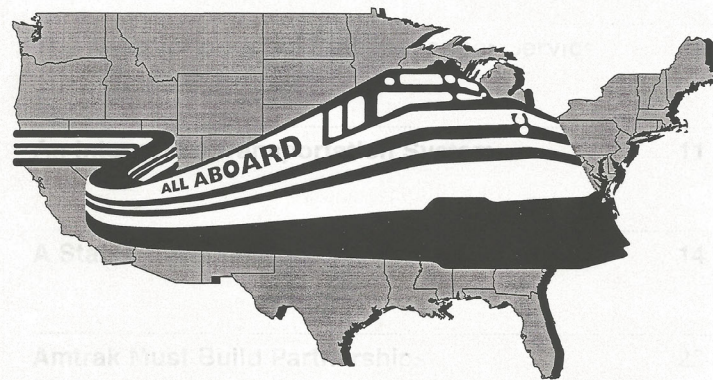
- * All-reserved train.
- First-Class Service available.
- × Complete Dining and Beverage Service.
- ⊕ Checked Baggage Service; consult Services listing or agent.
- ⊖ Tickets not available at station for some or all trains. Tickets may be purchased from authorized Amtrak travel agent or train conductor (no penalty for cash fare on trains if no agent on duty at train time). Assistance with baggage will be provided by on-train attendants.
- d Stops to discharge passengers.
- e Stops on signal to receive or discharge passengers. If possible, please give advance notice to agent or conductor so necessary arrangements can be made.
- r Stops to receive passengers.

SEE YOUR AMTRAK TRAVEL OR TICKET AGENT



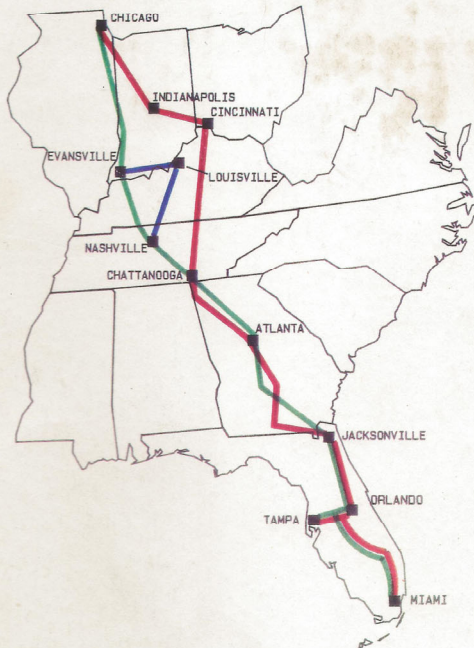
Printed in U.S.A.

Listening to America



1995 Regional Public Forum Report

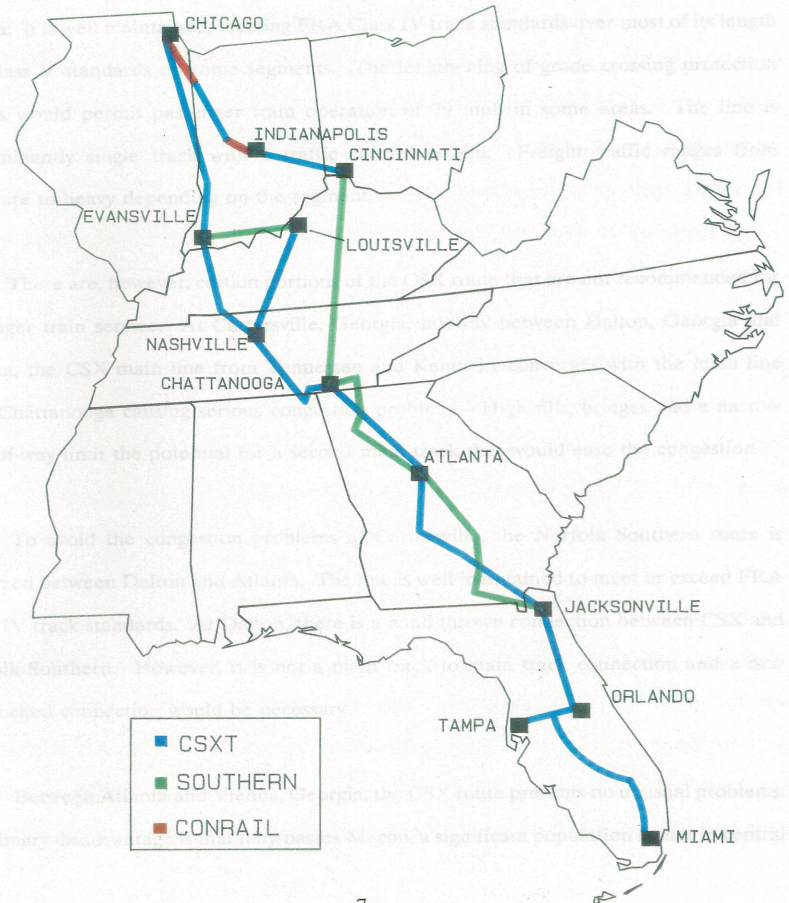
POSSIBLE ROUTES CHICAGO - FLORIDA



NATIONAL RAILROAD PASSENGER CORPORATION
DECEMBER 1990



CHICAGO - FLORIDA ROUTE OPTIONS



getting there

by train, transit, boat & bus

volume 1, number 1

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Cincinnati Union Terminal

Summer 1981

2/getting there

Where we're going . . .

PEOPLE ARE RIDING TRAINS again. While gasoline consumption plummets and airlines cut service, train ridership continues to grow. And this, despite a lukewarm, if not hostile, attitude from Washington.

The message seems clear: Americans are looking more and more to the train to make getting there half the fun again.

And with good reason. Even today, the train is safer and more comfortable than any competing mode, easily beating the automobile on both counts.

With an improved system—more service, somewhat faster service in certain markets—the train could become the preferred mode of travel for a much larger number of Americans. The passenger train has a lot more tools at its disposal to compete with the automobile and the airplane than most people give it credit for.

In the meantime, there are other problems to solve. The fact is that freeways have paved over—in addition to the landscape—our collective knowledge of how to travel by train. Many people are unaware that they even *have* train service; certainly they are not familiar with schedules or destinations. Even local residents—including cab drivers—sometimes

don't know where the train station is; guidebooks and state (highway) maps are often of little use.

This lack of information on train travel customs, services, access, and connections is unfortunate; it can mean that getting there is sometimes half the problem.

One of the primary goals of this publication is to begin the process of re-introducing Americans to their trains.

We believe that the more aware people are of rail travel, the more likely they are to use the services we have and to demand *more*. If we can guide people through stations; show where nearby restaurants, shops, and hotels are located; suggest "unlikely" destinations best gotten to by train; and generally help people become more knowledgeable rail travelers, we will be doing our small part to help turn our transportation system away from crisis and immobility and toward opportunity.

We encourage every NARP member to join us as we explore today's and tomorrow's rail travel opportunities. We will try to visit every nook and cranny, from hamlet to city, from seashore to mountain, from historic site to national park. If a train stops there, so will we. If the train that goes there is special in its own right, we'll talk about that as well.

The passenger train has been a part of our history, as well as of our heart and soul, for longer than many states have been in the Union. Its future role in our nation's life should be equally illustrious.

getting there

Volume 1, Number 1
by train, transit, boat & bus

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Getting There is a quarterly magazine of travel information and ideas published for the National Association of Railroad Passengers by Transport Research and Communications, Inc. Publication dates are February 1, May 1, August 1, and November 1. *Getting There* is sent free to NARP members. Membership dues are \$15.00 a year (introductory membership, \$10). Members also receive 11 issues a year of *NARP News*.

Opinions expressed herein are those of the individual authors and do not necessarily reflect official policy of the National Association of Railroad Passengers.

. . . and why

(A message from the President of the National Association of Railroad Passengers)

Dear NARP Member,

Despite Amtrak's increased popularity, its future has never been more in doubt. To fight the battles we now face in the new Congress, NARP needs to enlist the support of Amtrak's many new friends. Eleven thousand members strong is not strong enough.

To better serve train users and to attract new members, NARP is offering GETTING THERE to members for a trial period. If GETTING THERE draws new members and proves helpful to members new and old, we will continue it as a regular NARP service.

To succeed we need your help.

Don't keep GETTING THERE a secret. Show it to fellow passengers when you travel. Share it with friends and colleagues. We think people who see NARP as just one more good cause among many will decide NARP is *their cause* when shown GETTING THERE.

John R. Martin, President
National Association of
Railroad Passengers

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**If your friends
and relatives
knew that NARP now offers
this quarterly
travel magazine
to its members
at no extra charge,*
and that an introductory
NARP membership
costs just \$10,
that would convince them to join.**

Like most Americans, they probably already support improved public transportation.

By joining the National Association of Railroad Passengers they will be helping to achieve that goal.

They will also receive *Getting There* and 11 issues a year of *NARP News*, plus bulletins and *Traveler's Advisory* reports. And all for less than they'll spend on the family car in the next 36 hours!

**National Association of Railroad Passengers
417 New Jersey Ave., S.E.
Washington, D.C. 20003**

An investment in Rail Futures

* Experimental offer. Continuation, on this basis, depends on increased NARP membership.



WELCOME ABOARD!

Amtrak's First Class Service

To ensure your journey will be as pleasant and comfortable as possible, an attendant is here to assist you promptly and courteously in every capacity—from the moment of your departure until you arrive at your destination.

As you board the train, your attendant will help you with your luggage and show you to your room. Your room assignment is on your ticket receipt. Bedrooms are lettered; roomettes are numbered.

Your attendant will explain the operations of all room features and offer pillows for your travel comfort. In the early afternoon you may make reservations for dinner in our dining car.

Should you desire, you can begin your day with a wake-up call, delivery of a morning paper, and your choice of orange juice, coffee or tea.

In mid-afternoon of your first day, your attendant will come by to bring you a complimentary wine and cheese basket, and to ask for your before-dinner drink order. You may purchase cocktails, or order complimentary coffee, tea, or juice.

And, of course, our lounge is open all day for you to purchase drinks and snacks, or to enjoy friendly socializing.

As the day comes to a close, you'll find that our attentive service will not retire when you do. When your attendant brings you complimentary bedtime sweets, you may want to order a nightcap. At this time your attendant will arrange for your wake-up call and breakfast drink.

And don't forget your complimentary shoeshine service. Just put your shoes in the shoe locker by the door. In the morning, your shoes will be shined!

Remember, we want to provide you with maximum comfort and convenience. So feel free to ask your attendant for whatever you need. And enjoy your journey!

Amtrak's First Class service . . . we make getting to your destination half the pleasure.



Amtrak service is subject to change.

05-230-014

