



News from the
**National Association of
 Railroad Passengers**

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New Faces at Amtrak

Amtrak has a new board member—possibly the first of many this year—and a new Vice Pres.—Passenger Services.

This year, the board faces the particularly important responsibility of picking a replacement for W. Graham Claytor Jr., president and chairman since 1982, who has said he plans to retire once his successor is chosen.

Board of Directors

Outgoing Secretary Andrew Card reappointed Haley Barbour to a one-year term on the nine-member Amtrak board effective Jan. 5 and appointed Leon Lombardi to a one-year term effective Jan. 15. (Barbour on Jan. 29 was elected chairman of the Republican National Committee.)

Pres. Clinton can appoint two Amtrak Board members im-

mediately—Eugene Croisant and David Girard-diCarlo's terms expired; they serve until replaced or reappointed. Also, Clinton can nominate for Senate confirmation successors to Charles Luna, who died (see p. 3), and Carl Vogt, who resigned to become chairman of the National Transportation Safety Board.

(The other board members are: Claytor and DOT Sec. Federico Peña, both ex officio, and Gov. Tommy Thompson, R-WI, whose term expires in April 1994.)

Lombardi, 43, who replaced Paul Weyrich, was a Massachusetts state representative 1977-82; his district included Easton and Mansfield, near the district Card represented in the same body 1975-83. Lombardi has served on the Legislative and Legal Affairs Committee of the Greater Boston Chamber of Commerce and is a trustee of Brockton Hospital, North Easton

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THANK YOU, SECRETARY PEÑA!

A big disappointment was the failure to include intercity rail as an eligible use of Surface Transportation Program funds in the 1991 highway/transit reauthorization ("ISTEA," Jan. '92 News). Secretary of Transportation Federico F. Peña appears to agree this was wrong. On Jan. 13, in answering a question from Sen. Frank R. Lautenberg (D-NJ) during a Senate Environment & Public Works Committee hearing, Peña said: "Logically and philosophically, I do not understand the rationale for excluding intercity rail from ISTEA eligibility." (ISTEA is the big 1991 highway/transit reauthorization.)

WELD SUPPORTS CENTRAL ARTERY RAIL LINK!

"I am in full support of [the rail link]. In the 1960s, I had to commute from New York to Concord, MA, to go to school. I had to take a train to South Sta., a taxi to North Sta., and then another train, so the necessity of this link is something I experienced personally for 10 years. . . . In addition to the [FTA] study, we [the state] have embarked on our own study and if that rail link can be built within the confines of the Central Artery Project, I think that would be the way to go, to get it done as quickly as possible."

—Gov. William Weld (R-MA), at South Station Jan. 14 before riding X2000

LAUTENBERG RIDES X2000, INTRODUCES "START UP" BILL



Frank R. Lautenberg (D-NJ), chairman of the Senate Appropriations Subcommittee on Transportation, speaks to reporters at Philadelphia (30th St. Station) before a special Jan. 9 X2000 run that reached 151 mph. Below, Amtrak Pres. W. Graham Claytor Jr. and Lautenberg chat during the ride. On Jan. 28, Lautenberg introduced S. 249, a

\$6.7 billion infrastructure package including \$540 mill. for Amtrak and Northeast Corridor capital and "full funding" for ISTEA (\$2.9 bill. and \$1.4 bill. more, respectively, for highways and transit).



—NARP photos by Scott Leonard

"NARP TIMETABLE SERVICE"

An experimental free hotline, (202) 408-8331, now reports publication of Amtrak timetables, including interim ones, and tells how to order Amtrak and Washington-area commuter rail timetables free and other local rail timetables for \$1 each.

Optimism Returns

Amtrak's FY '93-'94 Authorization

"... In Louisville there are still a great many of us who think both nostalgically and, I think, quite practically about railroads. We know that railroads can in this Nation of ours connect cities and move people rapidly again in an environmentally safe, energy-efficient manner... In 1990 in Louisville we created a railroad study task force which is trying to prepare Louisville for moving into this new system in which we could be part of the Amtrak system... I rise in support of this bill and hope that it receives the unanimous support of the House."

—Rep. Romano L. Mazzoli (D-KY) during Oct. 4 House floor debate on conference report on H.R. 4250, Amtrak reauthorization bill

One of many recent indications of strong support for the passenger train was then-Pres. Bush's Oct. 27 signing into law (Public Law 102-533) of the "Amtrak Authorization and Development Act." The word "Development" signals renewed interest in expanding Amtrak after a decades-long defensive action.

Appropriations, however, typically are lower than authorizations. This remained true for FY '93. We hope environmentalists and others (even highway lobbyists seeking to forestall the Amtrak gasoline-tax penny?) will expand their "full-fund ISTEA" battle cry to include full funding of the Amtrak authorization as well. The House approved the conference report Oct. 4; the Senate followed on Oct. 7 (H.R. 4250 & S.2608—Oct./Nov. News, p. 2; Sept., pp. 1-2; June, p. 3; Mar., p. 4).

Some highlights of the law:

- A crucial but little-remarked provision required FRA to give Amtrak one-half rather than one-quarter of its FY '93 appropriations on Oct. 1, and to pay the remaining quarters three months early, on Jan. 1 and Apr. 1. This enabled cash-starved Amtrak to survive recent months. Absent dramatic revenue growth, however, Amtrak may be forced to request a \$50 mill. supplemental appropriation (to get full funding of the \$381 mill. operations authorization) or make internal budget cuts even more damaging than ones already made.

- The first-ever money is authorized exclusively for Amtrak's share of new 403(b) (partially state funded) services. Money from this account is not to be included in calculating Amtrak's overall cost recovery ratio. If such funds were appropriated (they were not for FY '93), Amtrak—no longer worried about diverting money from its cash-starved basic system—should reduce the state share of operating costs from the present chilling 70% of long-term avoidable losses to the statutory minima: 45% of first-year short-term avoidable losses and 65% thereafter.

- Amtrak must develop a plan for "the demonstration of

new technologies of rail passenger equipment" that would cut travel times and be tested throughout the national Amtrak system. Amtrak must report to Congress about the plan by Sept. 30, 1993.

THE "CONSPICUITY" STUDY

The Amtrak law also set up a multi-year process for a Dept. of Transportation rule-making for improved main-line locomotive visibility, with the aim of reducing grade crossing accidents. The law even includes a new word—apparently coined by then-Federal Railroad Administrator Gil Carmichael—to describe the effort. One way to achieve conspicuity is by adding two more headlights ("ditch lights"), long familiar in Canada and already in use on some U.S. railroads.

- By Oct. 27, 1993, Amtrak must submit to Congress a master plan on achieving three-hour-or-less service between New York and Boston, including a safety assessment and sections on financing and on how the project fits into the regional transportation network.

- The DOT Secretary must develop a plan by Sept. 30, 1993 for the elimination of all grade crossings on the Northeast Corridor (i.e., east of New Haven) by Dec. 31, 1997. Amtrak would pay 20% of the cost of elimination.

- Amtrak must assist efforts of "qualified" parties (those with "sufficient resources") to develop high-speed rail corridors outside the Northeast Corridor through incremental improvements and report to Congress by Sept. 30, 1993 on those efforts. Please urge your state to take advantage of this provision!

SUPERLINER CLOCK TICKING

Amtrak's right to buy additional Superliners at the original prices expired in Oct. along with production continuity for transition cars, but prices are likely to be best—even for those cars—if more Superliners are ordered while production lines continue for the other five car types. Cutoff dates range from Apr. 1 and Aug. 16, 1993, respectively, for diners and sleepers, to May, 1994 for coaches. But in light of competing capital needs, Amtrak is unlikely to buy more such cars in the near future. Thirty-nine more Superliners would be needed to make "Sunset" daily and add a daily Oklahoma service. (Authorization report language requires Amtrak to provide equipment for Oklahoma if the state comes up with the required operating funds.)

- A provision relevant to three Mon.-Fri. Philadelphia-Harrisburg trains (5:35a and 6:35a east, 5:35p west) allows their discontinuance or modification between Oct. 1, 1993 and Sept. 30, 1995, after a 30-day public comment period. Unless the current stalemate in Amtrak-Pennsylvania negotiations ends, Amtrak will consider restructuring and further reducing the Harrisburg services.

- By Apr. 1, 1993, Amtrak must develop and report a plan for moving its New York passenger facilities to the General Post Office without using federal Amtrak appropriations (Aug. News, p. 4).

- Amtrak must form a task force to explore ways Amtrak crew emergency training—including first-aid—may be improved. (This task force has been formed.)

- "Not more than 15%" of Northeast Corridor and Amtrak core capital appropriations are to be spent on developing new corridors and new long-distance services. Amtrak would pay at least 90% of rolling stock costs (75% for long-distance trains) and the state at least 90% of other infrastructure costs. This depends on parallel directions in the appropriations law.

(continued on page 3)

AMTRAK FUNDING IN FY 1993, 1994

DOLLARS IN MILLIONS

| | FY 93 Approps. | FY93 Auth. | FY94 Auth. |
|---------------------|-------------------|----------------|------------------|
| Core operations | 331.0 | 381.0 | 381.0 |
| New 403(b) services | 0.0 | 7.5 | 9.5 |
| Core capital | 165.0 | 250.0 | 250.0 |
| Northeast Corridor | 204.1 | 220.0 | 250.0 |
| Mandatory payments* | 146.0 | 150.0 | ** |
| Total | 846.1 | 1,008.5 | 1,040.5** |

*Federal railroad retirement and unemployment liabilities in excess of Amtrak's demands on those systems.

**The law says "such sums as may be necessary"; the total shown assumes \$150 mill.

Amtrak—and NARP— Will Miss Charlie Luna

"Charlie's contribution to Amtrak was absolutely enormous . . . He was the most valuable Director we ever had . . . I could always rely on what he said. He was absolutely honest and trustworthy."

—Amtrak President W. Graham Claytor Jr.

"What Graham said is absolutely true. [Luna] was a partisan Democrat; I am a sometimes-partisan Republican. I never once saw him put the interests of the union ahead of the interest of [Amtrak]. . . . He was a man of his word. He always had the element of integrity that I think is all too rare in modern political life."

—Amtrak Board Member Paul M. Weyrich

"Charlie showed an understanding and passion for the people who do the day-to-day work [at Amtrak]."

—Amtrak Board Member David F. Girard-diCarlo

Charles Luna, president emeritus of the United Transportation Union and a member of the Amtrak board since its inception on Mar. 30, 1971, died Oct. 1, 1992, of a heart attack at his Dallas home at the age of 86. Earlier, he was one of the Amtrak incorporators Pres. Nixon appointed Dec. 30, 1970.



Luna served with 54 other Amtrak board members, outlasting 47 of them. The high regard his fellow board members had for him is reflected in their

comments at the board's Oct. 28 meeting, from which the above quotations were taken.

Luna worked for railroads and the labor movement all his adult life, starting as a Santa Fe switchman in 1928. In 1947, he became an official of the Brotherhood of Railroad Trainmen (AFL-CIO), and was president 1961-68. He worked to unite BRT with the three other largest railroad operating unions; the 285,000-member United Transportation Union was born Jan. 1, 1968 and Luna was its first president (1969-72).

He participated in the designation of Amtrak's original route structure and played a key role in the creation and approval of Amtrak's logo. He was chairman of Amtrak's Railroad Operations Committee and a major catalyst to Amtrak's employee safety program.

He was always accessible to NARP and, at our urging, in the 1970s helped kill a plan to build a new Amtrak station at an undesirable location in St. Louis.

Luna was known for his wit, honesty and candor—and the ever-present unlit cigar. At his last board meeting, Sept. 23, the board needed to approve a Pennsylvania liquor license application. Claytor explained that Pennsylvania was the last

jurisdiction to require such approval, but that at one time, the District of Columbia required him to supply three letters of reference stating that he, as Amtrak president, was "an example of sobriety and high moral standing." With perfect timing, Luna, who had been quiet the whole meeting, removed his cigar and said, "Graham, that must have taken you quite some time!" Whereupon all present, including Claytor, broke into laughter. ■

New Faces at Amtrak—continued from page 1

Savings Bank and Suffield Academy. He ran for lieutenant-governor in 1982, and since then has practiced law with the Boston firm Warner & Stackpole. In Dec., 1992, he resigned as chairman of the Massachusetts Republican State Committee, after serving two years. He is a life-long Easton, MA resident.

Management

Passenger Services: On Sept. 23, the Amtrak Board of Directors appointed Arthur F. McMahon the new Vice President of Passenger Services effective Oct. 15. For eight years, he had been Senior Vice Pres.—Customer Services for British Airways in New York, responsible for service standards, delivery services, airport facilities and reservation sales. Before that he spent two years as a Chemical Bank vice president and 13 years at TWA in service-related management positions.

McMahon's predecessor, Eugene N. Eden, retired Oct. 1.

Government Affairs: Amtrak now has its first two Government Affairs officials stationed outside Washington. In both cases, the goal is a high-level liaison easily accessible to state and local government officials.

Ron Scolaro became Chief Administrative Officer, Government Affairs-West, on Jan. 16, 1990. He is based in Los Angeles, reflecting California's growing interest in and ability to fund rail passenger improvements, but his responsibilities also include six other western states.

David J. Carol on May 1, 1992, became NECIP Project Director—Government Affairs, based in Old Saybrook, CT. Carol is responsible for the Boston-New Haven high speed project; the Government Affairs staff in Washington continues to handle other New England matters.

Other executive appointments: Stephen C. Rogers was promoted to General Counsel in 1991 after his predecessor, Harold Henderson, left Amtrak to become the National Football League's Exec. VP—Labor Relations and to chair the NFL Management Council Exec. Committee. Robert E. Gall was promoted in 1991 from VP—Sales to VP—Passenger Marketing and Sales after Timothy P. Gardner, who was VP—Passenger Marketing, left Amtrak to become a principal with Arthur Anderson & Co. as a management consultant. Anthony D. DeAngelo was promoted in 1989 from Asst. VP—Real Estate to VP—Real Estate and Operations. ■

Amtrak's FY '93-'94 Authorization—continued from page 2

In their accompanying report, conferees direct Amtrak:

- to abide by a previous agreement and require states to pay only 45% of the first-year operating loss for New Orleans-Mobile 403(b) service [to start "not later than" Oct. 27, 1993].
- to require state shares of *no more* than 45% of the first-year operating loss and 65% the second year for new 403(b) services: a) in states without Amtrak service as of Oct. 27 [i.e., Maine, Oklahoma, South Dakota, Alaska, Hawaii]; and b) "in states with routes on which rail passenger service has been terminated since 1971" (this includes most states). The same paragraph directs Amtrak to provide equipment when a state has pro-

vided needed operating support and references these services: Seattle-Vancouver, BC (with state investments permitting a 3:30 running-time, at least two round trips); Seattle-Portland (at 3:30, at least two additional round trips); and Newton, KS—Oklahoma City-Dallas/Ft. Worth.

(Regarding these last two bullets, the conferees did not specify short-term or long-term operating losses.)

Conferees dropped a Senate provision for a consumer representative on the Amtrak board to be drawn from a list prepared by NARP. House leaders did not want to change the board during a Presidential election year. ■

"Wheels of Progress"

Here is our annual list of major rail passenger improvements planned to start in the next two years and our best guess of the dates. Dates and projects subject to change. NARP News regularly reports actual start-ups.

1993

- Jan. 18—Los Angeles Metrolink extension of San Bernardino commuter line, Claremont-Montclair (2 mi.)
- Jan. 30—Los Angeles Metro Red Line subway, Union Station-Westlake/MacArthur Park (4.4 mi.)
- Feb. 21—Chicago CTA 5-block subway connection, delayed from Dec. 13. See Dec. Travelers' Advisory, but correct location is between Howard (13th & State) and Dan Ryan (18th & Clark) lines.
- Mar. 15—Los Angeles Metrolink commuter service extension Montclair-San Bernardino (22 mi.)
- "Spring"—Memphis Area Transit Authority downtown trolley/pedestrian mall project (2.5 mi.); south end at Central (Amtrak) Station.
- "Spring"—Port Authority (Pittsburgh) 52/Allentown LRT line reopens after seven-year suspension.
- Mar. 21—Chicago Southwest Line (heavy rail, 9.2 mi., above ground) opens Midway Airport—SE corner of Loop at Van Buren & Wabash; will run clockwise on Loop. Will not run "owl" hours.
- Apr. 4—Extension of Amtrak's tri-weekly "Sunset Limited" (Los Angeles-New Orleans) to Gulfport, Mobile, Pensacola, Tallahassee, Jacksonville, Orlando and Miami (with other stops).
- Apr. 4—New Jersey Transit Atlantic City commuter line extension Lindenwold-Philadelphia 30th St., (Cherry Hill station to open later). This 22-mile extension uses same tracks as Amtrak's Atlantic City-Philadelphia trains.
- "Spring"—Maryland Mass Transit Admin. Baltimore LRT south extension Patapsco Ave.-Linthicum (2.7 mi.)
- Apr.—Los Angeles Metrolink commuter service Los Angeles-Riverside line (58 mi.) opens.
- May—First of 42 General Electric AMD 103 diesel locomotives delivered to Amtrak.
- "Late Spring"—Raleigh-Charlotte Amtrak round trip (morning west, evening back), under 403(b) arrangement between North Carolina and Amtrak. Will use Heritage equipment bought and renovated by the state.
- June—Atlanta MARTA East Line (heavy rail) extension Avondale-Indian Creek (3.1 mi.)
- "Mid"—Sections of Amtrak "San Joaquins" operating Stockton-Sacramento.
- July 1—St. Louis Metro Link LRT trunk opens, Lambert Field-East St. Louis (18 mi.)
- "Summer"—Baltimore LRT south extension Linthicum-Dorsey Rd. (Glen Burnie), 2.2 mi.
- "Summer"—New Amtrak station at Emeryville, CA (near east end of Bay Bridge)—see below for other Oakland area news.
- "Summer"—Amtrak's Detroit sta. relocates to New Center (temporary facility at first); Chicago-Detroit "Wolverine" & "Twilight Limited" extend to Royal Oak, Birmingham, Pontiac.
- Oct. 24—Amtrak daily New Orleans-Mobile service, per Amtrak reauthorization report language, if Amtrak and the three states (LA, MS, AL) can fund it.
- Oct. 25—New Jersey Transit Boonton commuter line extension Netcong-Hackettstown, 8.6 mi.
- "Late"—WMATA Green Line subway's north end opens as Fort Totten (DC)-Greenbelt (MD) shuttle.
- "Late"—Most signal work on Amtrak's Boston line finished, allowing work to begin on electrification construction.

New Superliners to Arrive

The first new Bombardier Superliner sleeper is due in June, 1993, two more in Aug., three in Sept. By Nov., Amtrak expects to add a second (seasonal) sleeper to the Miami-Los Angeles "Sunset Ltd.," a car which would become a second Seattle "Empire Builder" sleeper from June to mid Sept. (starting in 1994, of course).

- Dec.—New Amtrak station at Oakland Jack London Square. It and Emeryville will replace former Southern Pacific 16th St. Station in West Oakland (damaged in 1989 and scheduled to be razed—date of closure uncertain).
- Dec.—Orange County's Los Angeles-San Juan Capistrano weekday round-trip—now operated under contract by Amtrak—becomes part of Metrolink system and expands to three Los Angeles-San Clemente round-trips.
- "Sometime"—Extension of Amtrak "San Joaquins" 710 & 711 Bakersfield-Lancaster-Palmdale-Santa Clarita-Glendale-Los Angeles (exact stops undetermined).
- "Sometime"—Amtrak tests a German ICE high-speed train set on the Northeast Corridor.
- "Sometime"—Maryland MTA MARC commuter rail off-peak service on Camden and Brunswick Lines.

1994

- Mar.—Miami MetroMover extensions to Brickell Ave. (south), Omni (north).
- "Mid"—Intercity and commuter California Cars begin to be delivered to Caltrans by Morrison-Knudsen.
- "Mid-Late"—Dallas-Irving, TX commuter rail, 10 mi.
- Sept.—Amtrak converts "City of New Orleans" to Superliners (except, temporarily, for the coaches).
- Oct.—Amtrak converts "Capitol Limited" to Superliners, and adds a Chicago-Houston sleeper to the "Texas Eagle" (none there now—first class passengers must change cars at Dallas).
- Nov.—Los Angeles Green Line LRT, Los Angeles International Airport-Norwalk (16.5 mi.)
- "Late"—Denver Regional Transp. Dist. LRT line Broadway/I-25-Auraria-downtown-Five Points (5.3 mi.)
- "Late"—Extension of Massachusetts Bay Transportation Authority commuter service Framingham-Worcester.
- "Late"—Maryland MTA Baltimore LRT north extension Timonium-Hunt Valley, 4.5 mi.
- "Sometime"—Boston-Portland Amtrak service, three or four times a day, partly funded by State of Maine.
- "Sometime"—Tenth Amtrak "San Diegan."
- "Sometime"—Third Amtrak "San Diegan" to Santa Barbara (and beyond to San Luis Obispo).
- "Sometime"—Metro North Harlem line commuter service extended 4.4 mi. Dover Plains-Wassaic, NY, pending state approval of Metro North capital plan. ■

X2000 REVENUE SERVICE

The high-speed train Amtrak has leased from Swedish Railways will be in Monday-Friday revenue service on these Washington-New York metroliners:

- Feb. 1-12, noon up (from Wash.), 4:30p "non-stop" down (from New York);
- Feb. 15-March 19, 1p up, 6p down;
- Mar. 22-May 10, 6:50a up, 4:30p down (both "nonstop"; Apr. 5-May 10 extended to/from New Haven and Stamford)

Three Saturdays—Feb. 6 and 20 and Mar. 20—also will see revenue service, on the 10a up and 6p down runs.