



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

Vol. 16, No. 11  December, 1982

417 New Jersey Avenue, S.E., Washington, D.C. 20003
202/546-1550

News Hotline (except during business hours), 202/546-1551

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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. 10 was mailed October 8)

RETURN REQUESTED

CLAYTOR MEETS THE MEDIA

LOS ANGELES GETS COMMUTER RAIL

Los Angeles-Oxnard commuter train service was inaugurated Oct. 18 with two weekday peak-hour round-trips. This was forced through by Caltrans armed with a state PUC order after Southern Pacific did everything it could to prevent service from starting. SP even sent its president to testify against the service at a hearing before the California Transportation Commission, which had to approve use of the state funds. SP continues efforts to get the courts to kill the service, and doubtless will seek help from the incoming governor.

TRAVELERS' ADVISORY

Under a management decision made too late to be shown in the current Amtrak timetables, the afternoon Newport News-to-New York "Tidewater," which formerly operated Sundays only south of Washington, now operates on Fridays as well, giving Newport News two northbound departures on Fridays. "Tidewater" will also run Dec. 23 & 30, and Feb. 21, but not Dec. 24 and 31.

Amtrak has improved its snack bar menus nationwide, effective Nov. 1 subject to selling off food procured before then. Hotdogs and hamburgers are served on fresh rolls; the bread itself is not microwaved and therefore does not get soggy. There are new cold sandwiches: chicken salad on whole wheat, which has had "fantastic" acceptance; sliced breast of turkey (not a rolled product!); and ham and cheese on rye (not the old keiser roll). Snack bars also stock Eagle snacks.

Scenic Trailways, which began operating out of the Amtrak station in St. Paul, MN, earlier this year (Jan. News), has changed its schedules to provide convenient connections for people traveling between "Empire Builder" stations west of St. Paul and the bus line's route: Eau Claire, Prairie du Chien, Dubuque, Davenport, Rock Island, Moline, and intermediate points. Connections with "Builder" also at La Crosse (different terminals). Bus connections at Davenport to everywhere.

Jan. 1 may see strikes against SEPTA- and New Jersey Transit-supported commuter rail service. Those agencies seek major changes in rail labor contracts while confronting reduced federal funding—both as a result of cuts in the federal mass transit program, and the exit of Conrail from the commuter business which occurs that day. Conrail has been absorbing some commuter rail costs.

Meanwhile, New Jersey Transit's single Newark-West Trenton train was to make its last trips Dec. 3, and service west of High Bridge on the Phillipsburg line may end around Jan. 1. SEPTA is preparing to end all of its commuter rail service to Trenton and West Trenton, and in Delaware.

Amtrak's New Chief Sees Better Food, Better Finances

Major New BLE Agreement: Pay for Hours Only

In his first news conference as president of Amtrak, W. Graham Claytor, Jr., announced on Oct. 26 the:

- Oct. 31 restoration of stainless steel flatware to all full-service dining cars, along with introduction of an expanded lunch menu and additional dinner entrees, including filet of sole stuffed with crabmeat;
- mid-December startup (subsequently set for Dec. 12) of a test under which sleeping-car (not slumbercoach) passengers on NY-Florida trains will receive complimentary hors d'oeuvres in the afternoon, complimentary meals in the diner, and free morning newspapers;
- Oct. 31 timetable reflects 70 hours per week removed from scheduled running times nationwide, and has the fastest average Northeast Corridor (NEC) schedules ever;
- linen table cloths and specially catered meals now provided

CLAYTOR: AMTRAK OPERATES NATIONWIDE

When a reporter asked Claytor to identify the misconception he was most anxious to eradicate, Claytor told of his friend who recently said, "Oh, Amtrak goes to New York. I wish I could go to Florida on the train." The message Claytor said he wants to get out: "We do run a nationwide rail service." He also said: "I think we believe all the trains we're now running can be made to meet the criteria."

in the diners (Amfleet II lounge/cafe cars) on the Boston-NY Metroliners, which are 40 minutes faster than the fastest schedules on the old timetable, and which also feature complimentary Eagle snacks in the lounge section, and complimentary light meals served at coach seats from a rolling cart (these trains offer one class of service);

- achievement by Amtrak of a 50.1% revenue-to-cost ratio in FY '82, meeting the legally mandated minimum of 50%; and
- (continued on page 4)

HOLIDAY SPECIAL!

NARP memberships make ideal gifts! Give someone a NARP membership before Jan. 15, 1983, and you receive a NARP lapel pin with NARP's logo in silver and blue—at no cost. Send name and address of gift recipient plus \$15 to the NARP office. Extra lapel pins available for \$3 each, and they make great gifts too!

Indiana: Lewis Sees No Economic Recovery, No Shelbyville Line

Amtrak has long been interested in having the former New York Central Indianapolis-Shelbyville-Cincinnati mainline upgraded so that Chicago-Cincinnati trains, rerouted since 1974 due to bad track conditions, could once again serve Indianapolis. Amtrak's April 1, 1982, "Cardinal" report stated that "rerouting the Cardinal (via this line) would improve its criteria performance." As a result of Conrail plans to abandon freight operations on the line, a politically influential shipper also became interested in Amtrak acquisition. Conrail itself indicates that, if Amtrak upgraded the line, Conrail would pay Amtrak about \$500,000/year in track-use payments for both local and through freight movements.

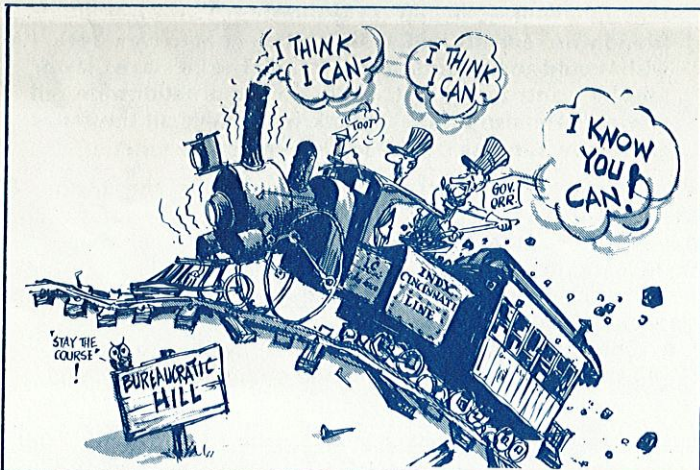
Predictably, the Department of Transportation, ever eager to increase funding for new highway construction (that 5¢ gas tax increase is not just for repairs), opposed upgrading the line. The late Rep. Adam Benjamin, Jr., then chairman of the House Appropriations Transportation Subcommittee, decided his best opportunity for forcing action would be to require DOT and Amtrak to do a joint study of the feasibility of extending Amtrak's Chicago-Indianapolis "Hoosier State" (HS) to Cincinnati via Shelbyville. The order to complete such a report by Oct. 15 appeared in the FY '82 supplemental appropriation.

Not surprisingly, given Secretary Drew Lewis's opposition to the "Cardinal" and anything that might help it, the report stated that "neither Amtrak nor the Department can conclude . . . that the extended 'Hoosier State' would meet the criteria." But the report stated that the proposed service would meet the criteria, if one used "projections based on performance of Hoosier State in FY 1981" before the recession hit.

Criteria	Basis of Projections	
	FY '81 HS performance	FY '82 HS performance
Passenger-miles-per-trainmile (80 minimum)	100	67
Short-term avoidable loss-per-passenger-mile (12.4¢ maximum)	7.0¢	14.4¢
Revenue-to-cost ratio (50% min.)	53%	38%

Since "the repair work would require at least two work seasons," the service extension would not likely begin until FY '85. The fact that the report gave more weight to the weaker FY '82 performance of HS suggests that the report's authors do not foresee an economic upturn in the next three years!

Certain extraordinarily negative statements in the report are attributed solely to DOT. "The Department believes that the capital costs may be as much as \$10 million higher" than the stated estimate of \$33.3 million (which includes \$8.3 million to purchase the line from Conrail, which used tax dollars to acquire the line in



—Cartoon by Charles G. Werner, *The Indianapolis Star*

OHIO ARP 1983 CALENDARS

Attractive 1983 calendar (9" x 12" single sheet, \$1 each, quantity discounts). Ohio ARP, PO Box 653, Xenia 45385.

INDIANA GOVERNOR ATTACKS DOT REPORT

In the wake of the negative federal report on the Shelbyville line, Gov. Robert Orr, a Republican who sits on the Amtrak board met privately with Lewis. Orr stated on Oct. 21: "We will be making the point loud and clear in Washington that the preservation of this line and its use for both passenger and freight service is a priority for Indiana's transportation system and the state's economic well-being. The report . . . is open to criticism on a number of issues, including the way in which ridership projections were calculated and the report's refusal to include freight revenues in the feasibility analysis." (*Chicago Tribune*, Oct. 22) The Indiana DOT prepared an excellent "critique and comments" in response to the report.

Sen. Richard G. Lugar (R-IN) said in an Oct. 19 letter to Secretary Lewis: "I have come to the conclusion that extending the Hoosier State is a sound decision, and I wanted to let you know of my support for it."

Sen. Dan Quayle (R-IN) has also made clear his support for a favorable decision on the line, and Indianapolis Mayor William H. Hudnut, another Republican, said: "Apparently the railroad put more stock into the decline in ridership of the Hoosier State in the first nine months of this year than in the higher ridership figures that prevailed through the end of last year. What the report overlooks is that there is a recession going on and that probably has something to do with the decline in ridership. As we all know, the Midwest has been hit the hardest by the decline in the economy."

the first place!).

The Department also believes that criteria for "additional" Amtrak routes "should . . . reflect all the costs of starting new service, including new capital investments that have not yet been made." This position, which Congress has not supported, is a polite way of saying "forget it" to anyone who wants new service that requires significant capital investment.

NARP joined the Indiana governor in attacking the report for not drawing conclusions from the Conrail track-use payments the report says Amtrak would get, and for not even mentioning the Cardinal. In replying to NARP, Lewis wrote "that Amtrak and DOT complied meticulously with the Congressional mandate."

As Lewis well knows, Benjamin drafted the report requirement "meticulously," knowing Lewis might have had it knocked out if it mentioned "Cardinal." It is unfortunate that Lewis is using the precise wording Benjamin chose to justify DOT's failure to answer the question Congress was really asking: would the public interest be served by upgrading the Shelbyville line? This question can't be answered by ignoring rail freight and "Cardinal," or by accepting predictions for the region's overall economy which would earn Lewis a trip to the woodshed if he stated them explicitly.

The Shelbyville line flap leaves Amtrak and Conrail looking badly as well. This 10-page report may well be remembered as the least inspired document to carry the signature of an Amtrak president. The fact that Claytor, as a new Amtrak president, cooperated with Lewis on a matter Lewis regards as a high priority, may prove useful to Amtrak's Congressional relations in the long run. Paul Reistrup and Alan Boyd likewise went to great lengths to avoid fights with DOT early in their presidencies. As DOT's antagonism persisted, their early statesmanship helped make clear to all Washington observers that DOT took every realistic opportunity (and many unrealistic ones) to attempt Amtrak service cuts, no matter how much courtesy was extended by Amtrak executives.

Conrail, meanwhile, waited until just after election day to announce a Nov. 18 cessation of service on the Shelbyville line. But, "under pressure from local business and industry, the federally funded corporation agreed to suspend any action until after Congress reconvenes Nov. 29." (*Indianapolis Star*, Nov. 8).

Inclusion of save-the-line language and money in the FY '83 transportation appropriations bill to be considered shortly by the Senate apparently remains contingent upon Lewis changing his mind, and that seems unlikely.

NARP Regional Meetings

Below we list candidates for election to the NARP Board of Directors in 1983, 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. Select up to as many candidates as there are director positions in your region. Any member not listed below who wishes to run is welcome to declare his/her candidacy at any time until just prior to voting, but the outcome of some regional elections is usually determined by mail ballots in advance of the meeting date.

REGION 1: New England (6 Directors).

Sat., 5 Feb., Boston, 1 PM (or upon arrival of #190), Hotel Essex (Cape Cod Rm., 2nd floor), across street from South station.

Kevin Gregoire, 131 Elizabeth St., Pittsfield, MA 01201; Robert A. Brown, 153 Middle Rd., Newbury, RFD Rowley, MA 01969; Henry Ferne II, Daybreak, Bx 346, Wiscasset, ME 04578; William J. McDonald, 22 W. Washington, St., Rutland, VT 05701; Roy G. Poulsen, 1286 Kingston Rd., Kingston, RI 02881; F. Thomas Richardson, West Rd., Bx 663, Manchester, VT 05254; Frederick T. Smith, 130 Plainfield Av., Malden, MA 02148; Samuel E. Stokes Jr., Alstead, NH 03602; James Ullman, 95 E. Main St., Meriden, CT 06450.

REGION 2: New York (7 Directors).

Joint meeting with Region 3; for details, see Region 3.

Stephen Linde, 500 E. 77th St., #2516, NYC 10162; Richard S. Ambrogio, 44 N. Broadway, #S6D, White Plains 10603; Frank Barry, 219 E. Lansing Rd., Groton 13073; Jeffrey D. English, 286 Third Av., Troy 12182; George H. Forman, 974 Ellicott Sq. Bldg., Buffalo 14203; Harald E. Mainusch, RD 2, Bx 47-A, Conklin 13748; Theodore Scull, 325 E. 72nd St., NYC 10021; William S. Thomson, RFS 2, Granville 12832.

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

Sat., 26 Mar., Newark, NJ, 10:30 AM, Hilton Gateway Hotel, adjacent to Penn. Station. Joint meeting with Region 2. \$12.50 includes luncheon and local transportation tour (checks payable to NJ-ARP, PO Bx 311, W. Orange, NJ 07052).

Anthony Perl, 9 Whitman St., W. Orange, NJ 07052; Robert Baker, 653 Helena Av., Mantua, NJ 08051; Andrea S. Banks, 423 Myrtle Av., Cheltenham, PA 19012; Rick Hannegan, 116 Orchard Spring Rd., Pittsburgh, PA 15220; 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; Michael Kaplan, 1009 Lincoln Dr., Voorhees, NJ 08043; George G. Pagonis, 65 Heights Dr., Wayne, NJ 07470; John R. Pawson, 3505 Moreland Rd., #K-424, Willow Grove, PA 19090; David L. Ross, 300 Winston Dr., #2020, Cliffside Park, NJ 07010.

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

Sat., 26 Mar., Harpers Ferry, WV, 8 a.m., Hilltop House, \$45.75/single room or \$35.75/person double occupancy (both include Fri. dinner/Sat. b'fast/lunch). Checks payable to Angela Booker; please send to her by Jan. 31.

Angela D. Booker, 13514 Carmel Ln., Chantilly, Va 22021; Larry Battley, 2780 N. Quincy St., Arlington, VA 22207; Roy Mitch Brown, 3232D Normandy Woods Dr., Ellicott City, MD 21043; James R. Churchill, 6301 Stevenson Av., #715, Alexandria, VA 22304; Thomas F. Conlon, 163 N. Mechanic St., Cumberland, MD 21502; John A. Dawson, 1312 4th St., SW, Washington DC 20024; John D. Heffner, 604 W. Windsor Av., Alexandria, VA 22302; Glen E. Mendels, 5710 Rockspring Rd., Baltimore, MD 21209; Jack L. O'Donnell, 2808 Montclair Dr., Ellicott City, MD 21043; Bob Palmer, PO Bx 2433, Huntington, WV 25725; George Tyson, 1825 N. Forest Park Av., Baltimore, MD 21207.

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

Joint meeting with Region 6: for details, see Region 6.

Don Maxwell, 2701 Forest Av., Ashland, KY 41101; 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; Robert F. Mays, 3505 Lakefield Dr., Greensboro, NC 27406; Craig A. Myers, Clemson University, Drawer O, Clemson, SC 29632; Greg Slaton, 6700 Merle St., Metairie, LA 70003; Ned S. Williams, PO Bx 213, Sevierville, TN 37862.

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

Sat.-Sun., 19-20 Mar., Cincinnati, time t.b.a., rooms at Holiday Inn, 8th & Linn Sts. (513/241-8660), meeting at Union Terminal. Joint meeting with Region 5.

Mike Weber, 14 Joywood Dr., Cincinnati, OH 45218; John DeLora, 1869 Brys Dr., Grosse Pointe Woods, MI 48236; William C. Glasser, 3815 Ashwood Dr., NW, Canton, OH 44708; Howard Harding, 489 Overwood Rd., Akron, OH 44313; Robert M. Meisner, 30200 Telegraph Rd., Suite 467, Birmingham, MI 48010; George Schlaepfer, 14232 Brentwood Av., Livonia, MI 48154; Ken Senerth, Ohio address t.b.a.; Norma Ward, 420 Fitzgerald, Durand, MI 48429.

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

Sat., 5 Mar, Chicago, 10:30 AM, Midland Hotel, 172 W. Adams, 4 blocks east of Union Station (RSVP: Ken Bird, address below).

Ken L. Bird, 145 41st St., Downers Grove, IL 60515; Robert Ballou, 1638 N. Mason St., Appleton, WI 54914; Ronald P. Boardman Jr., 338 Board of Trade Bldg., Chicago, IL 60604; Brian Cutter, 7114 Newton Av. S., Richfield, MN 55423; Richard K. Darr, Dept. of Economics, Univ. of Wisconsin-River Falls, River Falls, WI 54022; William B. Francik, 324 S. Fairfield Av., Lombard, IL 60148; W. David Randall, 4810 Snow White Terr., Alton, IL 62002; James K. Sponholz, 5043 N. Santa Monica Blvd., Whitefish Bay, WI 53217; Henry J. Stephens, PO Bx 1108, Effingham, IL 62401; William Sunderman, Courthouse, Charleston, IL 61920; James B. Woods, 3380 Anders Ln., Brookfield, WI 53005; Stephen Wylder, 221 W. Washington, #1-S, Oak Park, IL 60302.

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

Sat., 26 Mar., Portland, 1:30 PM. Union Station (Rm. 208).

Kenneth McFarling, 7414 SE 20th Av., Portland, OR 97202; Richard Divine, 7121 SW 28th Av., Portland, OR 97219; Barry E. Green, PO Bx 162, Glendive, MT 59330; Paul H. Phillips, W. 1609 Sixth Av., #15, Spokane, WA 99204.

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

Sat.-Sun., 12-13 Mar., Texarkana, AR, 9 AM, Master Host Inn (501/773-3161), US 67 East.

Bill Pollard, 55 Meadowbrook, Conway, AR 72032; Ron Coffman, 2752 W. Eubanks, Oklahoma City, OK 73112; Earl Koder Jr., 12125 Larimore Rd., St. Louis, MO 63138; John A. Mills, 2825 Burnett Rd., Topeka, KS 66614; 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., 26 Mar., Omaha, 1 PM, place to be announced.

Catherine Johnson, 242 Person Av., Iowa City, IA 52240; Launcelot Erickson, PO Bx 3182, Omaha, NE 68103; Murl Rawlins Jr., 189 W. 1700 S., Bountiful, UT 84010.

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

Sat., 8 Jan., Albuquerque, details contact candidate, Robert Bertram, 1400 Cardenas Dr., SE, #19, Albuquerque, NM 87108.

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

Sat., 26 Mar., Los Angeles, 10:30 AM, Little Joe's Restaurant, 900 N. Broadway, approx. 6 blocks from Union Terminal.

Dan Lovgren, 201½ N. Rosemont Av., Los Angeles, CA 90026; George Falcon, 8432 Steller Dr., Culver City, CA 90230; Robert W. Glover, 832 Elizabeth St., San Francisco, CA 94114; Roger Hoo-son, 2716 "F" St., Sacramento, CA 95816; Jack Kemp, 908 S. Bay Front, Balboa Island, CA 92662; John Kirkwood, 1635 Green St., San Francisco, CA 94123; Leif Lange, 2938 Loyola Dr., Davis, CA 95616; Arthur Lloyd, 20 Arapaho Ct., Portola Valley, CA 94025; Ed Von Nordeck, PO Bx 2768, Riverside, CA 92516; Robert A. Ramsay, PO Bx 385, Arcadia, CA 91006; Richard L. Tower Jr., 2222 Leavenworth, #204, San Francisco, CA 94133. ■

Continental Rail and Transit Study Tour

NARP will sponsor a three week European rail and transit study tour May 7-29, 1983. The tour will offer visits to major rail passenger and public transit systems in western Europe with an opportunity to observe operations and to interact with management and planning staffs of these organizations. Lectures and seminars by the tour leader and other transportation specialists will be included. Tour participants will have an opportunity to see and travel on a wide variety of rail and public transportation equipment, to inspect operations centers, terminals, maintenance facilities, and to visit intermodal transportation centers that are promoting mass transit and urban development.

Dr. Ronald C. Sheck, Associate Professor at New Mexico State University, will lead the tour. Prof. Sheck, a long-time NARP member, teaches transportation courses, has studied European rail and transit operations, been an UMTA Fellow, and is the author of *Amtrak 90: A Route to Success*. (NARP News, Sept. '82)

All intercity surface travel will be by rail and will include some of Europe's finest name trains: "Rhinegold," "Oostend-Vienna Express," "Transalpin," "Glacier Express," "Catalan Talgo," "Paris-Madrid Talgo," "Cevenol," and the TGV. In addition to travel on national railways of the Netherlands, West Germany, Austria, Switzerland, France, Spain, and Belgium, the tour will travel on a number of private railways.

Daytime travel is planned to take in some of Europe's finest scenery. Free time for sightseeing in major cities.

The fully escorted tour will cost about \$3,700. This includes roundtrip economy airfare NY-Amsterdam; all rail travel in Europe (including three-week first class Eurailpass); double occupancy in hotels and sleeping cars (except four persons per compartment in first class couchette one night); local transfers; travel on public transport as part of visits to transit systems, most breakfasts, and many other meals. More details: European Rail and Transit Study Tour, R&R Associates, 1840 Regal Ridge, Las Cruces, New Mexico 88001. Reservation with \$300 deposit due Feb. 1.

Legislative Update

Although the House has approved \$788 million for Amtrak, and the Senate Appropriations Committee approved \$735 million, Amtrak may get only \$700 million. In fact, one NARP member received from his senator a letter which stated, incorrectly: "Amtrak's own recommendation for 1983 is \$700 million."

Amtrak's recommendation was for \$788 million, but, in response to a Hill inquiry about what would happen if Amtrak got only \$700 million, Amtrak indicated all existing service could be maintained but capital spending would be limited and no major project such

PUBLIC TV: SUPERTRAINS FOR U.S.?

In "Tracking the Supertrains," the Nova show scheduled to air Dec. 14 over most public TV stations (check local listings, also for repeats later in week), the issues surrounding America's first high speed train are examined.

as restoration of the Indianapolis-Shelbyville-Cincinnati line could be undertaken. Given the perennial tendency of legislators dealing with tight budgets to give short shrift to Amtrak's capital investment needs, it is not surprising that Amtrak's response was interpreted by some Hill staffers as meaning that Amtrak was recommending only \$700 million.

Amtrak estimates that FY '83 operations will require \$650 million. If Amtrak gets a total of only \$700 million in "new" money, its capital budget would consist of \$50 million in new money plus about \$75 million of FY '82 money "carried-over," or a total of about \$125 million, of which \$33.4 million is set aside for the Shelbyville lines.

This compares with \$250 million "non-Shelbyville" needs identified by Amtrak, "including those that were deferred in FY '82." Amtrak had requested \$134 million (not including Shelbyville) for FY '83 capital, the maximum possible within the \$788 million authorization while maintaining all existing service.

(The existence of the \$75 million "carry-forward" does not mean that Amtrak was given "too much" money in FY '82. Under the Anti-Deficiency Act, Amtrak can commit to capital investments only if the funds have been appropriated—even if the money would not actually be spent in the fiscal year when the commitment is made.)

Sen. Ernest F. Hollings (SC) will be the ranking Democrat on the Senate Commerce, Science, and Transportation Committee when the new congress convenes in January, taking the slot formerly occupied by Howard W. Cannon (NV), who was defeated Nov. 2. Although Hollings has seemed negative on Amtrak for much of his career, he did become helpful in 1981, and South Carolina has some of Amtrak's best long-distance service.

Claytor Meets the Media (Cont. from pg. 1)

Amtrak/Brotherhood of Locomotive Engineers (BLE) contract which is a "breakthrough in the industry" because the approximately 250 engineers operating Amtrak trains in the NEC will be paid solely on the basis of the number of hours worked. There will be no payment for miles over 100 per day or for arbitrarians such as greater pay for operating heavier locomotives and for switching operations.

Claytor presented a series of charts reflecting Amtrak's substantial progress in FY '82, summarized below.

	On-time perf.	Eqpt-related delays (hrs. per month)	Psgr complaints/10,000 riders	OPERATING GRANTS IN MILLIONS OF		PSGR-MILES Per constant FY83 dollar of op'ing grant
				Real \$'s	Constant FY79 \$'s	
'82 FY	79.1%	103	9.1	555	433	5.4
'81 FY	77.0%	176	12.2	720	602	4.7
'80 FY	69.1%	256	22.3	650	597	4.1
'79 FY	57.0%	447	25.2	600	600	4.3

He said the lost-call ratio for Amtrak's nationwide, toll-free telephone information is down to 1% and the average waiting time is below 5 seconds. Six days earlier, he told his board that Amtrak continues to achieve its goal of 15 calls handled per manhour at the reservation centers.

Regarding procurement of new single-level sleeping-cars, he indicated tentative plans to order them in batches of 50 to 100 starting about 1987, following design, construction, and 18 months to two years' road-testing of one or two prototypes.

Claytor indicated that he hopes to work out an improved temporary access to Washington Union Station, and called this "a high priority item."

He said he had no plans either to expand or contract the Amtrak system, though he noted the possibility of future cutbacks "if some train regularly fails the criteria."

He said the Amtrak/BLE agreement, which was signed in Philadelphia that afternoon (Oct. 26), would take effect Jan. 1, 1983. For certain engineers, provisions will be phased in over a three-year period. Claytor said the agreement would "save Amtrak a lot of money over the years."

This marks the first agreement under which Amtrak will employ railroad operating crews.

STATEMENT OF OWNERSHIP AND CIRCULATION

NATIONAL ASSOCIATION OF BROADCASTING OWNERS

1. TITLE OF PUBLICATION: NATIONAL ASSOCIATION OF BROADCASTING OWNERS

2. FREQUENCY OF PUBLICATION: MONTHLY (except November)

3. NUMBER OF ISSUES PUBLISHED ANNUALLY: 12

4. DATE OF NEXT PUBLICATION: 12/1/82

5. COMPLETE MAILING ADDRESS OF PUBLISHER OR BUSINESS OFFICE OF THE PUBLISHER (Not the printer's address): NABO, 417 New Jersey Avenue, SE, Washington, DC 20003

6. COMPLETE MAILING ADDRESS OF THE HEADQUARTERS OR GENERAL BUSINESS OFFICE OF THE PUBLISHER (Not the printer's address): Same as above

7. COMPLETE MAILING ADDRESS OF THE PUBLISHER: Same as above

8. COMPLETE MAILING ADDRESS OF THE EDITOR: Same as above

9. COMPLETE MAILING ADDRESS OF THE BUSINESS OFFICE: Same as above

10. COMPLETE MAILING ADDRESS OF THE CIRCULATION DEPARTMENT: Same as above

11. COMPLETE MAILING ADDRESS OF THE ADVERTISING SALES DEPARTMENT: Same as above

12. COMPLETE MAILING ADDRESS OF THE CIRCULATION DEPARTMENT: Same as above

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344. COMPLETE MAILING ADDRESS OF THE CIRCULATION DEPARTMENT: Same as above

345. COMPLETE MAILING ADDRESS OF THE ADVERTISING SALES DEPARTMENT: Same as above

346. COMPLETE MAILING ADDRESS OF THE CIRCULATION DEPARTMENT: Same as above

347. COMPLETE MAILING ADDRESS OF THE ADVERTISING SALES DEPARTMENT: Same as above

348. COMPLETE MAILING ADDRESS OF THE CIRCULATION DEPARTMENT: Same as above

349. COMPLETE MAILING ADDRESS OF THE ADVERTISING SALES DEPARTMENT: Same as above

350. COMPLETE MAILING ADDRESS OF THE CIRCULATION DEPARTMENT: Same as above

351. COMPLETE MAILING ADDRESS OF THE ADVERTISING SALES DEPARTMENT: Same as above

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364. COMPLETE MAILING ADDRESS OF THE CIRCULATION DEPARTMENT: Same as above

365. COMPLETE MAILING ADDRESS OF THE ADVERTISING SALES DEPARTMENT: Same as above

366. COMPLETE MAILING ADDRESS OF THE CIRCULATION DEPARTMENT: Same as above

367. COMPLETE MAILING ADDRESS OF THE ADVERTISING SALES DEPARTMENT: Same as above

368. COMPLETE MAILING ADDRESS OF