



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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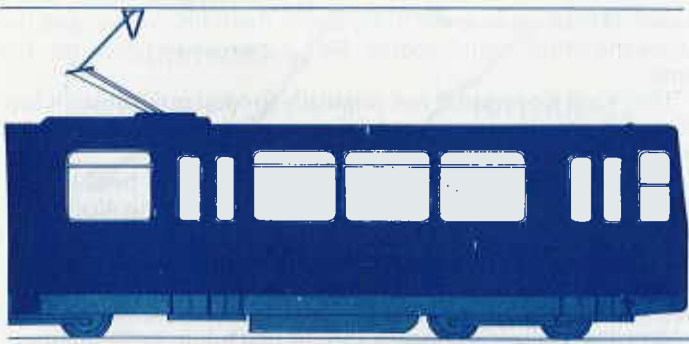
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RETURN REQUESTED

California—Leader in Light Rail



FAREWELL, KAY! THANKS FOR EXCELLENT WORK!

Kay Stortz left the NARP staff Aug. 1, after having served as membership director for 5 years—longer than any of her predecessors. She plans to move to Golden, CO.

During her tenure, NARP's membership grew from 7,500; it now stands at about 11,300. Kay spearheaded the association's search for an in-house computer, and we regret she won't be here to enjoy the fruits of that labor.

Thank you, Kay, for your hard work, and best wishes for you and your Colorado future!

TRAVELERS' ADVISORY

All Aboard America Fares extended through next spring: on sale Sep. 4 through May 31, 1985, and good for travel through June 30, 1985. 1-zone price drops from \$175 to \$150; 2-zone and 3-zone remain \$250 and \$325, respectively. No blackout periods for coach travel; sleeper blackouts: Dec. 12-Jan. 5 and Apr. 5-15. For purposes of the All Aboard Fares, Chicago-Milwaukee will become common to the East and Central zones, and Albuquerque-Lamy (Santa Fe) will become common to Central and West. "City of New Orleans," "Hoosier State," and "Gulf Coast Ltd." continue to be common to East and Central.

On Sep. 4, Caltrans starts another feeder bus for "San Joaquins" 708 and 709. Bus will run between Long Beach and Bakersfield, with stops at Torrance, L.A. Airport, West Los Angeles.

Shuttle service is now available between Santa Fe, NM, and Amtrak station at Lamy, 16 miles south. Fares: \$9 OW, \$17 RT; purchase from driver with cash or travelers check. No advance notice required, as shuttle meets "Southwest Ltd." in both directions. Lamy Shuttle Service (505) 982-8829.

(continued on page 4)

Two California cities have broken ground this year for new light rail "trolley" transit systems, and a third will soon follow. No other state comes close to matching California in light rail activity these days.

Sacramento & San Jose

On March 7, Sacramento began work on the downtown transit mall for its \$131 million, 18-mile light rail system, consisting of two lines radiating from downtown: one toward the east, the other toward the northeast. Twenty-six cars are on order, and some of the system is expected to be open in 1986. Three grade-separation projects, benefitting both the transit line and the Southern Pacific mainline used by Amtrak, have already been completed.

Work began March 23 on San Jose's \$382 million, 21-mile light rail system, which will boast 50 cars and 30 stations in addition to a downtown transit mall. Half the system, from downtown northward, should open in 1987; the south half should follow a year or two later.

Sacramento's 18 miles of rail are being funded primarily from the cancellation and trade-in of 4.5 miles of freeway! San Jose's is, according to the *Mercury-News* (Mar. 24), "the first rail transit system to be funded from the 1¢ of the federal gasoline tax set aside for transit," although nearly half the project's funding will come from non-federal sources.

Los Angeles

Meanwhile, Los Angeles, which has been preparing to build a 22-mile north-south trolley line between downtown and Long Beach, will now get a 17-mile east-west line as well, thanks to a June 13 decision by the Los Angeles County Transportation Commission (LACTC) to proceed with light rail in the Century Freeway median. Construction of the freeway itself has begun.

While a public referendum mandates the eventual construction of rail transit in the Century Corridor, local officials had considered building a busway in the median initially and converting it to rail at a later time. But the LACTC on June 13 voted to go with rail now, to take advantage of existing funding opportunities and to avoid the disruption of a future conversion. Moreover, according to the July 16 issue of APTA's *Passenger Transport*, p. 9: "The [LACTC] decided the operating cost for the rail line would be less than that of the busway, by as much as \$9 million per year in current (unescalated) dollars. This difference is due to the higher labor costs of buses versus rail where large numbers of riders are involved. If the busway were to be built initially, converting it to rail later would cost about twice as much in today's dollars." The 1981 court settlement which cleared the way for the controversial Century Freeway requires the federal government to "pay the cost for a transitway. The transitway could be constructed as a busway/high occupancy vehicle lane, unless

other funds are committed for the extra costs of building a rail line." The LACTC decision provides those "other funds"—\$133 million in county sales tax money. Not a bad price for the locals to pay for a 17-mile rail line, especially considering that had they opted for busway, they still would have had to pay \$93 million for buses and bus facilities. The Century rail line will link Norwalk with the L.A. Airport area, and will interface with the Long Beach line at Willowbrook.

Construction of the Los Angeles-Long Beach line is expected to begin next summer, and funding for the \$400-450 million project will come entirely from county sales tax money. Eighteen of the 22 miles will utilize a Southern Pacific Railroad right-of-way; the balance will be built in city streets.

San Francisco & San Diego

Two other California cities with light rail systems already in service are planning expansion.

San Francisco, whose trolley system dates back to the turn of the century period, is planning a 2.3-mile, \$17.5 million extension of its J-Church Line from 30th & Church Streets to BART's Balboa Park Station. Preliminary engineering is underway, and the Metropolitan Transportation Commission is seeking UMTA funds for construction of this "priority project."

San Diego, whose system opened in 1981, is planning a 15.5-mile, \$113 million branch from Imperial Station to El Cajon. The first 4.5 miles to Euclid are already under construction, thanks to \$33 million in state and local money, and should open in mid-1986. All land for the remaining 11 miles has been acquired.

Many trends get their start in California and then go nationwide. We hope light rail is no exception. ■

ANOTHER MAUSTON CROSSING BITES THE DUST

In May, we reported that Wisconsin Transportation Commissioner Joseph Sweda had ordered 2 of Mauston's 12 grade crossings closed, and we urged him to consider additional closures. On July 10, Sweda issued a supplemental order to shut-down a third crossing. Fully one-fourth of Mauston's crossings will thus be eliminated.

Gulf Coast Stellar Performance

The New Orleans-Mobile "Gulf Coast Limited" has proved a tremendous success, with ridership roughly *four times* greater than Amtrak had predicted!

During the last half of May, the westbound train averaged 200 passengers into New Orleans each day. Even after discount introductory fares ended July 1, ridership remained strong: between July 24 and Aug. 7, for example, the westbound train averaged 156 daily passengers into New Orleans. The 4-month-old train is out-performing many established trains. In June, *only 6* of Amtrak's 18 short-distance routes carried more people than the "Gulf"! Moreover, the "Gulf" *surpassed 6 long-distance trains*: the "Montrealer," "Cardinal," "Sunset," "Eagle," "Colonial," and Auto Train.

Gene Price, Amtrak's New Orleans District Manager, was quoted in the June 20 New Orleans *Times-Picayune* as saying: "It's a great success story. We're tickled to death!"

The train's success is especially significant when you recall that Amtrak's Marketing Dept. had projected a single daily frequency over this route would only garner 42 passenger-miles per train-mile (i.e., the equivalent of 42 passengers aboard for the entire 145-mile trip). It's also worth noting that the train's immediate success came despite disappointing World's Fair attendance, the refusal of most on-line cities to raise train speeds, and the lack of a rail constituency in a market which had been without passenger trains for 13 years.

Shortly after the train began Apr. 29, it became apparent that the 2-3 car consist would be inadequate, and true to his word, Amtrak Pres. W. Graham Claytor Jr. provided extra cars. 5-7 car trains became common, and a second food service attendant was added to help handle the cafe crowds. With all intermediate stations unstaffed, Seaboard train crews have been swamped with ticket sales, but it apparently hasn't dampened their enthusiasm—we understand some are so thrilled with the train that they

PAN AMERICAN RAILWAY CONGRESS

The Federal Railroad Administration, with the Association of American Railroads (AAR) and the American Short Line Railroad Association, is sponsoring the 16th Pan American Railway Congress Oct. 3-9 in Washington (headquarters hotel: Hyatt Regency Crystal City in Arlington, VA).

In conjunction with the Congress, there will be an international railway equipment and supply exposition sponsored by Amtrak, AAR, Railway Progress Institute, and others, Oct. 4-6 at the hotel and at Potomac Yard (shuttle bus provided).

The latest railway equipment will be on display from companies worldwide.

Details: XVI Pan American Railway Congress, FRA, P.O. Box 23278, Washington, DC 20026. Telephone 202/472-2560; Telex 892427.

went out and bought passenger-style uniforms at their own expense!

While it's clear that many passengers are fairgoers, a number of riders appear to be using the train for business, shopping, and other purposes, including accessing Amtrak's long-distance network at New Orleans. Of course, the number of non-fair passengers is crucial to whether the train will become a permanent part of the landscape. In late June, Amtrak undertook a passenger survey to learn more about the train's riders, and the Louisiana-Mississippi-Alabama Rail Commission may do the same.

The "Gulf Coast Ltd." was originally funded only through Sep. 30, but better-than-expected revenues will allow it to continue into mid-December.

Long-term prospects depend on funding action by Louisiana, Mississippi, and Alabama, which share the cost of this 403(b) train with Amtrak. On May 31, Alabama Gov. George Wallace (D) let die a \$428,000 appropriation bill to fund the train another year, as he felt the bill should make Alabama's contribution conditional upon contributions from the other two states. A modified bill addressing Wallace's concern should reach him in September.

In Louisiana, a request to the state's interim emergency board has been made by the tri-state commission, for \$500,000 for the train and related purposes. In Mississippi, the hope is that a 3-member panel consisting of the governor and two appointees will allocate the necessary funds by reprogramming other projects.

We hope that if the states commit to continuing the train, but cannot deliver their bucks in time, that Amtrak will "carry" the train until the state money arrives. Surely that's not asking too much for "the little train that could" (and has)! ■

Meet NARP's New Membership Dir.— Holly Anne Richardson

Holly Anne Richardson, a native of Glastonbury, CT, near Hartford, is NARP's able new membership director. She is a recent graduate of American University, Washington, DC, where she majored in political science. She attended Bates College, Lewiston, ME, during her freshman year.



Holly Anne has worked as an intern in the Hartford district office of Rep. Barbara B. Kennelly (D-CT), and has also worked in Hartford at the Travelers Insurance Co., in the Casualty-Property Commercial Lines Division of their National Accounts Information Services Dept. She processed and coded claims, researched and prepared special reports for clients, and assisted in year-end valuation of accounts. She also used the IBM 3278 terminal for updating the data-base, experience of special interest to NARP as we approach a decision on the purchase of an in-house computer system.

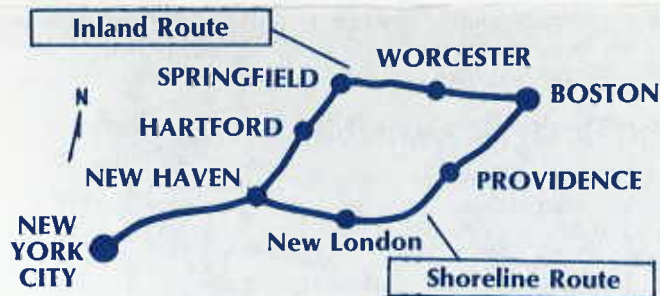
Welcome aboard, Holly Anne! ■

Amtrak Embarks on New England Upgrading

Amtrak has big plans for New England—or more specifically, interior New England.

On July 25, the Amtrak Board of Directors approved the first phase—\$2.5 million—of a four-phase, \$19.2 million project to upgrade the New Haven-Springfield line which it owns. The project includes conversion of the track to continuous welded rail, the installation of a centralized traffic control system with bi-directional signalling, and the rebuilding of the roadbed. The track and signal work, which is expected to take four years, will result in a better ride quality, and will permit train speeds to increase from 70 to 79 mph maximum, shaving 15 minutes off New Haven-Springfield running times.

Days after the board meeting, Amtrak announced that, effective Oct. 28, it will restructure Springfield Line service so as to double the number of through trains to/from New York City and Washington. Included in this restructuring: the restoration of “inland route” service between Washington, New York, and Boston via Hartford, Springfield, and Worcester.



At present, Amtrak operates nine New Haven-Springfield roundtrips, but only two—the “Bankers” and “Montrealer”—operate through New Haven to/from points on the Northeast Corridor. Beginning Oct. 28, Amtrak will replace two of its seven “Connecticut Valley” locals with through trains. (To be technically correct, Amtrak plans to replace one with a through train, and upgrade a second with designated through cars.)

The through trains will have three important advantages over the locals they replace: they will eliminate the need for passengers to change trains at New Haven; they will offer food service; and they will be locomotive-hauled and thus considerably more reliable than the trouble-prone SPV2000 self-propelled cars.

By doubling the amount of through service between the Springfield Line and the Northeast Corridor, Amtrak may finally begin to cash in on several tremendously-promising but heretofore largely untapped markets. New York-Hartford, at 112 miles, and New York-Springfield, at 137, are roughly comparable to New York-Albany, 142 miles. The populations of Hartford, 136,000, and Springfield, 152,000, are greater than the combined Albany-Rensselaer, 111,000. Yet Amtrak’s NY-Albany ridership is twice that of NY-Hartford-Springfield, and Amtrak’s market share is 7 times greater on the Albany line! Without question, the scarcity of through trains has been a major obstacle in developing business in the NY-Hartford-Springfield market. (Indeed, today’s through service is even more scarce than it would first appear, as one of the two through schedules, the “Montrealer,” calls on Hartford and Springfield at very unappealing hours: Hartford at 11:47 PM north, 4:10 AM south; Springfield at 12:25 AM north, 3:34 AM south.)

One of the new through runs will perform the added function of restoring NY-Boston service via the “inland route.” The last such inland train, Massachusetts’ 403(b) “Bay State,” expired in 1975. While slower and approximately 4 miles longer than Amtrak’s “shoreline route,” the “inland route” serves a population 3 times greater between Boston and New Haven. The new inland train, to be called the “Bay State,” will directly link Worcester and NY, the state capitals Boston and Hartford, and various other city-pairs, for the first time in 9 years. ■

ZEPHYR REROUTE PAYING OFF

The popularity of the “California Zephyr” has grown dramatically since the train was rerouted into the Colorado Rockies in July 1983. According to Amtrak, while system ridership was up 5% for the first 8 months of this fiscal year, “Zephyr” ridership was up 21%. Comparing this 8-month period (after reroute) with the year-ago period (before reroute): “Zephyr” ridership rose from 394,000 to 479,000; revenues climbed from \$12.7 to \$16 million; and losses were cut by half. (“Zephyr” data include “Pioneer” and “Desert Wind” in both years.)

Airline Woes

Air deregulation and the economic upturn have led to many new airline flights, causing a sharp rise in air congestion and flight delays, especially in the Northeast and at Chicago, St. Louis, Atlanta, and Denver. At the same time, disappointing summer traffic, reduced yields, and too many seats aloft have hurt the industry’s finances.

During the first half of this year, air delays were up 72.6% over last year’s period nationwide. During May, New York’s LaGuardia reported a 223% increase in delays. On June 21, a total of 1251 arrivals or departures were reported delayed in the U.S. by anywhere from 17 to 150 minutes.

While the airways are more congested than ever, the number of FAA traffic controllers is still at least 1000 short, in the wake of the 1981 PATCO firings. In its July 9 issue, *U.S. News & World Report* said Pan Am Chairman C. Edward Acker had recently written the FAA: “The air-traffic-control problem has gone from bad-to-worse-to-horrible-to-intolerable.” Citing 79 flights delayed in a four-day period, Acker said that the problem at [NYC’s] Kennedy threatens Pan Am’s ‘ability to exist as a U.S. air carrier.’”

The traffic-control problem has also given rise to concern over midair collisions. Again *USN&WR*: “In an internal memo, Ralph Kiss, former air-traffic manager in Denver, warned of ‘too many aircraft in the system,’ which taxes the capabilities of controllers and brings ‘a very high risk of a midair collision.’” Lending credence to this fear were 4 near-misses in Washington-Baltimore airspace between late July and mid-August.

Meanwhile, the August 6 issue of *Business Week* reported: “The stock market is finally catching up with what airline executives have known for months: The year-old recovery in airline earnings is losing momentum. Disappointing summer traffic, declining average fares, and a huge increase in the number of seats aloft are all taking their toll. And the bad news has suddenly translated into a free fall in airline stocks.

“The delayed reaction on Wall Street stems from investors being so mesmerized with soaring air traffic that they failed to note that airline earnings were unlikely to continue keeping pace. . . . ‘Investors looked at traffic trends as surrogate for earnings trends,’ says Julius Maldutis, an analyst at Salomon Bros. But now they are judging performance by a different criterion—yield, or what a passenger pays to fly one mile.” ■

U.S. OIL ADDICTION

“If the entire world consumed oil at the 1980 U.S. rate of 30 barrels per person annually, proven reserves would be exhausted in five years.”

—Lester R. Brown, Pres., Worldwatch Institute, Paper #53, page 15

MORE NARP-MEMBER TRAVEL AGENTS

Omitted from our list (March News) of NARP members who are Amtrak-appointed travel agents: **David MacDonal**d, *The Moorestown Mariner Travel Service, Inc.*, 19A E. Main St., Moorestown, NJ 08057, 609/778-0871; *Love World Travel*, 1835 “K” Street, NW, Suite 803, Washington, DC 20006, 202/887-5293. If you need help with your rail travel and vacation plans, why not give a fellow-NARP member a call? (For list of other NARP travel agents send a SASE marked “March News” to NARP, 417 NJ Av., SE, Washington, DC 20003.)

TRAVELERS' ADVISORY (continued from page 1)

Amtrak's weekday 7:45 AM NY-to-Albany express will continue at least through Oct., 1985, notwithstanding its absence from the Aug./Sep. *Official Guide* and the "operate for 90 days only" footnote in Amtrak's corrected Form 9 of Apr. 29. Copies of the latter still available from NARP if you send a SASE.

Amtrak introduced a new Boston-New York City fare plan Aug. 15: good only in coach, OW peak fare is \$25 and OW off-peak is \$19. Peak fare valid any day but intended for Mo-Th; off-peak good only Fr-Su. Children 2-11 half price. Fare good at intermediate points where advantageous (and at Newark). Valid for 30 days; no stopovers.

This fall, Amtrak will link its Arrow computerized reservation system with a second airline reservation system—American's Sabre, the nation's largest transportation res. system with over 8200 subscribers. Early this year, Amtrak tied-in with Trans World's PARS, with 3000 subscribers. Both Sabre and PARS are expected to gain automated Amtrak ticketing capability by early next year.

Trailways' new Washington terminal is 12 blocks closer to Amtrak/Union Station, but the 4-block walk north from Union Station is not recommended after dark. Capitol Trailways has solved the access problem by stopping most Washington-Harrisburg buses at Union Station as well. Recent changes in Amtrak's smoking policy have caused some confusion. Here's the new policy designed around survey data indicating 30% of passengers smoke.

LOUNGES: HERITAGE: smoking permitted except at 2 tables closest to serving counter. **SUPERLINER:** smoking upstairs in end sections beyond glass partitions; downstairs, no smoking at 2 tables closest to serving counter.

CAFES: no smoking.

CLUBS: smoking in rear 3 rows of club section; no smoking in coach section.

DINETTES: smoking permitted except at 4 tables closest to serving counter; no smoking in coach section.

SLEEPERS: smoking permitted in private accommodations.

DOME-COACHES: no smoking (except in restrooms).

DINERS: no smoking.

COACHES: smoking only in coaches designated, or in sections of coaches designated, for smoking. **SUPERLINER:** smoking in rear 4 rows upstairs. **HERITAGE & AMFLEET:** as a general rule, 1 in 4 coaches is to be designated for smoking, with smoker next to cafe when possible.

Pipes and cigars are prohibited except in private sleeping accommodations.

A Doctor Speaks Out

The following are excerpts from a letter by retired Los Angeles pediatrician Arthur M. Grossman. The letter appeared on the opinion page of the May 18 issue of *American Medical News*. His words serve to remind us of what is so very wrong with transportation in America. Reprinted by permission of the American Medical Association.

Americans are being held hostage in steel-encased projectiles known as automobiles. These prison walls, which prevent the hostages' escape to an environment of safe transportation, have been built and maintained by the automobile-oil-freeway combine.

At a cost of billions of dollars each year, it is estimated that highway crashes in 1983 killed more than 43,000 people and injured 1.4 million more, about 20% of them seriously.

Since the first fatal crash in 1903, the automobile has been involved in killing 2.5 million Americans, temporarily injuring 125 million, and permanently injuring 43 million.

All of our wars have not produced such awesome figures of death and injury. . . . The media daily alert us to the dangers of Three Mile Island, the Niagara Falls Love Canal, nuclear war, Mt. St. Helens, toxic waste disposal, and toxic shock syndrome.

Strangely overlooked during these same 24 hours are the roughly 70 Americans killed and 9,000 injured in automobile-related accidents.

Despite this carnage, our federal government maintains an economy that supports the auto, oil, and freeway interests. Blind indifference prevents the development of a superior public transit system that could reduce the fatalities and injuries more than 50% within one year.

This pathogen we call the automobile is the greatest cause of death in children from 5 to 24 years old, accounting for a total loss of one million productive years of life, according to the U.S. Dept. of Transportation. . . .

Germs and poisons are not the greatest threats to the lives of our children. After the newborn pokes its head out of the maternal channel, having survived the most important mobility of its life, it will be exposed to the current transportation systems and will be defenseless against its greatest enemy—the automobile.

Our government has let it be known that 'one out of every six paychecks in this country is related to the auto industry.' Strangely enough, no mention is made of the fact that two out of every five children born this year will be killed or injured by the automobile by the end of the 20th century.

Let's leave our children a better legacy: safer cars and an improved mass transit system. After all, the lives of two children are more important than one auto-related paycheck. ■

Amtrak Signs Available

Amtrak is now manufacturing station directional signs, and will make them available to cities free of charge—provided the cities do the installations. The signs are green and white, and include the internationally-recognized train station pictograph.

If your city has an Amtrak station and could use some signing, have your station agent or an appropriate city official (mayor, city manager, or public works director) contact Amtrak's Station Policy & Planning Dept., 400 North Capitol St., NW, Washington DC 20001—Attn: Vincent Roth. ■



COMMUTER RAIL: GOOD NEWS AND BAD

A Miami-area study has selected Deerfield Beach-Miami commuter rail service as the best of 44 commuter options. "Doug Golden, of the consulting firm Transportation and Distribution Associates, estimated it would cost \$10 to \$12 million as a minimum to get the service started [up to five peak-hour round-trips per day], plus a subsidy from state and local governments of about \$3.5 million annually." (*Miami Review and Daily Record*, Apr. 3).

Arthur Teele Jr., who served the Reagan administration as head of the Urban Mass Transportation Administration said, "It's not a question of should we wait to do this, but can we afford to wait." "As the nation's population density moves toward Florida, it is brought by people from the areas familiar with rail commuter service, Teele said."

Meanwhile, California's DOT "no longer is planning commuter rail service from Los Angeles to Riverside and San Bernardino. In its five-year rail plan released [Feb. 23], Gov. Deukmejian's department says it no longer will even study commuter rail lines that had been pushed by Caltrans under the administration of Gov. Edmund G. Brown Jr.

"The department's decisions could be overturned by a combination of the Legislature and the California Transportation Commission if the former appropriated money for rail passenger lines and the latter assigned the funds to the deleted projects.

"It is unlikely, however, Deukmejian would permit" this to happen. (*The Press-Enterprise*, Riverside, Feb. 24).