



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

Vol. 18, No. 6 June, 1984

OFFICERS: John R. Martin, *President*; John Kirkwood, *Vice President*; George Tyson, *Secretary*; Joseph Horning, Jr., *Treasurer*; Ross Capon, *Executive Director*; Barry Williams, *Assistant Director*; Kay Stortz, *Membership Dir.*

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(No. 5 was mailed June 12)

RETURN REQUESTED

EQUIPMENT SHORTAGE . . .

For Grand Rapids, the Wait is Over!

On Aug. 5, passenger train service returns to Michigan's second-largest city after a 13-year absence. The new "Pere Marquette," a 403(b) train funded jointly by Amtrak and the State of Michigan, will operate daily between Chicago and Grand Rapids over Chessie System's Chesapeake & Ohio Ry., making intermediate stops at Hammond, IN, and New Buffalo, St. Joseph, Bangor, and Holland, MI. The 175-mile trip is scheduled for 4 hours; the train will depart Grand Rapids at 7:30 AM and Chicago at 5:40 PM. An initial consist of one coach and one cafe is planned.

This will be the first passenger train to serve these five Michigan cities since the last run of C&O's "Pere Marquette" on Apr. 30, 1971. Grand Rapids, by the way, is presently the 10th-largest metro area lacking rail passenger service.

The prospect of gaining Amtrak has generated enthusiastic local support, as evidenced by Grand Rapids' commitment of \$50,000 for a new station, and Holland's \$3000 contribution for renovation of its existing depot.

A special inaugural run with local ceremonies is planned for Aug. 4.

. . . Threatens Amtrak's Economic Health, Ability to Expand and Add Trains

- If you are planning to take a trip by long-distance train this summer (except on the brand new, overpriced "River Cities"), plan to book at least a month in advance (i.e., now!).

- A growing number of passengers on unreserved trains are riding without seats part of the way.

- Prospects are limited or nonexistent for adding needed cars to existing trains and for adding new trains . . . after the Grand Rapids-Chicago service starts Aug. 5, the planned Oct. 15 expansion of Auto Train from tri-weekly to daily, and the (Richmond)-Raleigh-Charlotte section of the "Palmetto," which the North Carolina legislature funded on June 28 and which state officials hope will start by Oct. 28.

The impact of this on Amtrak's economics was explained by Federal Railroad Administrator John H. Riley when he addressed the NARP Board Apr. 28: "The incremental cost of putting an extra sleeper or putting an extra [coach] on a train is very small, but the incremental revenue gain is extremely large."

Amtrak management is painfully aware of this equipment shortage. Actions planned include:

- deciding not to accept further major outside contracts at Beech Grove. Amtrak President W. Graham Claytor Jr. told his board June 27 that assembling Washington subway cars has been profitable, and enabled Amtrak to maintain the work force at Beech Grove, but Amtrak would need the full capacity of Beech Grove once that subway car order is completed. Hopefully, this capacity will be used to speed the rate at which conversion to electric hotel power is accomplished on the 102 Amtrak-owned cars now stored for "possible" conversion;

- contacting VIA Rail Canada Inc. to determine what equipment they may be selling; and

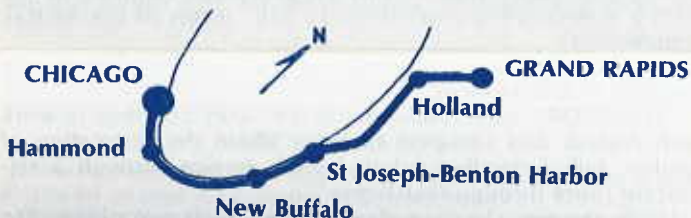
- possibly increasing the capacity of some long-distance Heritage coaches from 44 to 60.

Obviously, this is not enough. NARP believes Amtrak should seriously consider:

- purchasing new single-level coaches quickly, whether they be patterned on Amfleet II or on some other proven design;

- placing a joint order with VIA for more Superliners soon. Having made "200-some modifications" to the existing Superliners, in effect using the entire fleet as prototypes, Amtrak should have more than enough knowledge to "get it right the first time" on a followup order of coaches, sleepers, and other cars for the Western trains;

- speeding up the timetable for acquiring the new single-level cars whose prototypes Amtrak is now designing. The first of 3 prototype cars (2 sleepers; 1 diner) is expected to be in revenue



TRAVELERS' ADVISORY

For the first time since the summer of 1964, passenger trains link Cape Cod with Greater Boston, and use the 43½-mile line between Buzzards Bay and MBTA's South Braintree Red Line terminal, which is connected to South Station, Harvard Square, and intermediate points, by frequent subway trains.

On June 30, the Cape Cod & Hyannis Railroad launched this pattern: dpt. S. Braintree 9 AM daily to Hyannis; 6 PM M-Th to Buzzards Bay, F to Hyannis; 9 PM Sa-Su to B.B. NORTHBOUND: Dpt. B.B. 6:40 AM M-F; 7:10 AM Sa-Su; 4:20 PM M-F thru from Hyannis, which it leaves at 3:15; 7:20 PM Sa-Su thru from H., 6:15 PM.

(continued on page 2)

Equipment Shortage *(continued from page 1)*

service in late 1985, yet the production-line cars have been described as coming on line in the early 1990's. We wonder if Amtrak has adequately considered the costs it would incur, the opportunities it would lose, by requiring half a decade between introduction of prototypes and production cars.

An almost immediate crisis may greet failure to move quickly on acquiring more coaches. Amtrak likely would be forced to constrain demand for existing services by converting more unreserved trains to reserved status. Already, the Minneapolis-

Trains are slow (40 mph limit Middleboro-S. Braintree; 67 miles Hyannis-S. Braintree takes 2:25), un-air-conditioned, unreserved. Last trips Oct. 28. Traffic is even slower on Boston's Southeast Expressway this work season and next, due to construction, and these trains will return in '85 if successful this year. [CC&H has additional seasonal service between Buzzards Bay-Falmouth/Hyannis. Full schedule 617/771-1145; PO Box 57, Hyannis 02601.]

"Real" Cape trains via Attleboro (and, NARP hopes, with air-conditioned through cars from New York) are expected in the summer of 1986. Work is under way to provide a general 59 mph limit between Attleboro and Hyannis.

June 3 saw the inaugural of VIA Rail Canada's "Panorama" with daily Winnipeg-Edmonton and tri-weekly Edmonton-Prince Rupert coach, sleeper, and dining service. Passengers can connect in Winnipeg with "The Canadian" to/from Montreal/Toronto.

This is the first major step in undoing an irrational pattern of service cutbacks introduced in Canada Nov. 15, 1981. It means the return of service on the direct Winnipeg-Saskatoon route via Melville, and the elimination of a requirement that Winnipeg-Prince Rupert passengers change trains twice—including an overnight stay in Saskatoon. The new schedule breaks the well-timed Prince George connection with British Columbia Rwy. for Jasper-Vancouver passengers (VIA says ride Greyhound to "Canadian" at Kamloops).

However, Transport Minister Lloyd Axworthy has said that direct, tri-weekly Edmonton-Jasper-Vancouver service will begin in the autumn of 1985. It's expected that "Panorama" would operate 3 days/week Winnipeg to Vancouver, 3 to Prince Rupert, and one to Edmonton only.

A dinette is now assigned to Boston-Newport News "Colonial," and a Superliner lounge has been restored to New Orleans-San Antonio "Sunset" segment in summer.

Florence-Myrtle Beach, SC, dedicated bus will meet "Palmetto" through Sep. 3, offering a link between the beach resort and northern points.

Amtrak opened two new stations on Burlington Northern in June: Galesburg, IL, and Tacoma, WA. The \$290,000 Galesburg facility, on the site of old Seminary St. station, was funded by Illinois DOT, the city, and Amtrak. The \$1 million Tacoma station, located ten blocks "north" of Union Station on Puyallup Av., was funded by Washington DOT. Both tracts of land donated by BN.

\$10.4 million restoration of Amtrak's historic 1905 Wilmington, DE, station is nearly complete, as is \$350,000 upgrading of New Orleans Union Terminal. The former was paid for by NECIP and Delaware DOT; the latter, by Amtrak.

BN will remove personnel from Kelso-Longview and Centralia, WA, stations July 1. Kelso will become unstaffed, no checked baggage; Amtrak personnel will assume duties at Centralia for all trains except #797 "Mt. Rainier" on Su/Mo/We/Th—no impact on checked baggage.

Remember: neither Amtrak's Apr. 29 national timetable nor the June/July Official Guide have the corrected Empire Corridor (NY-Niagara Falls) schedule. Amtrak even issued some incorrect Form 9's (NY State timetable)! To get a correct Form 9, visit Amtrak (make sure it shows #62 departing Niagara Falls at 2 PM) or send a self-addressed, stamped envelope to NARP.

Duluth "North Star"—a reserved day train—is stuck with fewer seats than it had last year. And plans to add economically viable trains being considered in California, Nevada, and Ohio may simply gather dust.

Even the *elimination of some existing services* could occur if cars are forced out of service for an extended period, or permanently, as a result of a derailment or other mishap. One such mishap, a fire at Sunnyside Yard, Long Island, in April, destroyed one of Amtrak's 25 single-level economy sleeping cars (which Amtrak calls "slumbercoaches").

Amtrak can ill afford to ignore Administrator Riley's statement of elementary economics. **Prompt expansion of the fleet should be the top item on the agenda of Amtrak, FRA, and rail passenger advocates. Cars don't come free, so be sure to tell your legislators to work in support of the added funding Amtrak needs to buy cars.** ■

NARP Board Boosts Oklahoma Service, Incremental Service Improvements Generally, and New NARP Election Procedures

The NARP Board of Directors, meeting in Washington, D.C., April 26-28, created an "Incremental Rail Passenger Service Improvements Committee," passed a resolution strongly reaffirming NARP's support of restoring Amtrak service in Oklahoma, and indicated general approval of a plan for uniform nationwide NARP board election procedures.

The "incremental committee" is to examine what next steps are feasible in the gradual improvement of intercity rail passenger service, and how NARP might best help bring them about. The focus will be primarily on two kinds of critical rail-line segments: those Amtrak uses where increased speeds would particularly enhance the economic viability of the service (i.e., Chicago-St. Louis); and those that would be logical early additions to Amtrak's network (i.e., Grand Forks-Winnipeg; Dallas-Houston).

The Oklahoma resolution stated:

"WHEREAS Oklahoma taxpayers pay \$10 million annually in Federal taxes to Amtrak, in a state having one standard metropolitan statistical area with more than 834,000 residents and another with more than 689,000, and yet get no service for their tax dollars;

"WHEREAS it is unprincipled to demand that Oklahomans pay extra in state monies to access Amtrak and that no other state having such state-funded trains has ever been required to use such a state-funding mechanism to gain access to the Amtrak system; and

"WHEREAS the present Amtrak routings are meaningless to the majority of Oklahomans;

"THEREFORE, be it resolved that the NARP continue to work with Amtrak and Congress to bring about the restoration of quality, fully-federally-funded Amtrak service through a significant route through Oklahoma."

Under the new elections plan, the NARP office would send to all members a single ballot with names and bios of all candidates (grouped by region). The returned ballots would be forwarded for counting to committees of non-candidates in each region. Formal consideration of the necessary by-laws changes is expected at the board's next meeting, in October in Kansas City.

Also during its Apr. 28 session, the board reelected John R. Martin as president; John H. Kirkwood, vice-president; and Joseph F. Horning Jr., treasurer; and elected Andrea S. Banks as secretary.

The Executive Committee includes, besides the officers, Orren Beaty, Ronald P. Boardman Jr., Kevin Gregoire, Catherine Johnson, Andrew Selden, Samuel E. Stokes Jr., and George Tyson.

The Board elected the following slate of At Large directors: Orren Beaty, Edward H. Bennett Jr., F. Travers Burgess, Dorothy Eweson, Raymond E. Hannon, John D. Heffner, Jack Kemp, Lee E. McIlvaine, Ronald C. Sheck, and Eugene K. Skoropowski.



—photo by Ed Wojtas

NARP Dir. and magazine publisher George Falcon, Culver City, CA (center), presents "Golden Spike Awards" to NARP Pres. John Martin (left) and Dir. Leif Lange, Stockton, CA, for their leadership roles in last year's NARP campaign to save the "Spirit of California."

Treasurer's Report: NARP Treasurer Joseph Horning presented to the Board the annual financial report, including the 1983 Year-End Operating Statement, 1984 Projected Budget, and a membership update.

1983 saw total revenues reach an all-time high of \$230,711. Expenses were \$227,299, leaving an excess of \$3,412. This was applied against a 1983 beginning-of-year deficit of \$5,623, leaving a current fund deficit of \$2,211 as of Jan. 1, 1984.

Membership in 1983 remained at approximately 11,300. Most impressive was a retention rate of 83%, up from 77% in 1982. In 1983, our promotion campaign saw us mail out over 80,000 membership solicitation letters, and efforts will continue in 1984 through a selective direct mail campaign targeted at groups where we have experienced the most success.

The 1984 budget was presented, projecting income to be \$220,000, with expenses also \$220,000. Special expenditures include: final \$9,000 payment on our contract for *Getting There*; \$1,500 for consultant assistance in selecting an in-house computer system; and a payment of \$2,500, funds being available, on a loan from a member of our Board.

Mr. Horning said that NARP must continue to aggressively pursue new sources of revenue from both new membership and contributions. As for our office staff, he feels a special word of recognition is due Kay Stortz for her continuing dedication to running a tight ship. Mr. Horning also comments that, since the end of 1982, the firm of Curtis & Curtis, C.P.A.'s, has been providing an invaluable service to the association with its quarterly and year-end reports, which allow us to monitor our financial picture on an ongoing basis. ■

NARP'S 1984-85 BOARD

Unless shown below, each director's address is as it appeared in candidates list on page 4, December 1983 NARP News.

REGION 1: New England (6 Directors). Henry Ferne II, Wiscasset, ME; Kevin J. Gregoire, Pittsfield, MA; Christina Hunziker, Bridgeport, CT; Roy G. Poulsen, Kingston, RI; F. Thomas Richardson, Manchester, VT; Samuel E. Stokes Jr., Alstead, NH.

REGION 2: New York (7 Directors). Frank Barry, Groton; Ronald F. Dick, Northport; Jeffrey D. English, Troy; George H. Forman, Buffalo; Stephen Linde, New York City; Theodore W. Scull, New York City; William S. Thomson, Granville.

REGION 3: Delaware, New Jersey, Pennsylvania (8 Directors). John Bailey, Philadelphia; Andrea S. Banks (Secretary), Montclair, NJ; Peter Calleo Jr., 928 Lehigh Av., Union, NJ 07083; Paul R. Hart, Scranton; Lawrence T. Joyce, Enola, PA; John R. Pawson, Willow Grove, PA; Charles Rompala, Munhall, PA; David L. Ross, Cliffside Park, NJ.

REGION 4: District of Columbia, Maryland, Virginia, West Virginia (6 Directors). James R. Churchill, Alexandria, VA; John A. Dawson, Washington; Peter Eldridge, Alexandria, VA; David Gay, Beckley, WV; Glen E. Mendels, Baltimore; George Tyson, Baltimore.

REGION 5: Alabama, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee (7 Directors). Charles A.

Dunn, Coral Gables, FL; Ross M. Goddard Jr., Decatur, GA; James R. Herron, Tampa; John R. Martin (President), Atlanta; Don Maxwell, Ashland, KY; Greg Slaton, Metairie, LA; Ned S. Williams, Dandridge, TN.

REGION 6: Indiana, Michigan, Ohio (6 Directors). Dietrich Bergmann, P.O. Box 351, St. Clair Shores, MI 48080; John DeLora, Grosse Pointe Woods, MI; William C. Glasser, Canton, OH; J. Howard Harding, Akron; Nicholas Noe, Indianapolis; W. Mike Weber, Cincinnati.

REGION 7: Illinois, Minnesota, North Dakota, Wisconsin (8 Directors). Andreas Aeppli, Chicago; Robert Ballou, Appleton, WI; Ronald P. Boardman Jr., Chicago; Albert M. Broom, Champaign, IL; George McCallum, DePere, WI; W. David Randall, Alton, IL; Andrew Selden, Minneapolis; James B. Woods, Brookfield, WI.

REGION 8: Alaska, Idaho, Montana, Oregon, Washington (3 Directors). Kenneth McFarling, 7417 SE 20th Av., Portland 97202; Alfred Runte, Seattle; Tim Wilson, 778-D Lockhaven Dr., NE, Salem, OR 97303.

REGION 9: Arkansas, Kansas, Missouri, Oklahoma, Texas except El Paso (5 Directors). Mark S. Bucol, Creve Coeur, MO; Wayne Copple, Kansas City; John A. Mills, Topeka; Bill Pollard, Conway, AR; Peter Van Zanten, Kansas City.

REGION 10: Colorado, Iowa, Nebraska, South Dakota, Utah, Wyoming (3 Directors). Keith Fay, Wilson, WY; Catherine Johnson, Iowa City; Scott Rogers, Cedar Falls, IA.

REGION 11: Arizona, New Mexico, El Paso (1 Director). Robert Bertram, Albuquerque.

REGION 12: California, Hawaii, Nevada (10 Directors). George Falcon, Culver City, CA; Robert W. Glover, San Francisco; Roger Hooson, Sacramento; John H. Kirkwood (Vice President), San Francisco; Leif Lange, Stockton, CA; Arthur L. Lloyd, Portola Valley, CA; Daniel B. Lovegren, Redwood City, CA; Robert A. Ramsay, Arcadia, CA; Richard L. Tower, Jr., San Francisco; Ed J. Von Nordeck, Riverside, CA.

AT LARGE (10 Directors). Orren Beaty Jr. (President Emeritus), 1784 Proffit Rd., Vienna, VA 22180; Edward H. Bennett Jr., 332 S. Michigan Av., Chicago 60604; F. Travers Burgess, 14 Taylor Woods, Kirkwood, MO 63122; Dorothy Eweson, Larger Cross Roads, Far Hills, NJ 07931; Raymond E. Hannon, 1000 Campbell Centre, Dallas 75206; John D. Heffner, 604 W. Windsor Av., Alexandria, VA 22302; Jack Kemp, 908 S. Bay Front, Balboa Island, CA 92662; Lee E. McIlvaine, 900 Brookwood Rd., Jacksonville 32207; Ronald C. Sheck, New Mexico DOT, P.O. Box 1028, Santa Fe 87503; Eugene K. Skoropowski, 1648 Dillon Rd., Maple Glen, PA 19002.

TREASURER: Joseph F. Horning Jr., 1730 Rhode Island Av., NW, #714, Washington, DC 20036.

STATE ASSOCIATIONS

The complete list of state associations appeared on page 3, May 1983 NARP News. Below are any new groups, or officer/address changes.

Train Riders' Assn. of California, Rich Tolmach, Pres., 1730 13th St., Sacramento 95814. **Railroad Passengers Assn. of California,** Noel Braymer, Pres., 9418 Belford Av., #4, Los Angeles 90045. **Carolina Assn. of Passenger Train Advocates,** Martin Wheeler, Pres., 1000 Brookrun Dr., #1301, Charlotte 28209.

Georgia ARP, P.O. Box 851, Decatur 30031.

Illinois Rail, W. David Randall, Pres., 4810 Snow White Terr., Alton 62002.

Kentucky ARP, P.O. Box 1252, Ashland 41105.

Louisiana ARP, Greg Slaton, Pres.

Michigan ARP, Dietrich Bergmann, Chair., P.O. Box 351, St. Clair Shores 48080. **Missouri-Kansas Rail Passenger Coalition,** Wayne Copple, Chair. **Eastern Missouri ARP,** 2 Greenfield Ct., St. Charles 63301.

NY: Empire State Passengers Assn., Frank Barry, Pres., P.O. Box 1344, Troy 12181.

Oklahoma Passenger Rail Assn., Raleigh Sexton, Pres., 8401 NW 90th St., Oklahoma City 73132.

Washington ARP, Charles Mott, Pres., P.O. Box 7381, Bellevue 98008.

ST. LOUIS LIGHT RAIL

Thus far, UMTA has turned up its nose at the proposed St. Louis light rail line which would link a new, intermodal Amtrak station; the main business district; Lambert International Airport (including McDonnell Douglas headquarters); Busch Memorial Stadium; the city's hospital district; University of Missouri-St. Louis; East St. Louis, IL; and a number of suburbs.

Amtrak believes rejection of the light rail plan will compel a decision to locate the permanent Amtrak station adjacent to the present "temporary" one, inaccessible to pedestrians and local transit riders. Such a disaster would depress Amtrak ridership in St. Louis indefinitely, and go a long way towards negating the benefits of possible future speedups in Chicago-St. Louis service.

Legislative Update

The House Appropriations Committee on June 11 approved a Fiscal Year 1985 transportation appropriations bill that includes \$738 million in new Amtrak funding, \$58 million more than President Reagan requested. The committee expects funds to be used as follows: \$639 million operations; \$43 million nationwide capital; \$54 million Northeast Corridor Improvement Project

SENATE COMMITTEE PASSES AMTRAK FUNDS

LATE FLASH! On June 28, Senate Appropriations approved \$700 million for Amtrak nationwide and \$10 million for NECIP. The latter figure was added largely due to the efforts of Sen. Arlen Specter (R-PA). In the mass transit section, \$15 million is earmarked for St. Louis light rail, \$3 million for the San Diego East light rail line.

Urge your legislators to ask prospective House-Senate conferees to support the larger House total for rail passenger service (\$738 million) and the larger Senate total for nationwide Amtrak (\$700 million), which would leave a fairly respectable \$38 million for NECIP. Also, urge legislators to work for including the Senate's St. Louis and San Diego East light rail money.

(NECIP). The bill was originally HR 5813, but became HR 5921 after the committee on June 22 removed a provision unrelated to Amtrak which would have created a new position at DOT. The accompanying almost-identical reports were Reports 98-833 filed June 11 and 98-859 of June 22.

The committee cut Amtrak's request by \$20 million each for operations and nationwide capital, and includes far less than the \$136.3 million Amtrak had suggested for NECIP.

The committee does not intend to force service cuts, but disagreed with the inflation assumption Amtrak used in developing its operating subsidy request. Since the law likely will indicate a single total again, Amtrak would be free to reduce its nationwide capital budget and increase the operating grant if the committee's inflation assumption proves too optimistic.

Assuming the committee's operating figure is adequate, the FY '85 nationwide capital program would total \$101 million (excluding \$24 million previously appropriated: \$20 million for improving Manhattan's West Side Line to link Empire Service to Penn Station; \$4 million remaining NEC purchase funds) derived as follows:

\$43 million Grant (new appropriation)

***\$25 million Revenue-enhancement profits**

\$27 million Carryover from previous years (excluding the \$24 million carryover noted above)

\$6 million Sale of E60 locomotives to New Jersey Transit

\$101 million

***The committee assumes \$27.4 million.**

The report contains this language which, fortunately, does not have the force of law: "The Committee expects Amtrak to achieve at least a 58% revenue-to-cost ratio in fiscal year 1985. This compares to 56% [ed.: estimated] in FY '84, and 54% in FY '83. The Committee expects Amtrak to exceed a 60% revenue-to-cost ratio by FY '86, and 65% by FY '88."

In its 5-year plan released in June, 1983, Amtrak projected even higher percentages: 62% in FY '86, 66% in '87. There's a danger, however, that forcing Amtrak to run up its revenue-to-cost ratio well above what most transit systems achieve while Amtrak lacks adequate equipment to collect the revenue which the marketplace is offering will result in: (a.) fares escalating even more rapidly; and (b.) more Amtrak-is-just-for-the-wealthy accusations.

The report also warns New York State that it must come up with 40% of the West Side Line costs soon: "The Committee advises Amtrak that it will not support the reservation of funds for this project much longer. . . . The Committee intends to monitor this project closely in the coming months. If progress is not evident, the Committee will consider actions to reprogram these funds." **New Yorkers: PLEASE urge Governor Cuomo to make a commitment quickly!**

Finally, the committee directed that "priority consideration be given to Phase II" of Cleveland's Tower City Center Project.

The Alaska Railroad Sets Ridership Record

In Fiscal Year 1983, The Alaska Railroad handled 211,359 passengers, 21% above the previous high of 175,116 in FY '82. (Passenger-miles rose 1.3% to 15,270,000.)

Ridership on specials rose 68.3% to 31,732—15% of the total. The Anchorage-Whittier shuttle—which carries passengers' automobiles and has no highway competition—rose 23.4% to 117,740. The shuttle benefitted from nine cruise ships stopping at the Railroad's Port of Whittier "resulting in over 14,000 rail passengers between Whittier and Anchorage. . . . This marks the first time ever that a major cruise line has operated as far north as Whittier and at a port with only a rail connection to Interior Alaska." (From ARR's annual report)

An impressive number of passenger-related items are included in the annual report's list of capital improvements, among them:

- "Completed work on 112 miles of track to increase passenger train speeds to 59 mph on the upgraded track sections. This compares to 76 miles of 59 mph track in 1982, for an increase of 47%";

- "Upgraded two major railroad-highway crossings and installed two new crossing signals. A notable technological improvement is a motion detector that calculates train speed and activates the crossing signal so that a constant time warning is provided to motorists.";

- "Realigned passenger main track and extended trackage at Anchorage Depot to meet increased train traffic and permit adequate room for the longer passenger trains to clear the mainline switch while at the Depot.";

- "Purchased two high pressure washing systems to clean locomotive and passenger cars."

AMTRAK: CREDIBILITY WITH THE FREIGHT RAILROADS

"Amtrak's maturity has gained it important respect in the eyes of most railroads that operate its trains. An executive of one of them notes that a considerable pride is taken in Amtrak operations. Railroad crews generally like the fast, regularly-scheduled passenger trains, and maintenance officers are genuinely happy to have the trains on their divisions. These officers feel they can more easily justify high track standards on Amtrak routes."

—Railway Age, April 1984

"Phase II may include a comprehensive study of the engineering and financial feasibility of relocating passenger rail facilities to their original location at an intermodal terminal at the Tower City Center site."

Mass Transit: For the Urban Mass Transportation Administration, the committee approved "\$3,199,400,000 in direct appropriations and \$1,125,000,000 in contract authority. This is \$258,613,000 more than the [President's] budget request, and \$81,407,800 more than the enacted FY '84 program level."

Although the committee approved no funds for the St. Louis and San Diego East light rail projects, it said: "the [St. Louis] system may have merit. The Committee is particularly impressed with the use of existing infrastructure [ed.: the abandoned railroad tunnel under downtown St. Louis and the Eads Bridge over the Mississippi]. This approach reflects the intent of Congress as expressed in the 1982 Surface Transportation Assistance Act to encourage maximum use of existing infrastructure in order to promote increased cost-effective construction of Federally assisted fixed guideway projects. In addition, the Committee directs the Administrator to release the \$2 million previously provided for the St. Louis project to allow initiation of preliminary engineering.

"... While the existing [San Diego] south line shows an impressive farebox return and the local funding effort is relatively high, there are serious questions about whether the east line extension is cost-effective. The Committee is aware that new data have been submitted to UMTA which might improve the extension's cost effectiveness rating. If UMTA's analysis should show sufficient improvement, the Committee would be willing to reconsider funding for this project."