

1960's - The disappearing passenger trains



PARTLY CLOUDY
Partly cloudy and colder
Wednesday. High around
40. See Page 77.

CHICAGO SUN-TIMES

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Penn Central seeks big cutback, nearly isolating city from East by train

By Fred Fraily and William Granger

The Penn Central, which operates the nation's largest passenger train system, plans to seek government permission soon to end nearly all passenger service west of Albany, N.Y., and Harrisburg, Pa., it was learned Tuesday.

The unprecedented proposal would involve at least 25 inter-city passenger trains operating in and out of Chicago. If approved, the plan would nearly isolate Chicago and much of the Midwest from the East Coast by passenger train.

The discontinuance proposal would include the historic Broadway Limited, the South Wind and Trains 27 and 28, the remnants of the former Twentieth Century Limited.

In addition, the proposal would have a dramatic effect on passenger train service to the West that connects at Chicago.

The railroad plans tentatively to announce its curtailment plans next week. But the date could be set back if circumstances warrant, industry sources said.

Officials at Penn Central's Philadelphia headquarters have attempted to maintain secrecy as they worked feverishly for weeks preparing petitions for submission to the Interstate Commerce Commission and some

EXCLUSIVE

state regulatory agencies.

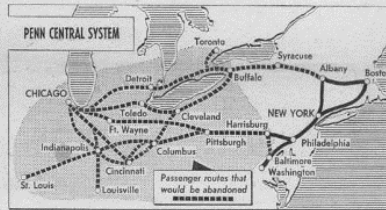
In all, 32 passenger trains connecting dozens of Midwest and Eastern cities face extinction in the Penn Central proposal.

A congressional source in Washington said that top Penn Central officials, including chairman Stuart T. Saunders, met with the ICC last week to discuss the road's passenger train deficit, which was \$100 million in 1969.

The Penn Central's train-off proposal includes these trains that terminate in Chicago:

—Four trains in each direction daily to New York via Pittsburgh, including the Broadway Limited.

—Three trains each way between Chicago and Buffalo via Cleveland, including Train 27



Penn Central seeks to terminate at least 25 inter-city passenger trains operating in and out of Chicago.

U.S.-wide rail strike set; Nixon asks ban

Stories on Page 2

YOUR ALDERMAN REPORTS

Inter-city trains dying out fast

By Mr. Ward Alderman, Loan 56, Desoria

The nation's largest passenger train system, Penn Central, is planning to end nearly all passenger service west of Albany, N.Y., and Harrisburg, Pa., it was learned Tuesday. The unprecedented proposal would involve at least 25 inter-city passenger trains operating in and out of Chicago. If approved, the plan would nearly isolate Chicago and much of the Midwest from the East Coast by passenger train. The discontinuance proposal would include the historic Broadway Limited, the South Wind and Trains 27 and 28, the remnants of the former Twentieth Century Limited. In addition, the proposal would have a dramatic effect on passenger train service to the West that connects at Chicago. The railroad plans tentatively to announce its curtailment plans next week. But the date could be set back if circumstances warrant, industry sources said. Officials at Penn Central's Philadelphia headquarters have attempted to maintain secrecy as they worked feverishly for weeks preparing petitions for submission to the Interstate Commerce Commission and some state regulatory agencies. In all, 32 passenger trains connecting dozens of Midwest and Eastern cities face extinction in the Penn Central proposal. A congressional source in Washington said that top Penn Central officials, including chairman Stuart T. Saunders, met with the ICC last week to discuss the road's passenger train deficit, which was \$100 million in 1969. The Penn Central's train-off proposal includes these trains that terminate in Chicago: —Four trains in each direction daily to New York via Pittsburgh, including the Broadway Limited. —Three trains each way between Chicago and Buffalo via Cleveland, including Train 27

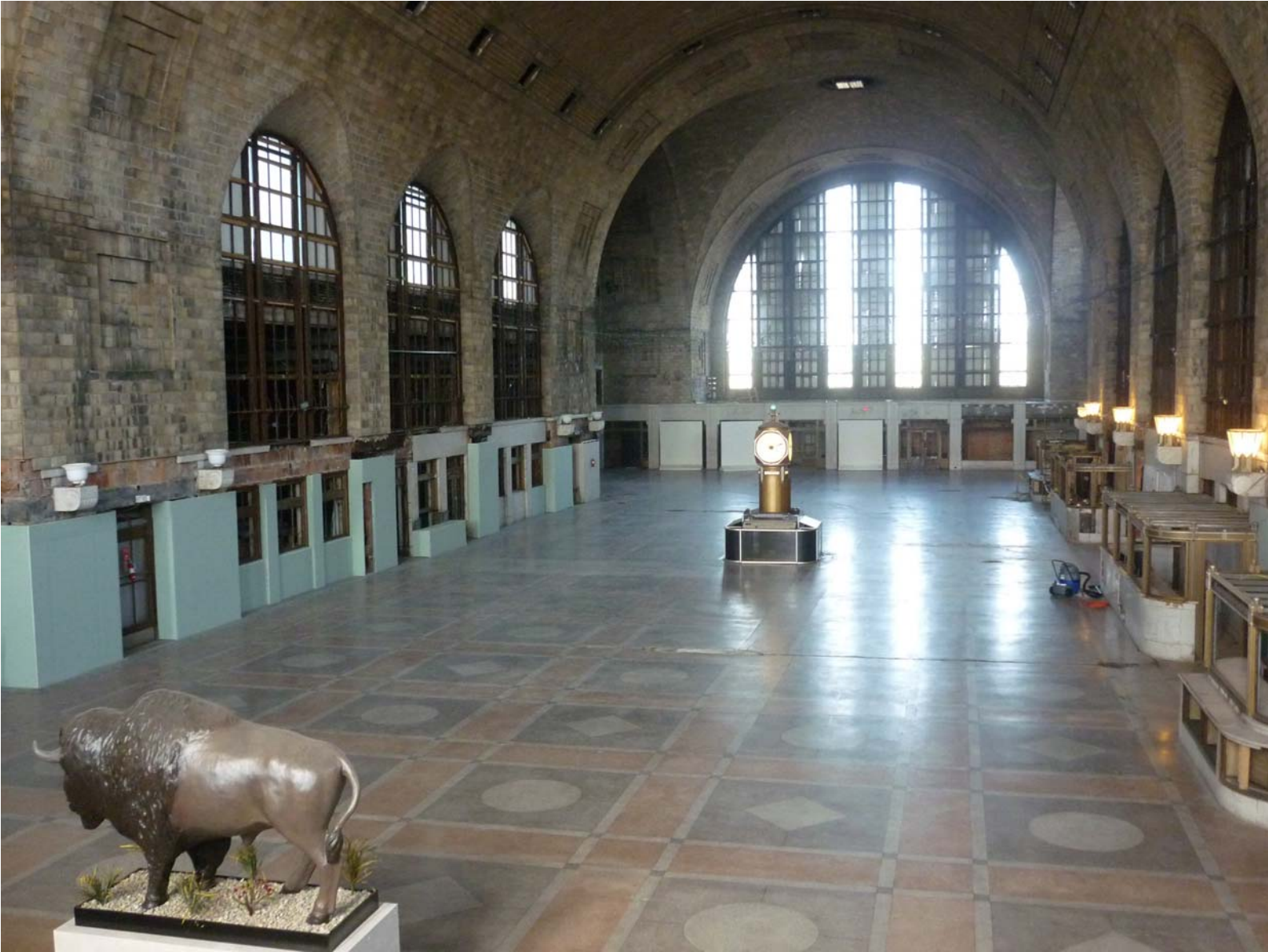
Plan to end rail service is gathering opposition

The plan to end nearly all passenger service west of Albany, N.Y., and Harrisburg, Pa., by Penn Central is gathering opposition. The proposal would involve at least 25 inter-city passenger trains operating in and out of Chicago. If approved, the plan would nearly isolate Chicago and much of the Midwest from the East Coast by passenger train. The discontinuance proposal would include the historic Broadway Limited, the South Wind and Trains 27 and 28, the remnants of the former Twentieth Century Limited. In addition, the proposal would have a dramatic effect on passenger train service to the West that connects at Chicago. The railroad plans tentatively to announce its curtailment plans next week. But the date could be set back if circumstances warrant, industry sources said. Officials at Penn Central's Philadelphia headquarters have attempted to maintain secrecy as they worked feverishly for weeks preparing petitions for submission to the Interstate Commerce Commission and some state regulatory agencies. In all, 32 passenger trains connecting dozens of Midwest and Eastern cities face extinction in the Penn Central proposal. A congressional source in Washington said that top Penn Central officials, including chairman Stuart T. Saunders, met with the ICC last week to discuss the road's passenger train deficit, which was \$100 million in 1969. The Penn Central's train-off proposal includes these trains that terminate in Chicago: —Four trains in each direction daily to New York via Pittsburgh, including the Broadway Limited. —Three trains each way between Chicago and Buffalo via Cleveland, including Train 27











Every American who rides a train owes a debt to Haswell, the feisty activist whose National Association of Railroad Passengers helped create Amtrak. A pain to politicians, railroaders, and union leaders, he was the right man at the right time.

400 miles between Chicago & St. Paul-Minneapolis in 400 minutes



F. D. No. 24182

Ernest Porter, Karl Ranous, Richard B. Rodgers, William C. Shannon, John McDonald Smith, Jay W. Sorge, R. W. Spachman, David S. Tatel, L. E. Torinus, Walter G. Treanor, F. Trowbridge, E. L. Van Dellan, James R. Walker, Jeremiah C. Waterman, Timothy Wittlinger, and Julius J. Zschau for rail carrier interveners.

Jacob P. Billig, Albert J. Carr, Jack Chestnut, John M. Cleary, John F. Donelan, John I. Finsness, Norbert B. Flick, Patrick J. Foster, Harold Goslak, E. J. Hanson, J. E. Hart, John W. Kachel, William J. Kasmer, Donald G. Kettner, Paul J. Maguire, Philip H. Porter, Robert B. Russell, Paul J. Schierl, Robert T. Semrad, Jerry R. Sheahan, Harry G. Slater, Gene A. Summerfield, and Robert W. Taber for shippers and receivers, civic organizations and communities.

Richard H. Kraushaar, William G. Mahoney and Harold L. Ross for railway labor organizations.

John M. Agrey, Herman L. Bode, James R. Cunningham, Norton Hatlie, Richard Maves, Richard Musenbrock, John J. O'Connell, Jerome E. Pederson, P. Kenneth Peterson, Leo J. Steffen, Jr., and Lloyd Wandtke for States and regulatory agencies.

Steven M. Charno, William J. Holloran, Jack Pierce, Joseph J. Saunders, and Donald F. Turner for the United States of America, Department of Justice.

Bruce L. Birchman, Bernard A. Gould, Ellis Gregory, and Alan L. Stiff for the Interstate Commerce Commission, Bureau of Enforcement.

Anthony Haswell as a passenger pro se.

REPORT AND ORDER

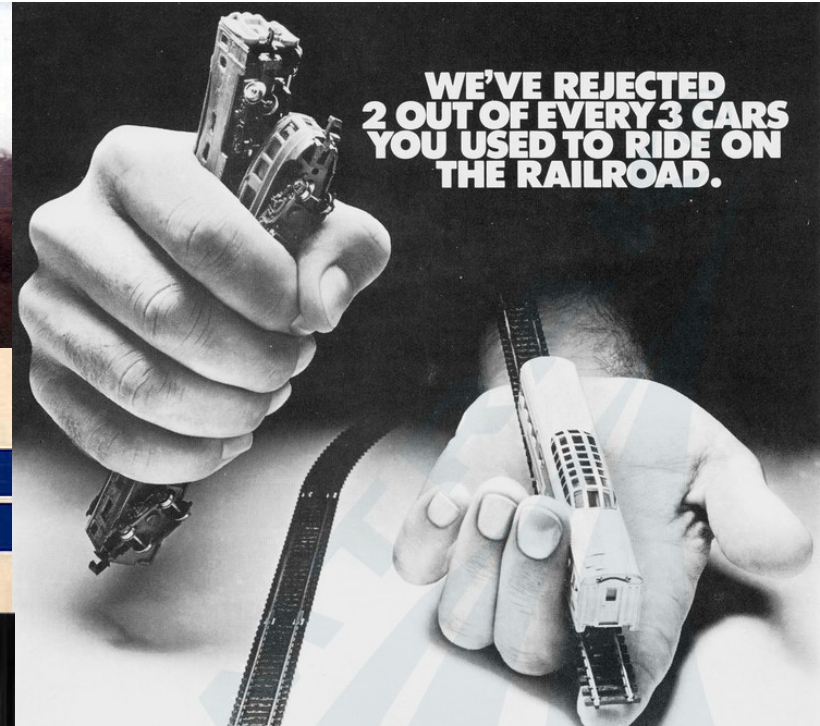
RECOMMENDED BY HENRY C. DARMSTADTER, HEARING EXAMINER

PRELIMINARY STATEMENT OF THE CASE

APPLICATIONS

In the title proceeding, by joint application filed June 6, 1966, as amended July 22, 1968, the Chicago and North Western Railway Company (C&NW)³ and the Chicago, Milwaukee, St. Paul and Pacific Railroad Company (Milwaukee Road), common carriers by railroad subject to the provisions of part I of the Interstate Commerce Act, applied for authority under section 5(2) of the Act:

³The names of applicants, interveners and other parties,



**WE'VE REJECTED
2 OUT OF EVERY 3 CARS
YOU USED TO RIDE ON
THE RAILROAD.**

There were 3000 passenger cars in service on American railroads when Amtrak took over last May. We examined them all. We tested the ride and the brakes. Checked the doors, the seats, the lighting. Some of you know what shape these cars were in because you used to ride them. So you won't be surprised that we decided that only 1200 were good enough for the kind of rail service we want to give you in the future. Most of them are stainless steel. All are air-conditioned.

How's the food these days? Glad you asked. Right now, to be honest, we're only concerned that you get a real good meal every time you step into our dining cars. And that even a snack in an Amtrak coach is always fresh and tasty. But there's a gourmet streak deep inside us that's going to come out in the future and surprise you.

We don't like red tape any better than you do. Some of the most irritating problems of going by train take place before you even step aboard. And we

know it. That's why we're putting such a high priority on faster and simpler reservation and ticketing procedures.

We've also changed the schedules of more than half our trains to provide better departure times and connections. Increased the frequency on some routes. Inaugurated new service on others. All with your convenience in mind.

People who care are caring for you. If you've been aboard an Amtrak train lately, perhaps you've noticed how attentive our personnel are. Nobody has a greater stake in the success of Amtrak.

Their future is riding on it. All this, of course, is only a very small start on a very big job. We've a long way to go before we have the kind of train service you want and we want. But come aboard an Amtrak train this fall and see the kind of progress we're making.

We're making the trains worth traveling again.



“It is up to Amtrak to stand up for its interests”

NARP AND THE RAILROADS

By Anthony Haswell

The new NARP leadership will be confronted for quite some time with the same kind of tough policy decisions that the former board and management had to wrestle with for the past seven years. A good example is NARP's relationship with the railroad industry.

Shortly after NARP began in 1967, it became obvious that the railroads generally wanted out of passenger service. The change of management attitude at Burlington and Northern Pacific, together with the massive withdrawal by the Post Office of mail from passenger trains, ended any chance that the few remaining “pro-passenger” railroads could turn the tide even if they wanted to.

Under the circumstances there seemed no escape from the necessity of adopting an adversary posture toward the industry, as reflected in NARP's vigorous participation in selected “train-off” cases. We felt that it was essential to convince the railroads that total abandonment of passenger service was not legally or politically feasible. Our reasoning was that once they were so persuaded, they would cooperate, however grudgingly, in a government-aided solution which would ameliorate their passenger-related financial problems short of total discontinuance. The creation of Amtrak appears to have justified the position we took.

Some people criticized NARP in those pre-Amtrak days for being too antagonistic toward the railroads. They thought that NARP should concentrate its energies on helping to correct unfair governmental policies toward railroads, and in persuading rail management to be less negative about passenger service. I sincerely believe that such an approach would have left us with far fewer passenger trains than we have today.

Since the coming of Amtrak, there have been a number of instances where railroads have refused to give Amtrak full cooperation.

At first NARP was directly critical of the railroads, both in Congressional testimony and elsewhere. My instinct now is that this may have been a mistake. First, in at least some cases, the railroad position was a reaction to the professional inexperience and incompetence of Amtrak.

Second, since Amtrak has the legal and financial responsibility for passenger service, it is up to Amtrak to stand up for its interests. If Amtrak fails to do so—as it has in too many instances—it is difficult for outsiders such as NARP to convince people that a railroad is at fault. Where Amtrak has the power and right to force a railroad to mend its ways, our criticism should be directed at Amtrak.



Times of Transition

1980-2000:
Freight Service Seared

Amtrak



In the 1970s, after a long period of economic
stagnation, the U.S. government began
to invest in passenger rail service. This was
done through the creation of Amtrak.

The legislation was the result of a bill
that was introduced in the House.

The Amtrak passenger service is the result of a bill
that was introduced in the House in 1970. This bill
was passed by the House in 1970 and
signed into law by President Nixon.

In the early 1980s, the federal government
began to reduce its investment in passenger
rail service. This was done through the
passage of the Staggers Rail Act of 1980.

The Staggers Act gave railroads more
flexibility in setting rates and in
operating their lines.

The result of these changes was a decline in
passenger rail service. This was due to
the fact that railroads were no longer
required to provide passenger service.

19
Pa

Best Friend of the Railroad Passenger Leaves Post as NARP Chief Executive

Tony Haswell since 1963 has been the "best friend of the railroad passenger."

In that year, Tony began a course of action which eventually led to the founding of the National Association of Railroad Passengers and to his full time involvement.

Many feel it also led to the founding of Amtrak, and Tony is often referred to as the "father of Amtrak."

Haswell's efforts began with an unsuccessful 1963 attempt to stop the North Western Railroad from discontinuing the "400" trains between Chicago, Milwaukee and the Twin Cities. In 1965, Tony filed his first petition with the Interstate Commerce Commission. It indicated an extremely effective blending of his railroad knowledge — which is encyclopedic — and his lawyer skills. Other petitions followed.

Then, in April, 1967, Haswell met in the Plaza Hotel, New York, with Otto Janssen, Peter Lyon and Joseph Zucker to form the National Association of Railroad Passengers. Since then, Tony's every effort — and a great deal of his financial assets — have been devoted to establishing NARP as a strong organization,



Haswell with Senator Claiborne Pell, "father" of the Metroliner.

and battling for the cause of good, modern railroad passenger service.

In the early days, Tony was a lone David, fighting not one, but many giants. With the steady growth of NARP, he became the leader of a small, but determined army of Americans who believe that this country must have an alternative to the airways and highways.

Tony labored long hours at NARP headquarters on Capitol Hill. Often his work week exceeded 80 hours as he met with Congressmen and staff people, wrote legal documents and petitions, and carried on a voluminous correspondence with members of NARP and others. But Tony was never too busy to spend as much time as necessary to educate newsmen in the facts of life concerning passenger service, or to help the pathetic little band of men who formed the nucleus of Amtrak three years ago.

<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 _____

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.)

ridors." Certainly, there would be no expansion of service and no new equipment purchased. And Haswell deserves much of the credit for this.

Tony did not know in advance that this story was being written, because we knew he would not approve it. But we felt that this story is a "must".

Although Tony will no longer be chief executive officer of NARP, he will still be with us as a member of the board of directors and a valued source of information and advice. We wish him well as he returns to his beloved home town, Chicago.

Through the years, NARP NEWS has presented many Congressmen and Senators on these pages under the title "friend of the railroad passenger." But for the past decade, the REAL friend of the railroad passenger has been Anthony Haswell, Esq.

James Whitcomb Riley Service Is 'Fantastically' Improved

David S. Marshall of Dayton, president of the Ohio Association of Railroad Passengers, says Amtrak "has made fantastic improvements recently in its James Whitcomb Riley passenger train service."

The Riley operates daily between Chicago and Washington, D.C. stopping at Muncie, Richmond, Cincinnati, Ashland, and Huntington.

Marshall said the "deplorable" operating conditions that plagued this train during the spring and summer have been reversed almost 100 percent. He said "the train is now very dependable and it runs on time. I rode it recently and the train sometimes arrived at stations ahead of schedule! This is a far cry from the chronic four to six hour delays we experienced in mid-summer."

OARP cites the main reason for the improved service is the new routing over the Chessie System between Cincinnati and Chicago. Late in September Amtrak added local stops at Richmond and Muncie. "Few people know about the new routing and the new station stops," said Marshall, "but passenger loads have increased steadily at these stations. The train is fast becoming a popular way to travel along this route."

On most days the train carries a vista-dome car. "Even at night, to view the passing moonlit countryside from the darkened dome is a unique travel experience," said Marshall.

The Ohio group has prepared an informational folder about the James Whitcomb Riley with maps to help people find the stations in Richmond and Muncie. Copies may be obtained from OARP at P.O. Box 653, Xenia, Ohio, 45385. The Riley is still an all-seats-reserved train.



Massachusetts Rail Expert Ross Capon Joins NARP Staff

Ross Capon, who until recently served as special assistant to the Massachusetts secretary of transportation, has joined the staff of the National Association of Railroad Passengers as assistant director.

Mr. Capon, who was a rail specialist in the secretary's office, is a native of Newton, Massachusetts, and received the degree of Bachelor of Arts in International Affairs at the University of Illinois in 1969.

He started his career as an editorial assistant at Friends Journal in Philadelphia in 1969. In 1970, he became legislative secretary for Friends Peace Committee, Philadelphia.

In 1971, Mr. Capon joined the administration of (then) Governor Francis W. Sargent, in the state office of transportation.

He represented Massachusetts on the "Lake Shore Task Force" which is working to protect the interests of the states to be served by Amtrak's forthcoming Boston-Cleveland-Chicago service.

Mr. Capon lives at 6714 Piney Branch Road, Washington.

✧ ✧ ✧ ✧ ✧

Within a couple of weeks after coming on board, Ross already had brought about some improved service on Amtrak. Unable to use a credit card on a Boston to Washington dining car, he asked Amtrak why? It seems the diners on some routes lacked imprinters, which print the customer's name and account number on the bill. Amtrak obligingly agreed to begin honoring credit cards immediately and to get imprinters installed.



This is one of Amtrak's 26 new high horsepower electric locomotives produced by General Electric. The first was delivered late in 1974. The E60CP units, capable of speeds up to 120 MPH, will be the first new electric passenger locomotives in the Northeast Corridor in more than 30 years. They will operate primarily between New York and Washington.

I believe the nation's fuel problems will be long-term — very long term. All modes of transportation currently produce more than 900 billion passenger miles annually. This is expected to increase to two trillion passenger miles annually within 20 years. It will be quite a challenge to transport all these people. This is where Amtrak comes in. Railroad passenger service — because of its great fuel efficiency and unique ability to use many kinds of fuel — is destined to play a more important role in America's transportation system.

—Joseph Vranich, editor
Amtrak News

AAR Official Predicts Large Increase In Passenger Service

"I think that rail travel between large city pairs is going to be a very vital thing in 20 or so years and maybe sooner," says Richard Briggs, an official of the Association of American Railroads.

"The railroads are still the most efficient form of transportation," he added. Briggs said there will be large increases in the number of passengers hauled by the railroads under contract to Amtrak, especially in the Northeast Corridor.

Briggs took exception to a report in last month's NARP NEWS which said an official of the AAR stated it will be "quite some time" before America even contemplates 200 m.p.h. trains. He sent NARP a report from the Radio-TV Monitoring Service, Inc., which quoted the AAR Research Director, Dr. Bill Harris, as saying "It will be some time before we have 200 m.p.h. trains." (The objection is to the words "even contemplates").

He also objected to the statement (attribution to AAR) that "only three per cent of rail travel is due to passengers and that the future of the railroads is in hauling freight." According to the monitoring service, the interviewer said "... passenger travel only amounts to about three per cent of revenue... what about the other 97 per cent?" AAR's Dr. Harris replied: "Well, the primary function of the railroads in the United States is to move freight... Improvement in the system... will reduce the ultimate cost to the consumer."

Briggs said he endorses Tony Haswell's "joining of hands and the discontinuance of adverse politics" between the Railroads and NARP (expressed by Mr. Haswell in the January issue of NARP NEWS).

"The future promises of improved railroad systems — both freight and passenger — are too large not to seize the opportunity for joint attacks on the major problems that are now preventing railroads from reaching their full national potential," Briggs added.

NARP NEWS agrees, and regrets any misinterpretation of the interview of Dr. Harris.

From a letter to Tony Haswell: On behalf of the Headlights Editors and staff and the Electric Railroaders' Association, I would like to convey our admiration and respect for the outstanding contribution you made toward the preser-



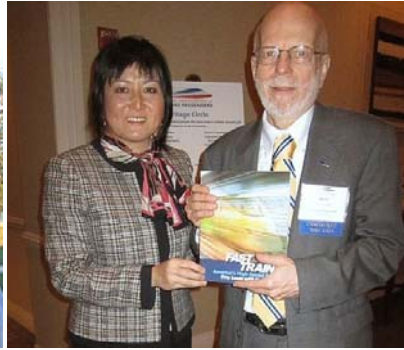
NARP President John R. Martin presents the George Falcon Golden Spike Award to John Robert Smith, Mayor of Meridian, Miss.



Mayor Smith and Brad Robinson, Special Assistant to Sen. Trent Lott (R-MS), as Representative Sonny Montgomery (D-MS) addresses NARP's Washington reception.

The Jack Martin Memorial Garden *Amtrak Station, Atlanta, Georgia*





**NATIONAL ASSOCIATION OF
RAILROAD PASSENGERS**

TRAINS: A TRAVEL CHOICE AMERICANS WANT



Staffers and interns - where are they now?

David Johnson, Vice President
2009



MARC Chief Transportation
Officer (Maryland Transit
Administration)

James Corless
1995 Intern



CEO Sacramento Area
Council of Governments

Thomas Crikelair
Assistant Director 1978



Founder Downeast
Transportation / Tom Crikelair
& Associates Bar Harbor ME

Marc Hoecker
Intern 2005



Marketing Director
Norfolk Southern

Harriett Parcels
Director Campaign for
New Transportation
Priorities 1995



Harriet Parcels
Lancaster County PA
Senior Transportation
Planner

Anthony Perl
Intern 1988



Professor Political
Science Simon Fraser
University Former VIA
Board Member

Jonathan Hutchison
NARP Intern 1995



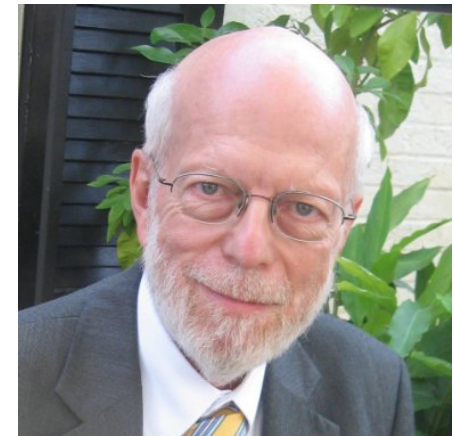
Communications Director North
Clackamas Schools (WA) – previous
Amtrak Western Director Government
Affairs

Scott Leonard
Assistant Director 2004



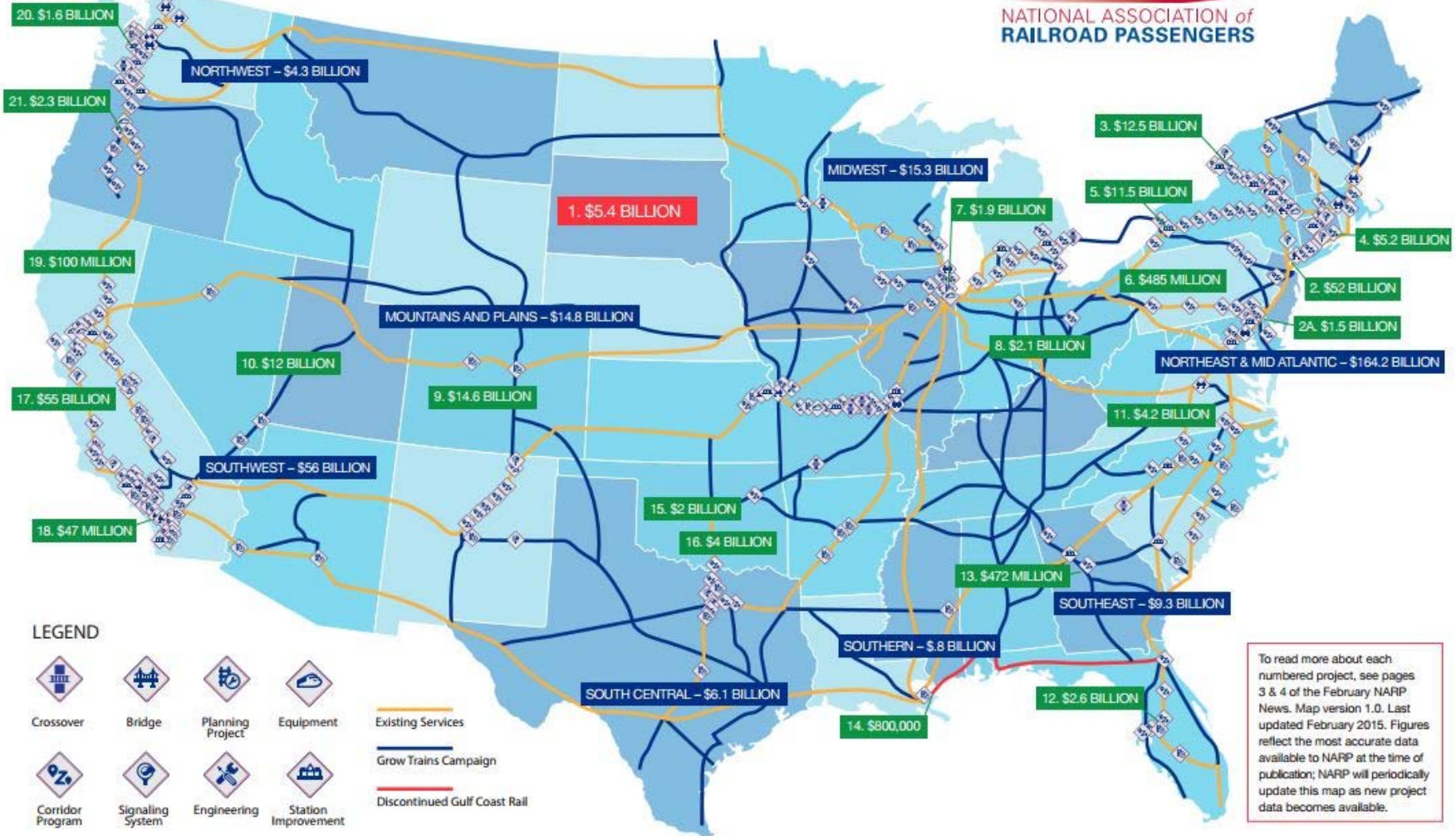
Senior Manager
Amtrak Government Affairs
Washington DC

Ross Capon
President & CEO 2014



Consultant for American
Association of Private
Railroad Car Owners, PTST
Transportation

THE UNITED STATES UNDERINVESTMENT: A Map of Unfunded Train Projects in America





TOWNS
WITHOUT
TRAINS



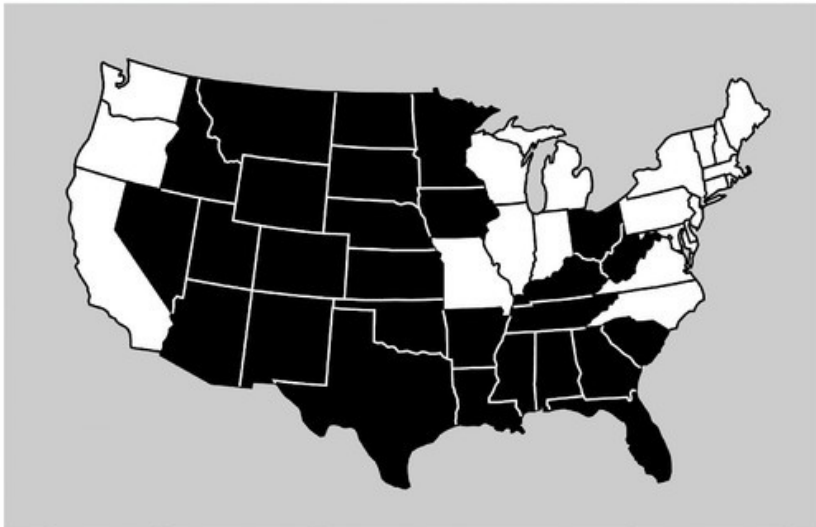


Help Make The
CARDINAL
A Daily Train



202-408-8362
www.narprail.org

**WHITE HOUSE BUDGET CUTS ALL
LONG DISTANCE RAIL SERVICE**



STATES IN BLACK WILL HAVE NO TRAINS



Help us defend your trains: SHARE YOUR STORIES





RAIL PASSENGERS
ASSOCIATION



NATIONAL ASSOCIATION *of*
RAILROAD PASSENGERS



RAIL PASSENGERS

ASSOCIATION