



(Reprinted from the Washington Star-News July 24, 1974)

Amtrak to Hunt A New President

Amtrak's board of directors has voted, in effect, to seek out a replacement for Roger Lewis, who has been president and chief executive of the federally financed passenger train corporation since 1971.

The board voted yesterday to set up at its meeting next month a committee on executive management whose first order of business will be to identify and recommend to the board a candidate for president and chief operating officer, and who likely would be Lewis' ultimate successor.

At the same time, the board re-elected Lewis as both chairman and president of the corporation. Lewis will recommend members for the new committee.

ALTHOUGH Amtrak officials declined to make public the vote on the new committee, it was learned it was unanimous.

There has been considerable criticism of Lewis almost from the time the former president of General Dynamics Corp. was named to head Amtrak when it started operations. His critics have contended that he has moved too slowly to improve rail passenger service, that he has failed to innovate sufficiently and that he has not been tough enough with the railroads that operate Amtrak's trains.

LEWIS won Senate approval only last week of his nomination to a two-year term as a member of the Amtrak board. The Washington Post reported last week that a coalition comprising some new members

of the board and the Department of Transportation was determined to force Lewis out of the presidency and chairmanship. It mentioned the possibility that Paul H. Reistrup, 42, a senior vice president of the Illinois Central, Gulf Railroad and former passenger director of the affiliated Chesapeake & Ohio-Baltimore & Ohio Railroad, was at the top of a list of those under consideration for the presidency.

Undersecretary of Transportation John W. Barnum, who usually represents Secretary of Transportation Claude S. Brinegar at Amtrak board meetings, said yesterday in a telephone interview that he had talked to Reistrup about the post.

IN EXPLAINING the action, Barnum pointed out that Lewis is 62, "and at some time he will be replaced or retire. What the board was conscious of was a desirability of having someone who could step into his shoes as his successor."

Lewis could not be reached to discuss the situation, but a spokesman, Brian Duff, Amtrak news director, said Lewis "thinks this action was well-taken on the part of the board and he approved of it."

The meeting yesterday, which lasted from 9:30 a.m. to 5 p.m., was the first of the newly reconstituted board which includes, by law, a mixture of political affiliations and three members who are supposed to represent the views of consumers.

Fund Drive Successful; NARP Plans Reorganization

With the success of the current appeal to NARP members for additional funds, the association's board of directors has acted to insure continued viability of the National Association of Railroad Passengers.

As indicated in the July 3 letter to members, \$5,000 of the funds received will be used to conduct a NARP-RAIL Foundation fund drive in the fall.

With this "seed money", the board, assisted by a paid, highly-reputable political fund raiser, will seek to bring in between \$25,000 and \$40,000 net from small groups of affluent persons believed to be intellectually sympathetic with NARP's cause. If this approach works, it will be utilized on a continuing basis to fill the "gap" between total income from member's dues and the annual expenses of the organization.

In accordance with the July 3 letter, the board employed Anthony Haswell as executive director until Dec. 31, 1974, in addition to his non-paid position as board chairman. He succeeds Robert J. Casey, who now heads

It is my pleasure to inform you that our appeal to the members of NARP for funds will be successful PROVIDED that those who have not yet responded do so promptly. I wish to thank all of you who have been so generous in your contributions. You have made possible the continued existence of NARP. We will do our best to act in accordance with your mandate. The drive to date brought in \$16,081 from 795 contributors to NARP and \$14,009 from 366 contributors to RAIL.

—Anthony Haswell
Chairman of NARP

the public relations firm of Casey, Newton & Associates. Mr. Casey will continue as NARP's news director, assisting with public relations and editing NARP NEWS.

The board also accepted the resignation of Edmund K. Faltermayer of New York from the NARP board of directors. Mr. Faltermayer concurrently was elected a director of the RAIL FOUNDATION.

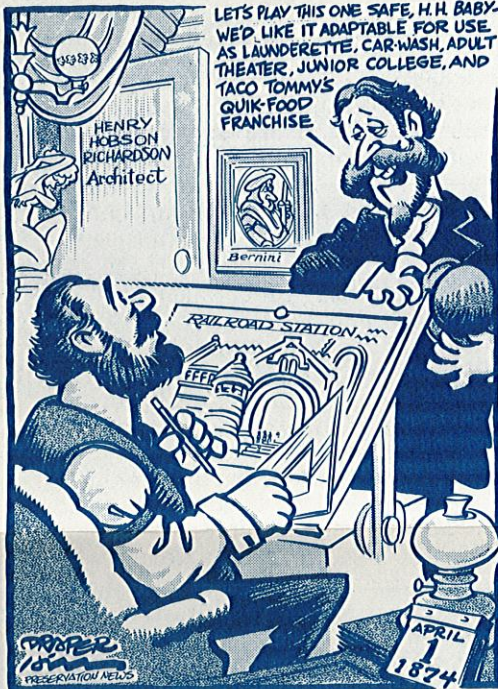
The board also announced that it would design and present to the members a reorganized governing structure for NARP, in which the board would be expanded to 25 or 30 directors elected on a regional basis, with a small Washington area executive committee to oversee the headquarters operations.

Meetings of the entire board would be held quarterly. The board contemplates that a special membership meeting will be called in November or December to consider the reorganization plan.

The board also announced that copies of both the NARP and RAIL audited financial statements for 1973, and NARP's unaudited statement of income and expenses for the first six months of 1974 are available to members on request.

All-night service of coffee, sandwiches and snacks—first offered by Amtrak on its Florida trains—is now also available on these other name trains: The Empire Builder and North Coast Hiawatha, linking Chicago and Seattle; the Southwest Limited, between Chicago and Los Angeles; San Francisco Zephyr, also from Chicago; Sunset Limited, between New Orleans and Los Angeles; Panama Limited New Orleans-Chicago; Broadway Limited, New York and Washington to Chicago; James Whitcomb Riley, Washington and Newport News to Chicago; The National Limited, New York and Washington to Kansas City; the Coast Starlight, Los Angeles-Seattle, and the Montrealer, from Washington.

Amtrak Goes To Court For 'Adequate' D.C. Passenger Terminal



This excellent cartoon by Draper Hill appeared in the April issue of Preservation News, the monthly publication of the National Trust for Historic Preservation.

Save The Railroad Stations— We May Need Them For Amtrak

This is the country of the throwaway civilization. Most conspicuously expendable have been the artifacts of the railroad age, that period of slightly more than half a century that opened the continent, shaped the environment, set the pattern of cities and built a series of monuments of notable aesthetic ambition and engineering ingenuity.

From whistle stop to Roman tepidarium (New York City's Penn Station, demolished 1966) these buildings are an unparalleled document of American art and history. Rendered obsolete and uneconomic by the decline of railroading, they have become an easy victim of the bulldozer.

With the renewed interest in train travel, there should be a little more hope for this heritage. The case for preservation is a natural corollary of the arguments for mass transportation. As a report just completed for the National Endowment for the Arts points out, the preservation idea is already working. Some sound solutions are being found for the huge, classical terminals as well as for minor Victorian depots, from Washington's Union Station as a National Visitors' Center to smaller stations as shops and offices. There are numerous economic techniques available.

But more are gone, or going, and many, like New London's, remain in danger. Of over 40,000 stations built in this country, 20,000 have been demolished. They are as much the victim of an attitude as of economics. The railroads themselves are notoriously negative, apart from their financial straits. The ideas of maintenance, even aside from cost, is as unpopular as passenger service. The issue is an urgent one: as many significant and handsome structures are being demolished by neglect as by the wrecker.

In addition to commercial and cultural uses, there is another possibility with the potential of revived rail travel: some railroad stations could be reincarnated as railroad stations. It would be a delightful irony and a happy ending.

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Amtrak has gone to Federal court to force the Washington Terminal Co. to build an "adequate" passenger train terminal.

Amtrak alleged that the terminal company and its owners, the Baltimore & Ohio Railroad; Penn Central Transportation Co. and Philadelphia, Baltimore & Washington Railroad Co., defaulted on a commitment to build a new passenger terminal and parking facility. The railroads will receive a \$27 million "windfall profit" from land transactions growing out of the new national visitor's center project at Washington's Union Station, Amtrak asserted.

The visitor's center, currently under construction and aimed for completion in time for the 1976 U.S. Bicentennial, has taken up most of the Union Station waiting room and nearby food service facilities. Amtrak and other critics of plans for a new passenger station say it will be too small.

A 1968 law providing for the visitor's center on the Union Station site specified construction of a new terminal on or near that site, Amtrak said. But despite a "statutory obligation" to build a new station, Amtrak said, the terminal company hasn't started construction and insists it won't spend more than \$3 million when it does. After passage of the 1968 act, the terminal company conveyed ownership of Union Station to the Penn Central and B&O and then arranged for the government to take over visitor-center mortgages of about \$43 million through land transactions, Amtrak said.

However, the ceiling cost to the railroads for building the visitor's center and parking centers is only \$16 million, so the roads will be selling the present station to the government for a \$27 million profit, Amtrak asserted. And the government still may have to pay an additional \$24.6 million to build the center and parking accommodations, Amtrak said.

Amtrak attorneys said that Penn Central and the Philadelphia, Baltimore & Washington, controlled by the Penn Central, won't become parties to the suit without permission of the federal court overseeing Penn Central Co. subsidiary's bankruptcy proceedings, to the extent this permission may be necessary. The B&O is part of the Chesapeake & Ohio-Baltimore & Ohio railroad system, owned by Chessie System Inc.

Amtrak also has pending another suit filed last September against the terminal company and six lines that own the company or use Union Station. That suit alleges that the roads discriminated against Amtrak in charges for using the terminal, deprived it of mail revenues and hampered the performance of Amtrak trains.

Amtrak also revealed that it has collected \$1.9 million in settlement of a lawsuit filed last August against Kansas City Terminal Co. and its 12 railroad owners. The suit alleged that Amtrak was overcharged for use of the Kansas City passenger station. Amtrak said it has signed a new agreement spelling out lower future costs for use of the terminal.

Support NARP — Bring In A New Member

Yes, I want to aid the cause of better rail passenger service. I understand I will receive a membership card and a monthly newsletter to keep me informed of developments.

Enclosed is my remittance for the category checked. I understand that part of this amount is for a one-year subscription to the newsletter.

- | | |
|---------------------------------------------|----------------------------------------------|
| <input type="checkbox"/> Contributing \$10 | <input type="checkbox"/> Sponsoring \$50 |
| <input type="checkbox"/> Participating \$25 | <input type="checkbox"/> Sustaining \$100 |
| | <input type="checkbox"/> Life, \$500 or more |

(Please Print)

Name _____

Address _____

City _____

State _____ Zip _____

(NARP members should not use this form to renew. It would be helpful if members wait until they receive the coded renewal reminder.)

Boston-Buffalo-Erie-Cleveland-Chicago Selected For 'Experimental Route'

JOHN MILLS HONORED—NARP Contributing Member John Mills, now an employee of Amtrak in Dallas, Texas, was honored in his former home town of Little Rock by Arkansas Governor Dale Bumpers and others for his great contributions toward bringing railroad passenger service to Arkansas. "His work is a testimony to the fact that one citizen can indeed have an impact on government today—one man can in fact be the difference," Governor Bumpers stated.

NARP Member Suggests Campaign To Keep Southern Crescent

Thomas E. Hoffman, Jr., NARP contributing member, writes: I was shocked to read in a recent issue of *Rail Travel Newsletter* of the Southern Railway's plans to discontinue most of its passenger service in 1975. The most dismaying factor is that, until this news came out, W. Graham Claytor was considered to be one of the few railroad executives supporting passenger trains. Even without considering the effects of the recent crisis, traffic on SR's trains has increased since Claytor took over. He has spoken in public many times about the value of trains as a means of travel. If he reneges on his word next year and causes any trains to be discontinued, I would hope that no bank would ever lend him a penny—after all, who can trust a liar?

NARP must launch a massive campaign to keep the **Southern Crescent** operating between Atlanta and New Orleans. **Under no circumstances can the country afford to lose any part of this valuable route.** If #'s 1 and 2 were lopped off south of Atlanta, both Birmingham and New Orleans would lose their rail service to the Northeast. More tragically, Amtrak's **Sunset Limited**, which has experienced an upsurge in traffic since NRPC took it over in 1971, would become a train to nowhere, without any eastern connections.

Perhaps SR could make a case for dropping its secondary trains between Washington and Atlanta (#'s 5 and 6) and between Washington and Lynchburg (#'s 7 and 8). Such a position, however, would be extremely weak. Any losses incurred by these trains are largely compensated for by the piggyback traffic that they handle. Without question, these piggyback trains would continue to operate anyway. The only solely passenger-related costs that come to mind are the snack bars operated on trains 5 and 6.

The train-riding public must not let W. Graham Claytor stab them in the back after listening to him preach for five years that he was on their side. As I am a resident of the District of Columbia, I have no Senator or Congressman to write to about this matter. But I would urge NARP members in other areas to contact Capitol Hill about this callous turn of events.

Recently I boarded Western Airlines at Sioux Falls, S.D., for a flight to Minneapolis. After I boarded, the company announced there was a flat tire on the nose wheel and there would be an hour delay. When that was repaired they announced they had no brakes on the left landing wheels and they had no standby plane and no mechanic, and would have to fly a mechanic and parts in from Minneapolis. We finally departed Sioux Falls 3½ hours late.

Arriving in Minneapolis I boarded Amtrak for Los Angeles by way of Seattle. Between Seattle and Los Angeles Amtrak had a hostess who entertained the children by TV comics in the club car, and after that free bingo and prizes for grown-ups. . . .

We were five minutes late into Los Angeles. My entire trip was about 6,400 miles by Amtrak and at no time could I say the service was poor. Breakfast in the diner was \$1.25 to \$2.10, dinner \$2.50 to \$5.75.

I sure enjoyed the scenery and visited with a lot of fine people and Amtrak employees, all of whom were very courteous.

They can have the airlines for my part. . . .

—Al LaDassar, George, Iowa.

As predicted in the March issue of NARP NEWS, Cleveland will finally get a restoration of passenger trains as a result of the Amtrak "experimental route" decision.

Secretary of Transportation Claude S. Brinegar has announced the selection of the Boston-Cleveland-Chicago route for a two-year test as a part of the AMTRAK system.

The route will connect Boston and Chicago by way of Albany and Buffalo, New York; Erie, Pennsylvania; Cleveland, Ohio, and South Bend, Indiana. Selection of the route was authorized by the AMTRAK Improvement Act of 1973.

Under the terms of the act, the Secretary must select not less than one experimental route in 1974 and not less than one in 1975. After the two-year experimental period, the Secretary must, according to the act, "terminate the route if he finds that it has attracted insufficient patronage" or make the route a permanent part of the basic rail passenger system.

In announcing the selection, Secretary Brinegar commented that "of the many alternatives considered, the Boston-Chicago route serves the largest potential market that does not now have connecting AMTRAK service." In addition, the Secretary noted that "this interstate route offers excellent system connectivity at Chicago to other major population centers."

Secretary Brinegar also announced that, in response to provisions of the Second Supplemental Appropriations Act of 1974, a second route between Norfolk, Virginia, and Cincinnati, Ohio, would be designated for a two-year experimental passenger service.

New York and Michigan have agreed to help finance an extension of the "Empire Service" (New York-Buffalo) from Buffalo to Toronto, across the North Shore of Lake Erie to Detroit. No details are available.

Plans are also being made for a service to be operated in conjunction with New York State on the Albany-Montreal route via the Delaware & Hudson Railroad. The proposal calls for

HISTORIC PACT: Sec. of State Kissinger wasn't even involved when officials of Amtrak and Greyhound sat down together and agreed to sell each other's tickets. When the agreement becomes effective this fall, Amtrak will be able to ticket its passengers straight through to points not served by rail service. Travelers will be able to buy combination rail and bus tickets at any Greyhound office or any Amtrak station. Other bus companies are expected to join the system in the near future.

service to be restored under the auspices of Governor Malcolm Wilson's Transportation Program, adopted earlier this year by the New York Legislature. The program is to be administered by the State Department of Transportation in conjunction with Amtrak under Section 403(b) of the Amtrak law.

Section 403(b) permits a State to seek additional Amtrak service by contracting with Amtrak to pay two-thirds of any operating losses.

Carl B. Sterzing, Jr., president of the Delaware & Hudson, welcomed the opportunity to cooperate with Amtrak, and said the train "will once again enable national and international travelers to enjoy the scenic D&H route along Lake Champlain and through New York's historic North Country on a daily basis."

The State of Michigan is proceeding with a plan, under the direction of Governor William G. Milliken, to restore passenger service between Chicago, Lansing and Port Huron over the lines of the Penn Central and Grand Trunk Western.

James C. Kellogg, Michigan's Deputy Director of Urban and Public Transportation, has submitted a Section 403(b) proposal to Amtrak.

Specific details of both 403(b) proposals are under study by Amtrak's David A. Watts, Director—State & Local Affairs, and William Tucci, State & Local Research Assistant.

AMTRAK has also announced a "Las Vegas Celebrity Train" between Los Angeles and "Vegas" two or three times a week starting September 20. The train will be run by AMTRAK for Las Vegas Charter Service, Inc., which will guarantee 400 passengers per trip.

AMTRAK will later announce schedules, intermediate service points and the date for the beginning of service over these new routes.

Amtrak Places Order For Seven-French-Type Turbo trains

GOOD WORD FOR AMTRAK—Newell Long of Bloomington, Ind., reports that on recent trips, Chicago-Missoula-Spokane-Salem (Oregon)-Seattle-Chicago, Amtrak performed well. There were no mixups in reservations, every train was on time at every stop, food was reasonably priced, personnel were helpful and courteous, cars were clean, equipment functioned well, and the ride was smooth.

Times have surely changed! I dialed Amtrak this morning expecting the oldtime interminable ringing and the subsequent long delay while the party at the other end "researched" the material relevant to my inquiry. But no! Two rings and a Mrs. Hickey answered—pleasantly, too—and got my information just like that. I doubt that the whole business, including my dialing, took much over thirty seconds. I think this deserves mention in your news letter.

—Albert J. Franck.
West Chester, Pa.

NARP Blasts Brinegar Anti-Amtrak Stand; Asks Action on Rail Safety

Transportation Secretary Claude S. Brinegar took a swing at Amtrak and rail passenger service before the National Press Club on May 14. The Secretary alleged that Amtrak loses too much money; that many long haul routes are hopeless; and that Amtrak is unfair subsidized competition for busses and airplanes.

Testifying in favor of continued funding for Amtrak before the Senate Commerce Committee on June 11, NARP Chairman Anthony Haswell answered the Secretary by pointing out that Amtrak management could do many things to cut the deficit without cutting service; that ridership on most long haul routes is way up; and that bus and air carriers have been and still are the beneficiaries of substantial federal expenditures. (Haswell presented similar testimony to the House Commerce Committee on June 20.)

The Committee adopted a NARP suggestion that the 2/3 state subsidy provision be clarified to assure the right of any state to get Amtrak service upon a commitment to pay 2/3 of operating deficits, including equipment costs. In at least one case, Amtrak has refused to start service unless the state paid 100 percent of equipment costs.

In Indianapolis on July 29 at Senate hearings on rail safety chaired by Senator Vance Hartke, Haswell urged prompt Congressional action to strengthen rail safety laws. Haswell's testimony was an updated version of what he told the House Commerce Committee on May 17, as reported in the May-June NARP News.

AMTRAK has ordered seven French-type turbo trains from the American licensee, Rohr Industries, for \$30.3 million.

AMTRAK has been testing two French turbine trains since last year, and recently ordered four additional trains from ANF-Frangeco, the French manufacturer. The trains have demonstrated high reliability as well as fast and comfortable service. While the trains to be built by Rohr Industries will be based on the successful French design, they will have over 70 per cent American content according to Ray Raffesberger, vice president of Rohr's Rail Transit Division.

"We believe this order marks the beginning of a new generation of U.S. passenger trains that will foster the resurgence of rail travel in America," Raffesberger said. "These trains will carry additional improved safety and passenger comfort features over the French design," he added.

As part of the agreement, Rohr has extended an option for seven additional turbine trains, which may be exercised by AMTRAK any time before December 1, 1974. The trains will be assembled at Rohr's railcar manufacturing facility in Winder, Georgia, with major design and administrative support from a project team at the corporation's headquarters in Chula Vista, California.

The Rohr-built turboliners will be modern five-car trains consisting of two power cars and three passenger coaches. Each train will carry 308 seated passengers. All passenger and crew compartments will be fully air-conditioned, and a snack bar will be located in the center of each train.

Rohr Industries is a diversified designed and builder of advanced ground, air and sea transportation systems, and is a leading supplier of automated materials and mail handling systems, communication antennas and prestressed concrete structures.

Men's Lapel Pins/Tie Tacs are still available from NARP for the low "at cost" price of \$3.75. We have a lot of them on our shelves—and they aren't doing any good there! The pins are excellent for membership identification and as a conversation piece at meetings, hearings, on trains or wherever you go. AND LADIES—these pins may be "Men's" pins, but they work just as well on our clothes. When ordering, just let me know how many pins you want and send a check covering the cost at \$3.75 per pin.

—Linda Sturgill, Exec. Sec. of NARP

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