



## NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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(This has news through August 27. No. 7 was mailed July 29.)

RETURN REQUESTED

# House: Amtrak's Been Cut Enough!

## BARE BONES AMTRAK FUNDING

**"For Amtrak, the committee has provided \$613 mill.—\$602 mill. in new appropriations and \$11 mill. by transfer from previously appropriated funds. This amount is \$34 mill. below Amtrak's request, and in my opinion, represents a truly 'bare bones' approach for Amtrak's funding needs. At this level, capital spending can be used only for the most critical safety-related items. Any cuts below this amount will cause the serious deterioration of the national Amtrak route system."**

—Rep. William Lehman (D-FL), Chairman, Appropriations Subcommittee on Transportation, introducing HR 5205, FY 1987 transportation appropriations bill, on the House floor on July 30

## Members Blame Recent Service Decline on Earlier Budget Cuts

On July 30, the U.S. House of Representatives rejected three attempts to cut Amtrak's 1987 federal appropriation, and then passed HR 5205, the Fiscal 1987 Department of Transportation (DOT) appropriations bill. The bill contains \$613 million for Amtrak and \$17 million for the Northeast Corridor Improvement Project (NECIP).

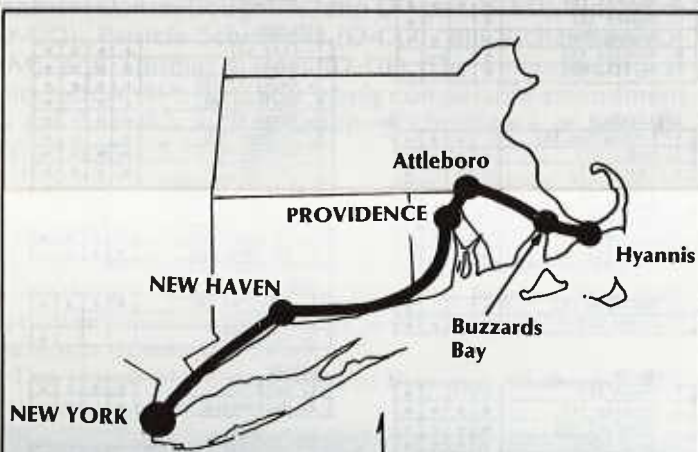
[In a separate action, on August 7, the Senate Appropriations Committee passed a DOT bill containing \$595 million for Amtrak and \$12 million for NECIP. Action by the full Senate is expected in mid-September.]

In the House, three appropriations amendments threatened Amtrak funding. The first, authored by Rep. Richard Armey (R-TX), sought to cut Amtrak by \$61 million from the \$613 million level contained in the bill. It would also have cut \$22 million in rail construction funds from Washington's rapid transit system, and \$43 million in construction funds from Washington's two airports, National and Dulles.

Speaking in support of the amendment were Reps. Armey, Virginia Smith (R-NE), and Duncan Hunter (R-CA). Speaking in opposition were Reps. William Lehman (D-FL), chairman of the Transportation Appropriations Subcommittee, Silvio Conte (R-MA), Lawrence Coughlin (R-PA), Dan Glickman (D-KS), Bob Carr (D-MI), Steny Hoyer (D-MD), Stan Parris (R-VA), Michael Barnes (D-MD), Al Swift (D-WA), Frank Wolf (R-VA), and Barbara Mikulski (D-MD). The amendment was rejected 344-77.

The second amendment was offered by Hank Brown (R-CO) and was aimed exclusively at Amtrak. It would have cut Amtrak by \$22 million, from \$613 to \$591 million.

Speaking in support of the amendment were Reps. Brown, Hunter, Armey, and Dan Coats (R-IN). Coats made the astounding statement that "if you are really interested in Amtrak, if you really want to save Amtrak as a national system, you will vote for the Brown amendment. Make no mistake about it, a vote for Amtrak is a vote for the Brown amendment, and vice versa" [*Congressional Record*, July 30, p. H 5056]. Speaking against the amendment were Reps.



—NARP Graphics/Barry Williams

Cape Cod was added to Amtrak's national system with the July 3 start of New York-Hyannis "Cape Codders." The new summer weekend trains—operated by Amtrak, funded by Massachusetts—are carrying very large crowds. Trains operate over Amtrak: NY-Attleboro, MA (200 miles); and Conrail/Bay Colony: Attleboro-Hyannis (64 miles). Latter segment was rebuilt with \$15 million appropriated by Congress in 1983 (\$5 mill. in DOT approps. bill, \$10 mill. in jobs bill) at the urging of Rep. Silvio Conte (R-MA). Rebuilt segment has welded rail, and completion of new train signalling system will lead to faster speeds and shorter schedule. The cape had been without interstate passenger trains since the end of New York, New Haven & Hartford Rr. service in late 1964.

(continued on page 3)

# How the House of Representatives Voted

Four rollcall votes affecting Amtrak's FY 1987 federal appropriation occurred in the U.S. House of Representatives on July 30. Here are the votes, listed by state delegation. ● indicates a pro-Amtrak vote, while a blank indicates an anti-Amtrak vote. # indicates "not voting." (The Speaker [O'Neil] ordinarily does not vote.) Numbers to the left of the names indicate congressional district (AL = at large).

A) First vote was on Army amendment to '87 transportation appropriations bill. It sought to cut Amtrak funding by \$61 million, and would also have cut funds to Washington's Metrorail and airports. **Amendment was defeated 344-77-10.**

B) Second vote was on Brown amendment to '87 transportation appropriations bill. It sought to cut Amtrak funding by \$22 million, and was day's only vote aimed *exclusively* at Amtrak. **Amendment was defeated 248-169-14.**

C) Third vote was on another Army amendment to '87 transportation appropriations bill. It sought to cut bill and its contents 1% across-the-board—in Amtrak's case, by \$6 million. **Amendment was defeated 270-143-18.**

D) Fourth vote was on HR 5205 itself, the '87 transportation appropriations bill. **Bill was passed 329-87-15.** (A "yes" here doesn't necessarily mean legislator supports Amtrak, but it does give you an opportunity to thank some perennial Amtrak opponents for casting a vote you liked.)

ALABAMA	A	B	C	D
1. Callahan (R)				
2. Dickinson (R)	●	●	●	●
3. Nichols (D)	●	●	●	●
4. Beville (D)	●	●	●	●
5. Flippo (D)	●	●	●	●
6. Erdreich (D)	●	●	●	●
7. Shelby (D)	●	●	●	●

ALASKA	A	B	C	D
AL Young (R)	●	●	●	●

ARIZONA	A	B	C	D
1. McCain (R)	●	●	●	●
2. Udall (D)	●	●	●	●
3. Stump (R)	●	●	●	●
4. Rudd (R)	●	●	●	●
5. Kolbe (R)	●	●	●	●

ARKANSAS	A	B	C	D
1. Alexander (D)	●	●	●	●
2. Robinson (D)	●	●	●	●
3. Hamerschmidt (R)	●	●	●	●
4. Anthony (D)	●	●	●	●

CALIFORNIA	A	B	C	D
1. Bosco (D)	●	●	●	●
2. Chappie (R)	●	●	●	●
3. Matsui (D)	●	●	●	●
4. Fazio (D)	●	●	●	●
5. Burton (D)	●	●	●	●
6. Boxer (D)	●	●	●	●
7. Miller (D)	●	●	●	●
8. Dellums (D)	●	●	●	●
9. Stark (D)	●	●	●	●
10. Edwards (D)	●	●	●	●
11. Lantos (D)	●	●	●	●
12. Zachau (R)	●	●	●	●
13. Mineta (D)	●	●	●	●
14. Shumway (R)	●	●	●	●
15. Coelho (D)	●	●	●	●
16. Panetta (D)	●	●	●	●
17. Pashayan (R)	●	●	●	●
18. Lehman (D)	●	●	●	●
19. Lagomarsino (R)	●	●	●	●
20. Thomas (R)	●	●	●	●
21. Fiedler (R)	●	●	●	●
22. Moorhead (R)	●	●	●	●
23. Beilenson (D)	●	●	●	●
24. Waxman (D)	●	●	●	●
25. Roybal (D)	●	●	●	●
26. Berman (D)	●	●	●	●
27. Levine (D)	●	●	●	●
28. Dixon (D)	●	●	●	●
29. Hawkins (D)	●	●	●	●
30. Martinez (D)	●	●	●	●
31. Dymally (D)	●	●	●	●
32. Anderson (D)	●	●	●	●
33. Dreier (R)	●	●	●	●
34. Torres (D)	●	●	●	●
35. Lewis (R)	●	●	●	●
36. Brown (D)	●	●	●	●
37. McCandless (R)	●	●	●	●
38. Borman (R)	●	●	●	●
39. Dannemeyer (R)	●	●	●	●
40. Badnan (R)	●	●	●	●
41. Lowery (R)	●	●	●	●
42. Lungren (R)	●	●	●	●
43. Packard (R)	●	●	●	●
44. Bates (D)	●	●	●	●
45. Hunter (R)	●	●	●	●

COLORADO	A	B	C	D
1. Schroeder (D)	●	●	●	●
2. Wirth (D)	●	●	●	●
3. Strang (R)	●	●	●	●
4. Brown (R)	●	●	●	●
5. Kramer (R)	●	●	●	●
6. Schaefer (R)	●	●	●	●

CONNECTICUT	A	B	C	D
1. Kenedy (D)	●	●	●	●
2. Gejdenson (D)	●	●	●	●
3. Morrison (D)	●	●	●	●
4. McKinney (R)	●	●	●	●
5. Rowland (R)	●	●	●	●
6. Johnson (R)	●	●	●	●

DELAWARE	A	B	C	D
AL Carper (D)	●	●	●	●

FLORIDA	A	B	C	D
1. Hutto (D)	●	●	●	●
2. Fuqua (D)	●	●	●	●
3. Bennett (D)	●	●	●	●
4. Chappell (D)	●	●	●	●
5. McCollum (R)	●	●	●	●
6. McKay (D)	●	●	●	●
7. Gibbons (D)	●	●	●	●
8. Young (R)	●	●	●	●
9. Billirakis (R)	●	●	●	●
10. Ireland (R)	●	●	●	●
11. Nelson (D)	●	●	●	●
12. Lewis (R)	●	●	●	●
13. Mack (R)	●	●	●	●
14. Mica (D)	●	●	●	●
15. Shaw (R)	●	●	●	●
16. Smith (D)	●	●	●	●
17. Lehman (D)	●	●	●	●
18. Pepper (D)	●	●	●	●
19. Fascell (D)	●	●	●	●

GEORGIA	A	B	C	D
1. Thomas (D)	●	●	●	●
2. Hatcher (D)	●	●	●	●
3. Ray (D)	●	●	●	●
4. Swindall (R)	●	●	●	●
5. Fowler (D)	●	●	●	●
6. Gingrich (R)	●	●	●	●
7. Barden (D)	●	●	●	●
8. Rowland (D)	●	●	●	●
9. Jenkins (D)	●	●	●	●
10. Barnard (D)	●	●	●	●

HAWAII	A	B	C	D
1. VACANT				
2. Akaka (D)	●	●	●	●

IDAHO	A	B	C	D
1. Craig (R)	●	●	●	●
2. Stallings (D)	●	●	●	●

ILLINOIS	A	B	C	D
1. Rayes (D)	●	●	●	●
2. Savage (D)	●	●	●	●
3. Russo (D)	●	●	●	●
4. VACANT				
5. Lipinski (D)	●	●	●	●
6. Hyde (R)	●	●	●	●
7. Collins (D)	●	●	●	●
8. Rostenkowski (D)	●	●	●	●
9. Yates (D)	●	●	●	●
10. Porter (R)	●	●	●	●
11. Annunzio (D)	●	●	●	●
12. Crane (R)	●	●	●	●
13. Pawell (R)	●	●	●	●
14. Grotberg (R)	●	●	●	●
15. Madigan (R)	●	●	●	●
16. Martin (R)	●	●	●	●
17. Evans (D)	●	●	●	●
18. Michel (R)	●	●	●	●
19. Bruce (D)	●	●	●	●
20. Durbin (D)	●	●	●	●
21. Price (D)	●	●	●	●
22. Gray (D)	●	●	●	●

INDIANA	A	B	C	D
1. Visclosky (D)	●	●	●	●
2. Sharp (D)	●	●	●	●
3. Hiler (R)	●	●	●	●
4. Coats (R)	●	●	●	●
5. Hillis (R)	●	●	●	●
6. Burton (R)	●	●	●	●
7. Hyera (R)	●	●	●	●
8. McGloskey (D)	●	●	●	●
9. Hamilton (D)	●	●	●	●
10. Jacobs (D)	●	●	●	●

IOWA	A	B	C	D
1. Leach (R)	●	●	●	●
2. Tauke (R)	●	●	●	●
3. Evans (R)	●	●	●	●
4. Smith (D)	●	●	●	●
5. Lightfoot (R)	●	●	●	●
6. Bedell (D)	●	●	●	●

KANSAS	A	B	C	D
1. Roberts (R)	●	●	●	●
2. Slattery (D)	●	●	●	●
3. Meyers (R)	●	●	●	●
4. Glickman (D)	●	●	●	●
5. Whittaker (R)	●	●	●	●

KENTUCKY	A	B	C	D
1. Hubbard (D)				
2. Hatcher (D)	●	●	●	●
3. Mazzoli (D)	●	●	●	●
4. Snyder (R)	●	●	●	●
5. Rogers (R)	●	●	●	●
6. Hopkins (R)	●	●	●	●
7. Perkins (D)	●	●	●	●

LOUISIANA	A	B	C	D
1. Livingston (R)	●	●	●	●
2. Boggs (D)	●	●	●	●
3. Tausin (D)	●	●	●	●
4. Rouzer (D)	●	●	●	●
5. Huckaby (D)	●	●	●	●
6. Moore (R)	●	●	●	●
7. Breaux (D)	●	●	●	●
8. Long (D)	●	●	●	●

MAINE	A	B	C	D
1. McKernan (R)	●	●	●	●
2. Snowe (R)	●	●	●	●

MARYLAND	A	B	C	D
1. Byson (D)	●	●	●	●
2. Bentley (R)	●	●	●	●
3. Mikulski (D)	●	●	●	●
4. Holt (R)	●	●	●	●
5. Hoyer (D)	●	●	●	●
6. Byron (R)	●	●	●	●
7. Mitchell (D)	●	●	●	●
8. Barnes (D)	●	●	●	●

MASSACHUSETTS	A	B	C	D
1. Conte (R)	●	●	●	●
2. Boland (D)	●	●	●	●
3. Early (D)	●	●	●	●
4. Frank (D)	●	●	●	●
5. Atkins (D)	●	●	●	●
6. Mavroules (D)	●	●	●	●
7. Markey (D)	●	●	●	●
8. O'Neil (D)	●	●	●	●
9. Moakley (D)	●	●	●	●
10. Studds (D)	●	●	●	●
11. Donnelly (D)	●	●	●	●

MICHIGAN	A	B	C	D
1. Conyers (D)	●	●	●	●
2. Pussell (R)	●	●	●	●
3. Wolpe (D)	●	●	●	●
4. Siljander (R)	●	●	●	●
5. Henry (R)	●	●	●	●
6. Carr (D)	●	●	●	●
7. Kildee (D)	●	●	●	●
8. Traxler (D)	●	●	●	●
9. Vander Jagt (R)	●	●	●	●
10. Schuette (R)	●	●	●	●
11. Davis (R)	●	●	●	●
12. Honior (D)	●	●	●	●
13. Crockett (D)	●	●	●	●
14. Hertel (D)	●	●	●	●
15. Ford (D)	●	●	●	●
16. Dingell (D)	●	●	●	●
17. Levin (D)	●	●	●	●
18. Broome (R)	●	●	●	●

MINNESOTA	A	B	C	D
1. Penny (D)	●	●	●	●
2. Weber (R)	●	●	●	●
3. Frenzel (R)	●	●	●	●
4. Vento (D)	●	●	●	●
5. Sabo (D)	●	●	●	●
6. Sikorski (D)	●	●	●	●
7. Stangeland (R)	●	●	●	●
8. Oberstar (D)	●	●	●	●

MISSISSIPPI	A	B	C	D
1. Whitten (D)	●	●	●	●
2. Franklin (R)	●	●	●	●
3. Montgomery (D)	●	●	●	●
4. Dawdy (D)	●	●	●	●
5. Lott (R)	●	●	●	●

MISSOURI	A	B	C	D
1. Clay (D)	●	●	●	●
2. Young (D)	●	●	●	●
3. Gephardt (D)	●	●	●	●
4. Skelton (D)	●	●	●	●
5. Wheat (D)	●	●	●	●
6. Coleman (R)	●	●	●	●
7. Taylor (R)	●	●	●	●
8. Emerson (R)	●	●	●	●
9. Vellmer (D)	●	●	●	●

MONTANA	A	B	C	D
1. Williams (D)	●	●	●	●
2. Marlenee (R)	●	●	●	●

NEBRASKA	A	B	C	D
1. Bereuter (R)	●	●	●	●
2. Daub (R)	●	●	●	●
3. Smith (R)	●	●	●	

NEW MEXICO				
1. Lujan (R)				
2. Skeen (R)	•	•	•	•
3. Richardson (D)	•	•	•	•

NEW YORK				
1. Carney (R)	•	•	•	•
2. Downey (D)	•	•	•	•
3. Hrazak (D)	•	•	•	•
4. Lent (R)	•	•	•	•
5. McGrath (R)	•	•	•	•
6. Waldon (D)	•	•	•	•
7. Ackerman (D)	•	•	•	•
8. Scheuer (D)	•	•	•	•
9. Nanton (D)	•	•	•	•
10. Schumer (D)	•	•	•	•
11. Towns (D)	•	•	•	•
12. Owens (D)	•	•	•	•
13. Solarz (D)	•	•	•	•
14. Molinari (R)	•	•	•	•
15. Green (R)	•	•	•	•
16. Engel (D)	•	•	•	•
17. Weiss (D)	•	•	•	•
18. Garcia (D)	•	•	•	•
19. Biaggi (D)	•	•	•	•
20. DiGiardi (R)	•	•	•	•
21. Fish (R)	•	•	•	•
22. Gilman (R)	•	•	•	•
23. Straton (D)	•	•	•	•
24. Solomon (R)	•	•	•	•
25. Boehlert (R)	•	•	•	•
26. Martin (R)	•	•	•	•
27. Wortley (R)	•	•	•	•
28. Hughes (D)	•	•	•	•
29. Horton (D)	•	•	•	•
30. Eckert (R)	•	•	•	•
31. Kemp (R)	•	•	•	•
32. LaFalce (D)	•	•	•	•
33. Nowak (D)	•	•	•	•
34. Lundine (D)	•	•	•	•

NORTH CAROLINA				
1. Jones (D)	•	•	•	•
2. Valentine (D)	•	•	•	•
3. Whitley (D)	•	•	•	•
4. Cobey (R)	•	•	•	•
5. Neal (D)	•	•	•	•
6. Coile (R)	•	•	•	•
7. Rose (D)	•	•	•	•
8. Hefner (D)	•	•	•	•
9. McMillan (R)	•	•	•	•
10. VACANT				
11. Hendon (R)	•	•	•	•

NORTH DAKOTA				
AL Dorgan (D)	•	•	•	•

OHIO				
1. Luken (D)	•	•	•	•
2. Gradison (R)	•	•	•	•
3. Hall (D)	•	•	•	•
4. Oxley (R)	•	•	•	•
5. Latta (R)	•	•	•	•
6. McEwen (R)	•	•	•	•
7. DeWine (R)	•	•	•	•
8. Kindness (R)	•	•	•	•
9. Kaptur (D)	•	•	•	•
10. Miller (R)	•	•	•	•
11. Eckart (D)	•	•	•	•
12. Kasich (R)	•	•	•	•
13. Pease (D)	•	•	•	•
14. Seiberling (D)	•	•	•	•
15. Wylie (R)	•	•	•	•
16. Regula (R)	•	•	•	•
17. Traficant (D)	•	•	•	•
18. Applegate (D)	•	•	•	•
19. Feighan (D)	•	•	•	•
20. Doherty (D)	•	•	•	•
21. Stokes (D)	•	•	•	•

OKLAHOMA				
1. Jones (D)	•	•	•	•
2. Synar (D)	•	•	•	•
3. Watkins (D)	•	•	•	•
4. McCurdy (D)	•	•	•	•
5. Edwards (R)	•	•	•	•
6. English (D)	•	•	•	•

OREGON				
1. Auscoin (D)	•	•	•	•
2. B. Smith (R)	•	•	•	•
3. Wyden (D)	•	•	•	•
4. Weaver (D)	•	•	•	•
5. D. Smith (R)	•	•	•	•

PENNSYLVANIA				
1. Foglietta (D)	•	•	•	•
2. Gray (D)	•	•	•	•
3. Borski (D)	•	•	•	•
4. Kolter (D)	•	•	•	•
5. Schulze (R)	•	•	•	•
6. Yatron (D)	•	•	•	•
7. Edgar (D)	•	•	•	•
8. Kostmayer (D)	•	•	•	•
9. Shuster (R)	•	•	•	•
10. McDade (R)	•	•	•	•
11. Kanjorski (D)	•	•	•	•
12. Murtha (D)	•	•	•	•
13. Coughlin (R)	•	•	•	•
14. Coyne (D)	•	•	•	•
15. Ritter (R)	•	•	•	•
16. Walker (R)	•	•	•	•
17. Gekan (R)	•	•	•	•

18. Walgren (D)	•	•	•	•
19. Goodling (R)	•	•	•	•
20. Goydon (D)	•	•	•	•
21. Ridge (R)	•	•	•	•
22. Murphy (D)	•	•	•	•
23. Clinger (R)	•	•	•	•

RHODE ISLAND				
1. St. Germain (D)	•	•	•	•
2. Schneider (R)	•	•	•	•

SOUTH CAROLINA				
1. Harnett (R)	•	•	•	•
2. Spence (R)	•	•	•	•
3. Derrick (D)	•	•	•	•
4. Campbell (R)	•	•	•	•
5. Spratt (D)	•	•	•	•
6. Yalton (D)	•	•	•	•

SOUTH DAKOTA				
AL Daschle (D)	•	•	•	•

TENNESSEE				
1. Quillen (R)	•	•	•	•
2. Duncan (R)	•	•	•	•
3. Lloyd (D)	•	•	•	•
4. Cooper (D)	•	•	•	•
5. Boner (D)	•	•	•	•
6. Gordon (D)	•	•	•	•
7. Sundquist (R)	•	•	•	•
8. Jones (D)	•	•	•	•
9. Ford (D)	•	•	•	•

TEXAS				
1. Chapman (D)	•	•	•	•
2. Wilson (D)	•	•	•	•
3. Bartlett (R)	•	•	•	•
4. Hall (D)	•	•	•	•
5. Bryant (D)	•	•	•	•
6. Barton (R)	•	•	•	•
7. Archer (R)	•	•	•	•
8. Fields (R)	•	•	•	•
9. Brooks (D)	•	•	•	•
10. Pickle (D)	•	•	•	•
11. Leath (D)	•	•	•	•
12. Wright (D)	•	•	•	•
13. Rouiter (R)	•	•	•	•
14. Sweeney (R)	•	•	•	•
15. de la Garza (D)	•	•	•	•
16. Coleman (D)	•	•	•	•
17. Stenholm (D)	•	•	•	•
18. Leland (D)	•	•	•	•
19. Combest (R)	•	•	•	•
20. Gonzalez (D)	•	•	•	•
21. Loeffler (R)	•	•	•	•

22. Delay (R)	•	•	•	•
23. Bustanante (D)	•	•	•	•
24. Frost (D)	•	•	•	•
25. Andrews (D)	•	•	•	•
26. Arney (R)	•	•	•	•
27. Ortiz (D)	•	•	•	•

UTAH				
1. Hansen (R)	•	•	•	•
2. Henson (R)	•	•	•	•
3. Nielson (R)	•	•	•	•

VERMONT				
AL Jeffords (R)	•	•	•	•

VIRGINIA				
1. Bateman (R)	•	•	•	•
2. Whitburn (R)	•	•	•	•
3. Billey (R)	•	•	•	•
4. Sissiny (D)	•	•	•	•
5. Daniel (D)	•	•	•	•
6. Olin (D)	•	•	•	•
7. Slaughter (R)	•	•	•	•
8. Parris (R)	•	•	•	•
9. Boucher (D)	•	•	•	•
10. Wolf (R)	•	•	•	•

WASHINGTON				
1. Miller (R)	•	•	•	•
2. Swift (D)	•	•	•	•
3. Bonker (D)	•	•	•	•
4. Morrison (R)	•	•	•	•
5. Foley (D)	•	•	•	•
6. Dicks (D)	•	•	•	•
7. Lowry (D)	•	•	•	•
8. Chandler (R)	•	•	•	•

WEST VIRGINIA				
1. Mollohan (D)	•	•	•	•
2. Staggers (D)	•	•	•	•
3. Unger (D)	•	•	•	•
4. Rahall (D)	•	•	•	•

WISCONSIN				
1. Aepin (D)	•	•	•	•
2. Kastner (D)	•	•	•	•
3. Gunderson (R)	•	•	•	•
4. Kleczka (D)	•	•	•	•
5. Hoody (D)	•	•	•	•
6. Petri (R)	•	•	•	•
7. Obey (D)	•	•	•	•
8. Roth (R)	•	•	•	•
9. Sensenbrenner (R)	•	•	•	•

WYOMING				
AL Cheney (R)	•	•	•	•

—NARP Graphics/Barry Williams

## House (continued from page 1)

Lehman, Conte, Coughlin, John Dingell (D-MI), Tim Wirth (D-CO), Patricia Schroeder (D-CO), Bill Richardson (D-NM), and Thomas Carper (D-DE). The amendment was rejected 248-169. [Last year's only comparable amendment to cut Amtrak's appropriation—Richardson's of Sep. 11, 1985—was defeated 245-173].

The third amendment, also offered by Arney, sought to cut the entire DOT appropriations bill and each of its component parts—such as Amtrak—by 1.2% “across-the-board.” This would have cost Amtrak about \$6 million.

Speaking in favor were Arney and Hunter. Speaking against were Lehman, Coughlin, and Glickman. The amendment was defeated 270-143.

The House of Representatives then passed the bill, HR

5205, by a vote of 329-87.

The following are excerpts from the House debate.

**William Lehman:** “I would remind Members that Amtrak is not like other grant programs. It is a going concern. While it might be feasible and practical to freeze grant programs year after year, it is not at all feasible to continue to freeze or further reduce funding for such a going concern like Amtrak. They have increasing labor costs and other operating costs that have to be paid, week by week and month by month. They have to replenish their capital equipment. That is behind schedule. All we are doing when we make cuts such as [Mr. Arney] has proposed is to defer maintenance, defer capital investment, and reduce the quality of service, which in turn reduces ridership” [p. H 5038].

**John Dingell:** “Critics of Amtrak think we are spending too much money on the system. But the fact is that we are probably spending too little, and are probably having an adverse impact upon the earning capacity of the system.

“As a result of budget cuts imposed over the last year, Amtrak has been forced into deferred maintenance and other cost-cutting practices that not only harm the quality and efficiency of service but threaten safety as well. It is grossly unfair to continue to cut funding for Amtrak and then accuse the railroad of not operating well or properly.

“Let me give you just one example. In order to save money, Amtrak has stretched the intervals between maintaining locomotives from 800,000 to 1 million miles. That is more than the manufacturer recommends. That move has led to more engine failures on Amtrak runs. The consequences

### 100TH CONGRESS TO BE ELECTED NOV. 4

The congressional elections are just over 2 months away, and their outcomes could have important implications for the future of Amtrak and public transportation. Indeed, the results could be critical to our cause. While NARP cannot endorse specific candidates for office, we can urge all of you to donate money (and/or time) generously to the candidates of your choice who support a sane, balanced transportation system for America. Do your part to help our friends—incumbents or challengers.

of that, regrettably, are loss of passenger confidence and charges of inefficiency. The inefficiency originated here [House] and in the other body [Senate] and in the cuts which were made.

"The deferral of engine maintenance has been necessitated by the very kind of amendments being offered here today. I ask you—whose fault is it? Obviously, it is the fault of the cutters, not the fault of Amtrak. . . . [U]ntil the Congress started cutting Amtrak to the bone, Amtrak had become more cost efficient over the years and its performance was continuing to improve. . . .

" . . . [T]hese repeated efforts to cut Amtrak will only reap diminishing returns. You cannot continue to cut its funds and expect it to operate well" [p. H 5055].

**Lawrence Coughlin:** "I ride Amtrak once a week. Over the past 15 years there has been a remarkable improvement in Amtrak's on-time performance, its operating efficiency, and its revenue-to-cost ratio. It has been a dramatic improvement.

"Yet in just the past year I have seen to what [Mr. Dingell] was referring earlier. As a result of deferred maintenance and cost-cutting, we have locomotives that stall and do not work. We have had more failures in just the past year as a result of this than at any time going back almost 10 years.

"I have seen it because I ride Amtrak" [p. H 5057].

**Silvio Conte:** "Let me first address some of the misconceptions contained in a 'Dear Colleague' letter circulated in support of [the Brown] amendment. In that letter, it was claimed that air travel is not subsidized. Not so! Nothing could be farther from the truth! Although a portion of the cost of operating the air traffic control system does come from the aviation trust fund, which is user-fee financed, in fact a significant portion of that cost also comes from the general funds of the Treasury. For example, in the bill before us, of the nearly \$2.9 billion for [Federal Aviation

#### WASHINGTON METRORAIL NEWS

**Washington's 10-year-old heavy rail system grew to 69.6 miles with the June 7 opening of the final Orange Line segment: Ballston-Vienna, VA. The 9-mile, 4-station, \$240 million segment is in the Interstate 66 median.**

[Building I-66 inside Washington's Beltway was hotly debated until U.S. Transportation Sec. William Coleman's 1977 pro-road ruling, which also required an "anti-rail" Virginia to help pay for the Orange Line. The 10-mile, \$275 million I-66 extension opened Dec. 22, 1982. The rail per-mile cost, \$26.4 million, was less than the highway's, though the rail line was subject to more years' inflation.]

Two of WMATA's 5 rail lines—Orange and Blue—are thus completed. The system, now carrying 420,000 daily (weekday) riders, is to be 103 miles when/if completed.

On July 6, Sunday rail service was extended: trains now run until *midnight* rather than 6 PM. Because Metrorail serves 4 Amtrak stations and National Airport, this extension is great news for intercity travelers, of whom there are many on Sunday nights. Rail service thus runs until 12 M daily, beginning at 6 AM Mon.-Fri., 8 AM Sat., and 10 AM Sun.

WMATA is now offering a \$5 Family & Tourist Pass: unlimited Metrorail and Metrobus travel for 4 people on a specific Sat., Sun., or federal holiday (not July 4), available up to a week in advance from WMATA sales outlets and some area hotels (Details: 202-637-7000).

#### NEW ALTOONA STATION



—Photo by Roger Kerekes/Johnstown Tribune-Democrat

Another trailer bites the dust! Altoona's (PA) new \$4.5 million transportation center, dedicated July 11, replaced a temporary Amtrak trailer facility in use since 1974. The downtown station also serves Greyhound, city buses, and taxis. Note the generous over-head canopy for rail passengers—a feature lacking at too many new stations. Other cities where trailers have recently been replaced by permanent Amtrak stations: Omaha (trailer 1973-84), Bakersfield (trailer 1974-85).

Administration] operations, only \$691 million comes from the trust fund. The remainder—or over \$2.1 billion—is coming from the general fund.

"I wonder if the gentleman from Colorado [Mr. Brown] wants to ground all the airplanes then? . . . I am saying that \$2.1 billion for FAA controllers comes from the general fund. I am asking the gentleman a question: Do you want to ground \$2.1 billion worth of the airlines' traffic control? You do? OK, that's fine. The first route we are going to ground is from Dulles and National to Denver" [p. H 5054-5055].

"I do not think we ought to cut Amtrak now. We put a lot of money in Amtrak, and we have fought this thing time and time again. Goodness me, we have fought this. We have had rollcall votes on it time and time again. This Congress, by a majority vote, has said that we want Amtrak. We have already cut Amtrak down by 32 percent in about 4 years. I do not see many other programs being cut that much. I just happen to believe that Amtrak is a vital part of our transportation system in this country and deserves to exist" [p. H 5041].

#### CREW TAKEOVERS—PHASE II UPDATE

Amtrak assumed train and engine crews operating its trains in the mid- and south-Atlantic states (June News, p. 3) on August 20—not July 9 as originally planned.

#### TRAVELERS' ADVISORY

Kewanee, IL, has a new Amtrak shelter. \$34,000 facility, dedicated July 29, was funded by Illinois Dept. of Transp., Burlington Northern Rr., and Amtrak.

Heritage sleeper, scheduled to run on Los Angeles-New Orleans "Sunset Ltd." through late Oct., has been replaced by Superliner sleeper. Thus, roomettes, bedrooms are no longer available. Train's 2 Superliner sleepers offer deluxe, economy, family, and handicapped rooms.

Amtrak tickets may now be purchased with the Air Travel Card, the world's oldest (1936) credit card.

Dodge City, KS, Amtrak station lost ticket agent May 1.