



# NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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

News Hotline (except during business hours), 202/546-1551  
**OFFICERS:** John R. Martin, *President*; John H. Kirkwood, *Vice-President*; George Tyson, *Secretary*; Joseph F. Horning, Jr., *Treasurer*; **STAFF:** Ross Capon, *Executive Director*; Barry Williams, *Assistant Director*; Kay Stortz, *Membership Director*.

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## TRAVELERS' ADVISORY

### Good and Bad News from PA; Lots More News

#### ANTI-TRANSIT FEDS

"[Gov. Michael Dukakis (D-MA)] said, 'Why are we looking at a [highway] tunnel [to Logan Airport] at all?' and wanted to trade in the tunnel for mass-transit money in January," said [Mass. Secy. of Transportation Frederick P. Salvucci]. "We told him that this was not 1978, when trading \$1 billion in the tunnel would get you \$1 billion in mass transit. Now because of changes in federal policy the trade would only get you \$400 million in mass transit—bad deal..."

—The Boston Globe, Sep. 17

### Legislative Update

President Reagan on Aug. 15 signed the FY '84 Department of Transportation Appropriations bill into law (Public Law 98-78), giving Amtrak \$716.4 million. The conference report had received final Senate and House approvals Aug. 3 and 4, respectively. On Sep. 14, the House Energy & Commerce Committee approved a \$730 million FY '84 authorization (HR 3648, "Amtrak Improvement Act of 1983"), but final enactment by the Oct. 1 start of the new fiscal year was in doubt.

PL 98-78 is identical to the House (June News, p.3) and Senate bills regarding Atlantic City, with federal capital funds contingent on the Secretary certifying that 40% of total funds are from "non-federal" sources, and Amtrak operations contingent on the Amtrak board determining "that revenues from such service have covered or exceeded 80% of the short term avoidable costs of operating such service in the first year of operation and 100% of the short term avoidable costs for each year thereafter."

The conference report accompanying the DOT appropriations said: "The conferees reiterate the language contained in the Senate report regarding Mobile-New Orleans Amtrak service." The referenced language "urges Amtrak to approve funding for [Mobile-New Orleans] under the appropriate section of law in time to implement the service prior to the 1984 World's Fair in New Orleans" (July News, p.3).

House and Senate rules require that funds be authorized before they are appropriated. Legislators can invoke a point of order, preventing consideration of an offending appropriations bill, but no one did in this case.

But Oct. 1 may yet have significance for Amtrak, which—absent appropriate action—will have interest payment problems when its current deferral of the need to pay interest on its debt expires Sep. 30.

A break in the deferral could threaten Amtrak's ability to borrow money from private banks, thus increasing Amtrak's cost of doing business.

(continued on page 4)

**ALL ABOARD AMERICA FARE EXTENDED AGAIN:** Tickets on sale through Feb. 29; travel good through Mar. 31. Same rules & rates, but AAA Fare not applicable (coach or sleeper) during holiday periods Nov. 23-27 or Dec. 16-Jan. 3.

800/USA-RAIL will be phased in during Oct. as Amtrak's single nationwide info/reservations number. Present numbers will remain good for a year; local (non-800) and Metroliner 800 numbers will not be changed.

**PENNSYLVANIAN NY EXTENSION:** The daylight "Pennsylvanian," currently a Phila.-Pittsburgh train, will become a New York City-Pittsburgh service Oct. 30, eliminating the need for many passengers to change trains in Phila. NARP has urged this improvement ever since "Pennsylvanian's" 1980 inauguration. Earlier this year, NARP raised the issue again with Amtrak's Marketing Department. The train's earlier eastbound schedule, established Apr. 24, coincided neatly with an existing NY-Phila. train, so the through service was found at last to be feasible. NARP believes it will cause ridership to increase.

The train will have a new stop at Downingtown, and will be considered a Pennsylvania-sponsored "Sec. 403b" (joint state-Amtrak) service over its entire run. It will run daily, supplanting existing NY-Phila. "Clockers" #237 and #220. Times at the major stations:

7:30a	8c00a	dp	NY (Penn)	ar	6:37p
7:43a	8c12a	dp	Newark	ar	6:23p
7:59a	8c26a	dp	Metropark	dp	6:09p
8:10a		dp	New Brunswick	dp	5:59p
8:37a		dp	Trenton	dp	5:33p
9:00a		dp	N. Phila.	dp	5:09p
9:10-25a	9c14a		Phila. (30th St.)		4:44-5:00p
10:32a		dp	Lancaster	dp	3:33p
11:03a		dp	Harrisburg	dp	3:00p
1:36p		dp	Altoona	dp	12:21p
2:40p		dp	Johnstown	dp	11:21a
4:18p		dp	Pittsburgh	dp	9:45a

c=All-reserved extra-fare Metroliner connection except Sat./Sun./major holidays.

The new "Pennsylvanian" will give NY-Harrisburg passengers their third daily through-service round-trip.

NARP strongly supports efforts of our Ohio members to get "Pennsylvanian" extended to Cleveland.

**HARRISBURG CUTBACKS:** Oct. 29 will see the last trips of



the 9:05 AM from Phila. and the 12:30 PM from Harrisburg. Gaps will be partially filled by running the 8:05 AM westbound ten minutes later, "Pennsylvanian" (with added Downingtown stop) 40 minutes earlier, and the 1:10 PM an hour earlier. Eastbound, the 10:30 AM from Harrisburg will run 15 minutes earlier, and the 2:15 PM an hour earlier. Also, the westbound "Keystone Executive," now leaving Phila. at 3:55 PM weekdays, will run an hour later.

Meanwhile, the House Energy & Commerce Committee approved an Amtrak authorization that would force cuts in the heavily used Harrisburg rush-hour service (see Legislative Update).

**NEW CARROLLTON STATION:** One of the nation's best-served intermodal transportation centers will be complete on Oct. 30 when Amtrak moves its facilities from auto-dependent Capital Beltway Station in Lanham, MD, about a mile south to New Carrollton, MD, a joint facility already served by Washington's Metrorail and many local bus routes (including the Mon.-Sat. F4 to Prince George's Plaza and the Silver Spring Greyhound, Trailways, and Metrorail stations—roughly 40- and 60-minute headways weekdays and Saturdays, respectively, with last departures from New Carrollton at 9:35 PM and from Silver Spring at 9:45 PM).

The Metrorail Red Line—which is confined to the District and to Montgomery County, MD—already connects with Amtrak at Washington Union Station. But Metro's trains originating at New Carrollton go direct to several points not served by the Red Line, including two in Prince George's County, MD, 12 in Washington (among them: RFK Stadium/DC Armory; Capitol South for the House of Representatives and Library of Congress; L'Enfant Plaza for U.S. DOT offices; and Foggy Bottom for George Washington University), and Virginia points including Rosslyn and—at least through Dec. 16—Pentagon and National Airport.

The Amtrak/Metrorail transfer will require a shorter walk at New Carrollton than at Union Station, particularly for trains using Union Station's lower level (just about everything except "Capitol Ltd.," Metroliner Service and most local commuter trains). And New Carrollton is a shorter drive from the Beltway (I-95) than is Capital Beltway Station!

Until a new garage is completed, passengers will have to walk a bit further to Amtrak parking than at Lanham, but walks remain shorter than at National Airport and passengers can unload at the Metro "Kiss 'n' ride" area.

Sen. Charles McC. Mathias, Jr. (R-MD) and James W. Rogers, a Bladensburg, MD, realtor and NARP member, deserve credit for pushing the right officials to get the project completed in a timely manner with adequate Amtrak parking.

The next Metrorail line to open, probably Dec. 17, will produce yet another intermodal center, since King St. station is adjacent to Amtrak's Alexandria, VA, station.

**ADIRONDACK SCHEDULE:** The daylight NY-Albany-Montreal "Adirondack" gets a drastically altered schedule starting Oct. 30, although the plan is to restore the traditional pattern next Apr. 29.

Effective 10/30/83 through 4/28/84

2:05 PM	dp	NY (GCT)	ar	10:17 PM
4:32 PM	ar	Alb/Ren	dp	7:45 PM
4:45 PM	dp	Alb/Ren	ar	7:30 PM
7:37 PM	dp	Westport	dp	4:31 PM
10:35 PM	ar	Montreal	dp	1:45 PM
		(Windsor Sta.)		

The reductions in running time (from 8:48 to 8:30 north; 8:52 to 8:32 south) result from the deletions (also planned on a seasonal basis only) of stops at Fort Ticonderoga, Willsboro, Port Kent, Montreal West, and Westmount.

The seasonal change was requested by the Olympic Regional Development Authority (ORDA) and its president and chief executive officer, Ned Harkness, who has played a major role in revitalizing the Adirondack region, for exam-

ple, by getting the former Olympics facilities in use as training facilities for future Olympics hopefuls, and has helped Amtrak's "Adirondack" survive state budget crises.

The Westport Hotel, which already sells Amtrak tickets, is adjacent to the Amtrak Westport station, and access to the trains is to be improved by construction of a new stairway and provision of a pedestrian/railroad grade crossing.

ORDA is working on the establishment of attractively priced packages including round-trip rail between Westport and NY-Albany points, and connecting busses for rail/lodgings and lodgings/ski area (or Fall Foliage tour) transportation. The packages are to be sold by area travel agents. Although the discount fares will not be available independent of the packages, it's expected that individual travelers normally will be allowed to ride the bus connection, paying for it on the spot. Be sure the conductor knows your plans because he will give the bus operator a count in advance that will determine what size vehicle operates that day.

The new schedule would allow someone to leave New York City late on a Friday afternoon, for example, and spend almost two full days upstate before returning Sunday night. It will also open up same-day connections to "Adirondack" from "Silver Meteor" (Florida route), "Cardinal" (thrice weekly from Chicago, Cincinnati, West Virginia), and "Crescent" (New Orleans, Atlanta). During light travel/good weather times, the adventuresome might even try the 46-minute connection from the "Broadway Ltd." (Chicago, Ft. Wayne, Pittsburgh). All of these connections currently involve a station-change at New York City—and will be much more attractive when completion of the West Side connection enables Amtrak to consolidate all New York City service at Pennsylvania Station. Amtrak hopes to get this accomplished by 1985.

At the north end, the new schedule will open up same-day connections from Quebec (including the only other intercity service using Montreal's Windsor Station, the CP line from Quebec City, whose morning schedule runs Mon.-Sat.). Also Mon.-Sat., an all-daylight connection from Toronto will permit one to avoid riding all night on "Cavalier," a Mon.-Sat. tight connection (36-minutes with station-change) from Ottawa is replaced by a comfortable 1:45 connection that runs daily, and the connection from "Ocean" (Halifax) will become far more reliable.

Of course, same-day connections from "Adirondack" to other intercity trains will be limited. They will include daily services to New Haven (MTA/CTA commuter) and Philadelphia, and VIA's overnight trains to Toronto and Gaspé.

**CALIFORNIA ZEPHYR CHANGES:** To improve on-time performance of the CZ/Desert Wind/Pioneer, CZ will bypass Ogden and SP's high-water-plagued causeway across Great Salt Lake, effective with trips originating from Chicago and Oakland Oct. 30. Ogden will continue to be served by the Seattle-Salt Lake City-(Chicago) "Pioneer." (The combined trains, however, will no longer stop at Bond and Rifle, CO, and Green River, UT, in a move aimed at helping the train meet its Denver-Salt Lake City schedule without use of a third diesel locomotive. Bond is primarily for deadheading freight train crews, and Green River is a flagstop.)

CZ will run direct between Salt Lake City and Winnemucca, NV, with Union Pacific (ex-Western Pacific) train and engine





crews. The "new" segment of track—which CZ has been using frequently as a detour route—extends 214 miles from Alazon, NV, the east end of the SP/UP joint operation (eastward trains on UP, westward on SP), to Salt Lake City. (The current route via Ogden is two miles longer westbound and one mile longer eastbound than the new route.) The present change of engine crews at Carlin, NV, will be replaced with a change of both train and engine crews at Winnemucca, which Amtrak expects will take less than three minutes.

The overall schedule will be changed, with these times resulting:

2:10p 7:00-7:30a	dp	Chicago Denver	ar 3:50p 8:50-9:20p
2:50p	ar	Oakland	dp 11:25a
6:05-6:20a 1:25p		Las Vegas Los Angeles	8:30-45p dp 1:50p
3:50-4:00p 7:50p	ar	Portland Seattle	10:30-45a dp 6:45a

Endpoint running-times range from 60 minutes slower (eastward CZ) to 5 minutes faster (westward CZ). This reduces the disparity in eastward vs. westward running times from 80 minutes to 15 minutes. (The eastward service will remain slightly slower because it takes longer to assemble a train than to split it; the three western legs will be assembled in Salt Lake City on their eastward runs, and split there on westward trips.)

Amtrak is negotiating to gain access to the ex-Rio Grande station in Salt Lake City because such a move, along with construction of a "head-on" connection to eliminate backup moves, would allow about 25 minutes to be removed from the CZ's schedule (15 to 25 minutes from Desert Wind's; 15 minutes from Pioneer's), permitting these significant improvements over the Oct. 30 timetable shown above:

- The eastbound CZ would be able to depart Salt Lake City later while preserving the 3:50 PM Chicago arrival needed for connecting with the "Broadway/Capitol" that leaves for the East Coast at 4:50 PM. Thus the eastbound "Pioneer" would be able to RECOVER ITS PRESENT 7 AM SEATTLE DEPARTURE, replacing the unattractive 6:45 departure set for Oct. 30.

- IMPROVED WESTBOUND TIMES AT LAS VEGAS. Las Vegas times (indeed, the entire westbound CZ/Wind/Pioneer schedule) revolve around the limited ability of trains to pass each other between Los Angeles and San Bernardino, and the need to schedule the westward "Wind" to arrive LA before its eastward counterpart leaves. If the "Wind" gets a 25-minute speedup as a result of Salt Lake City changes, the westward "Wind" could depart Las Vegas at 6:45 AM (vs. 6:25 now and 6:20 starting Oct. 30).

- IMPROVED NORTHBOUND DEPARTURE TIMES FROM PORTLAND. As Amtrak sometimes appears not to understand, "Pioneer" is one of three daily round-trips that form a Seattle-Portland corridor service. "Pioneer" is the last northbound trip, and the forthcoming shift of its Portland departure from 4:40 PM to 4:00 ignores the local market's oft-stated need for a late northbound train. (NARP members in the region point to the 5:30 PM Portland departure offered by pre-Amtrak private enterprise). Also, "Pioneer" will wind up in Seattle only 85 minutes behind the northbound "Coast Starlight."

Amtrak could have avoided some of the problem by increasing the station dwell time in Portland, and we hope that this, along with a somewhat later Chicago departure, will produce better Seattle-Portland schedules in 1984.

- IMPROVED WESTBOUND TIMES AT DENVER. Again, assuming the full 25 minutes can be removed from the

"Wind's" schedule, the train could arrive Denver at 7:25 AM (vs. 7:40 AM now, 7 AM starting Oct. 30).

If negotiations regarding the change of station in Salt Lake City are successful, Amtrak would make the switch promptly. If negotiations are successfully concluded in a timely manner, the above schedule improvements would be implemented no later than Apr. 29, 1984.

**ANAHEIM STATION:** On Oct. 30, most of Amtrak's LA-San Diego trains will begin serving a new \$853,000 station at Anaheim. Because of Santa Fe's insistence that it not expand service to daily commuters, the first northbound train on weekdays will not stop at Anaheim, and the daily 7 AM from San Diego will stop only to discharge and to receive passengers connecting to the Coast Starlight.

The station is adjacent to the parking lot of Anaheim Stadium and is closer to Disneyland than is Fullerton Station. Local buses will be approximately ¼ mile away. Amtrak contributed \$51,000 towards the station, the City of Anaheim \$200,000, and the balance—\$602,000 or 71%—came from the state.

**SPIRIT OF CALIFORNIA:** Prospects looked dim for survival of the LA-Oakland (San Fran.)-Sacramento overnight train beyond Sep. 30. The only hope was reported interest by Sen. Paul Laxalt (R-NV) in mandating Amtrak to continue the train, extend it to Reno, and give the promoters of that city an opportunity to launch a marketing campaign the likes of which the train has not yet seen. Meanwhile, the train's ridership continued strong, exceeding 10,000/month for the first time (10,695 in Aug., up 25% from Aug. '82).

**FLORIDA AND CALIFORNIA FAIR FARES:** Round-trips on the Miami-Tampa "Silver Palm" will be sold through Dec. 15 for the price of a one-way ticket plus \$5. Return within 30 days; valid through Jan. 13. Not valid Nov. 23, 27, Dec. 23, 24, 26, 31, and Jan. 2.

Round-trips on the Oakland-Bakersfield "San Joaquins" will be sold through Dec. 15 for the price of a one-way ticket plus \$7. Return within 7 days; valid THROUGH DEC. 15 ONLY. Not valid Nov. 23, 27.

#### NEEDHAM TRAINS TO ROLL AGAIN

Massachusetts projects that Needham commuter rail service will resume in the fall of 1986 when trains are restored to the Southwest Corridor after its reconstruction is complete. The formerly all-single-track branch will be partially double-tracked.

#### GOVERNOR WANTS ATLANTIC CITY TRAINS

Gov. Thomas Kean (R-NJ) has announced his support for passenger rail service to Atlantic City! On Sep. 26, the governor pledged his support in a phone call to Rep. William Hughes (D-NJ), and committed the state to raising the \$20 million local match required in order to obtain the available \$30 million in federal funds (Aug. News). The state is hoping to raise some of its share from the private sector, and Resorts International casino is reportedly still interested in contributing funds for construction of an Atlantic City terminal.

Kean initially was cool to the project, due to the state's tight fiscal situation and to the lack of commuter service in the original rail plan. However, the revised plan includes commuter service between Atlantic City and Lindenwold, the New Jersey terminal for the Philadelphia PATCO rail transit line. According to Rep. Hughes' office, the rail plan envisions two commuter trains in each direction in the morning, and another two per direction in the evening, with likely intermediate stops at Absecon, Garden State Pkwy., Egg Harbor City, Hammonton, and Berlin-Atco.

A big "thank you" to those of you who wrote to Gov. Kean in support of the rail project. Prior to your letters, he had heard mostly anti-rail sentiment—primarily from the bus industry, Atlantic City's "real life" Monopoly.



## Legislative Update (continued from page 1)

Senate Commerce Chairman Bob Packwood (R-OR) on Sep. 14 told the Women's Transportation Seminar that the interest payment problem remains unsolved and said he plans to go to the floor with his Amtrak authorization bill—forgiving Amtrak's debt payments—anyway.

It was possible that Senate Budget Chairman Pete V. Domenici (R-NM) would raise a point of order against consideration of Packwood's bill. The central issue seems to be whether the \$1 billion "cost" of forgiveness of government agency (Federal Financing Bank) loans to Amtrak will be "scored" against the

### HOPE FOR MOBILE

**Hope for getting Mobile-New Orleans service going before the May 12, 1984, startup of the World's Fair was growing in light of a commitment by Alabama Gov. George Wallace to provide \$166,000. Wallace made the commitment in a Sep. 23 letter to James W. (Bill) McFarland of Tuscaloosa, a member of NARP and of the Louisiana-Mississippi-Alabama Rapid-Rail Transit Commission.**

**Supporters of the service were hopeful that similar commitments would be forthcoming from the other two states, thereby providing the state share required for five months' operation under Section 403(b). See our July lead story.**

Budget or the Commerce Committee. Makes no difference in terms of federal budget impact—but the failure to resolve this little fight by Sep. 30 would make a difference!

HR 3648 as reported by the House Energy & Commerce Committee would:

- require continuation of St. Petersburg rail passenger service until Oct. 1, 1985;
- require American High Speed Rail Corporation to submit to Amtrak "a detailed [service] plan . . . including the proposed station stops and methods of financing";
- require Amtrak to submit AHSRC's plan to Congress "along with [Amtrak's] comments on the effect such service would have on existing [Amtrak] service";
- prohibit AHSRC from initiating service "unless during the 120-day period of continuous session of the Congress following the submission of such plan to the Congress, the Congress has not enacted a joint resolution of disapproval with respect to such plan";
- authorize up to \$75,000 "for transfer to the State of New Mexico for a study of the feasibility of establishing a high-speed rail corridor between Santa Fe and Albuquerque"; and
- force Amtrak to discontinue certain Philadelphia-Harrisburg trains.

The full committee actions on Sep. 14 with respect to high-speed rail represented a complete turn-around from what the subcommittee and committee had earlier considered: legislation which would not have affected the AHSRC Los Angeles-San Diego efforts but would have clarified Amtrak's power—and given Congress new power—over other prospective high speed lines.

The high-speed turn-around on high-speed rail appears to have resulted from the efforts of Rep. William E. Dannemeyer

### TO PUBLISH THE SHECK STUDY . . .

**Amtrak 90: Route to Success, a report by Dr. Ronald C. Sheck, was the subject of our lead story in Sep. '82. Although executive summaries of the report, which advocates major service expansions, have been circulated, funds are needed to get the 350-400-page manuscript in shape for a publisher. If you wish to contribute to this effort, checks payable to New Mexico State University Foundation should be sent to the foundation at Box 3590, New Mexico State University, Las Cruces, NM 88003.**

**Sheck, now a member of the NARP board, is on leave from the university while he serves as Director—Planning and Development Division of the State of New Mexico's Transportation Dept., a post he assumed July 25.**

### DELAWARE: FORGET COMMUTER RAIL

**It appears that Marcus Hook, PA, will be the permanent terminus of SEPTA's former Wilmington commuter rail line. (The Hook is 17.1 miles from Philadelphia's Penn Center; Wilmington is 26.7 miles.) Service beyond the Hook ended Dec. 31. SEPTA was willing to operate the service at no cost to Delaware, but Delaware needed to negotiate a trackage rights agreement with Amtrak.**

**A May 18 letter from Delaware DOT Secretary Kermit H. Justice to 54 people who signed a petition stated in part: "The current cost to the State . . . for resumption of service would be over \$800,000/year . . . in addition to passenger fares and the limited federal funds we would allocate. We simply cannot recommend this amount of expenditure for the 200 or so daily users."**

(R-CA), who wants more information about the AHSRC bullet-train project, and heavy lobbying by promoters of high-speed projects in other states, who oppose the expansion of Amtrak or Congressional power over their efforts. An AHSRC source characterized the provisions as "crippling."

As is customary in such matters, HR 3648 does not name AHSRC but includes a generic description that applies only to AHSRC: "any railroad or other person intending to operate intercity rail passenger service to which [Amtrak] has consented . . . before July 1, 1983, but which has not begun operation before such date."

Similarly, the Harrisburg line is not named; the bill refers to "any service operating under [Sec. 403(d)], the "sunset commuter" section] which [Amtrak] has projected will have an avoidable loss per passenger-mile of greater than 11¢ for [FY '84]." To exempt the Ann Arbor-to-Detroit "Michigan Executive," which evidently would also fail the new criterion, the bill clarifies that the new criterion "shall not apply to any train which is operated under both this subsection and subsection (b) of this section." (The "Exec" is the only train operated under both subsections).

The bill would apply the criterion to the Harrisburg 403(d) trains as a group—but would allow Amtrak to keep the service running if Amtrak "projects that it can and will modify or adjust the operation of such service, including the frequency of such service, in a manner which will permit such criterion to be met."

The service consists of three eastbound and two westbound weekday trains—those originating Harrisburg at 5:45, 6:25, and 7:00 AM, and those originating Phila. (Penn Center) at 5:40 AM and 5:30 PM.

An Amtrak source said the group *does not* meet the bill's criterion, which is tougher than the criterion applied to most short-distance trains (11¢/passenger-mile loss vs. 14.0¢ in FY '84). A Hill source speculated that elimination of the 5:40 AM westbound and perhaps the 5:45 AM eastbound trains was the most likely schedule "modification" which might be precipitated by enactment of the new criterion.

Yet the 5:45 averaged 300 passengers/day last November—the most heavily used train on this line. Furthermore, elimination of those trains would have "ripple" effects on PM trains; most people who are forced onto the highway in the AM would also abandon their PM train. It did not appear that Amtrak analysts would look at the problem in depth until after the opportunity to influence the legislative outcome passed.

NARP is opposed to the arbitrary introduction of new criteria into the law and supports the Senate bill's approach of simply deleting passenger-miles-per-trainmile as a criterion.

**NARP urges Pennsylvanians—and all NARP members—to tell your Senators you oppose the "get-Harrisburg" criterion and urge them to see that it is deleted in conference.**

The threat to timely passage of the authorization arises from two possible reasons why President Reagan might veto the bill. First, HR 3648 as reported by the committee includes a requirement that Congress approve agreement(s) for the sale of Conrail by the government. Second, there is bipartisan opposition to recent ICC deregulation of boxcars and legislators may attach to the Amtrak authorization an amendment reversing the ICC's action. ■