



BOMBARDIER'S NEW PROTOTYPE HIGH-SPEED LOCOMOTIVE



—Bombardier Transportation

Bombardier Transportation unveiled its prototype JetTrain locomotive in Washington on October 15—the first public viewing of the fossil-fuel version of the Acela Express. The locomotive ran at 156 mph at the Transportation Technology Center in Pueblo, Colo. (above).

The locomotive is designed for revenue service at 150 mph, which is thought to be faster than any other fossil-fuel

equipment in the world now in service. Bombardier and the FRA have each invested \$13 million in the project.

The JetTrain may be attractive to regions wanting high-speed service without the need for overhead electric power, and will go on a tour of the country. It meets North American safety standards, is lighter—and accelerates better—than a diesel-electric locomotive.

“Cornyn, Hutchison stump for Amtrak”

That was the *Longview News-Journal's* headline on Sunday, November 3, two days before the election. Sen. Kay Bailey Hutchison (R.-Tex.) and now-Senator-elect John Cornyn (R.) visited a Longview meeting of TEMPO, the Texas Eagle Marketing and Performance Organization, a group created in 1997 by the Texas Eagle Mayor's Coalition and Amtrak.

Hutchison said that Cornyn “will be a strong supporter of Amtrak. If we want Amtrak to be a truly national rail passenger system, it means keeping the *Eagle* and the *Sunset Limited* through Texas strong. We have a real commitment to doing that.” The newspaper reported that “Cornyn said if elected Tuesday he will be committed to helping Amtrak as a national transportation option.”

Cornyn was elected to fill the seat now held by Phil Gramm (R.), a leading critic of Amtrak.

Hutchison is a senior member of the Senate Committee on Commerce, Science and Transportation, and next year probably will chair its aviation subcommittee. She also said, “We have many problems with Amtrak, but we're working hard to fix them.”

At the Longview meeting, former Marshall Mayor Audrey Kariel and former Mineola Mayor Celia Boswell voiced strong support for the *Texas Eagle*. Longview Mayor Earl Roberts, in welcoming remarks to TEMPO members and guests, said, “What you're doing is extremely important in the overall scheme of the nation's transportation. I think all of us are committed to make Amtrak and passenger service work.”

AMTRAK CEO CROSSES NATION BY RAIL

Amtrak President and CEO David L. Gunn already has crossed the nation three times on his trains, since starting in May. That act alone won him praise from many employees who questioned management's commitment to the national network.

However, he also impressed

workers with down-to-earth, knowledgeable answers to employee questions—and by pitching in to help transload passenger baggage when a Union Pacific freight derailment forced a bus substitution from El Paso to Alpine, Tex., during his *Sunset Limited* trip (November 15 Los Angeles departure).

TRAVELERS' ADVISORY

Texas Eagle—Two of four train sets now have coaches with lower level snack bars, instead of Sightseer Lounge Cars. Also, Fort Worth-San Antonio dining car service ended Oc-

tober 28; crews turn at Fort Worth, but passengers can consume food and beverages in the diner. During November, Amtrak introduced special meals for sleeping-car passengers on this segment.

Amtrak-Metrolink “Rail 2 Rail”—

Amtrak, Metrolink, and Caltrans began a joint-ticketing arrangement September 5. Under the “Rail 2 Rail” program, Metrolink monthly pass riders on the Ventura and Orange County Lines who previously bought “step-up”

(continued on page 4)

Tennessee Studying New Routes

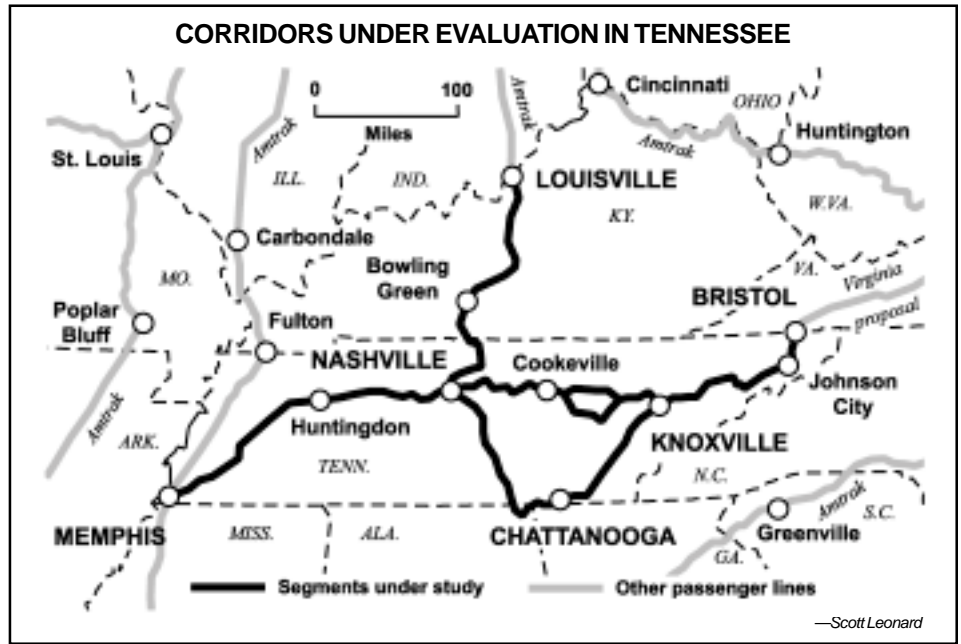
The Tennessee Department of Transportation has been working on a statewide Rail Plan. This effort included public outreach meetings in Memphis, Nashville, and Knoxville in mid-November.

An outline of the effort says, "The State believes that the robust economic development in the state, the prospect of further growth, and potential increases in the population, are excellent reasons to re-examine the role of the railway system both for freight and passenger transportation in Tennessee."

The plan, so far, includes an inventory of existing rail properties in the state. It points out that building a mile of railroad track is cheaper than building a lane of freeway (\$1 million vs. \$8 million), and that diversion of 5-10% of truck traffic in the state to rail would pay for the freight-related aspects of the project (which also would benefit passenger rail).

Three areas of new construction are being considered. One is a bypass of the McKenzie area (west of Huntingdon). Another is to address a gap caused by abandonment of 47 miles of the ex-Tennessee Central line (east of Cookeville). One alternative is to restore the abandoned track (with improvements); the other is to build an all-new, straighter alignment slightly further north. A third is an outer freight bypass of Memphis, which would free up track capacity for commuter service within the bypass.

The planning effort looked at 11 potential passenger corridors, and then



narrowed them down to six according to several criteria. These included whether passenger trains would be the sole user of the route (incurring all costs), whether the route had national or regional connectivity, whether there would be adverse impacts to freight railroads (or need for "exorbitant" infrastructure improvements), and whether the route would duplicate or interfere with other public initiatives. Lines were assumed to be upgraded to 79 mph, for the present, rather than 110 mph, due to cost.

The resulting six (see map) were Memphis-Nashville, Nashville-Knoxville, Nashville-Chattanooga, Chattanooga-Knoxville,

Knoxville-Bristol, and Nashville-Louisville. Connections with existing Amtrak trains would be possible at Memphis (for Chicago and New Orleans) and Louisville (for Chicago); and with service being planned by Virginia at Bristol (for Washington and Richmond; see Jan. '96 News).

The Nashville-Louisville segment is already the subject of a potential extension of Amtrak's Chicago-Louisville *Kentucky Cardinal*. While the extension is operationally feasible—a test run was performed successfully in December 2001—Amtrak will not extend the train (without state support) if the extension adds to Amtrak's overall operating losses. Also, with Amtrak's recent de-emphasis of express traffic, the future of the *Kentucky Cardinal* itself is in doubt.

Using cost and ridership data from state train operations in Missouri and North Carolina, Tennessee estimates all routes would have an operating loss. In looking at an overall cost-benefit analysis, however, all but the Chattanooga-Knoxville segment provide more in benefits than costs. Thus, the plan recommends setting up a passenger network, starting with Nashville-Louisville. ■

More information is at <http://www.tdot.state.tn.us/Chief_Engineer/assistant_engineer_Planning/pub-tr-1/RailPlan/index.htm>.

CORRECTION—The postal statement (Oct.-Nov. News) contained a miscalculation. The figures in line 15(c) should read 12,601 and 12,621.

WEST KANSAS RESTORATIONS



—www.harveyhouses.net



—John A. Mills

Construction to restore the station complex at Dodge City—the former El Vaquero ("The Cowboy") Harvey House—is nearing completion this fall. A photo from 2001 is at upper left. Built in 1898, "Destination Depot" will include space for Amtrak and for a community theater. Kansas DOT put in \$5 million toward the \$10 million project.

At Garden City, 50 miles to the west, conversion of the old Santa Fe depot into an intermodal station also is nearing completion. A photo from 2002 is at lower left. Amtrak and TNM&O intercity bus service both moved into the facility early in October. The building also has taxi service, BNSF offices, and meeting space. The city coordinated the project and put in \$160,000 of the \$810,000 total cost (the rest coming from federal grants).

Both stations are served by Amtrak's Chicago-Los Angeles *Southwest Chief*.

More on Amtrak Management under Gunn

Planning and Development

Gil Mallery, Amtrak's Vice President of Policy and Business Development, has responsibilities in three general areas.

- David Carol is Assistant Vice President (AVP) for Planning and Business Development, in Washington. His three senior directors are headquartered where the old strategic business units were—Dennis Kuklis in Oakland; Mike Franke in Chicago; and Drew Galloway in Philadelphia. Carol's responsibilities include commuter and state contracts, corridor development, route planning and business development.

- Paul Nissenbaum, AVP for Policy Development, is responsible for performance measurement, capital programming, and stations.

- Paul Vilter, AVP for Freight Relations and Costing, is responsible for relations with the freight railroads and for analyzing and presenting Amtrak's costs, including Amtrak's new effort at identifying the appropriate basis for billing states.

Hughes is Amtrak Chief Engineer

David J. Hughes is now Chief Engineer. A Harvard Business School graduate, he first went to Southern Pacific as management trainee, general track foreman, and finally bridges and buildings supervisor.

At the Boston and Maine Corporation, he was assistant to the president and then engineering vice president. Hughes and David Gunn (then at MBTA) negotiated MBTA's purchase from B&M

of rail lines around Boston.

Hughes worked in the railway supply industry, then became president of Bangor and Aroostook Railroad. He helped found Regional Railroads of America. He served four years as its first chairman, spending much time on Capitol Hill. For the past decade, he has consulted worldwide on rail infrastructure.

His goal is to restore Amtrak's reputation as a reliable, efficient conduit for infrastructure investment.

Hughes joined Amtrak August 26, succeeding Alison Conway-Smith.

Western Region

General Manager Bill Duggan is leaving Amtrak for New Jersey Transit. Joe Deely is Pacific Division superintendent, responsible for the Northwest quadrant of the U.S., including Oakland (July News). Deely was in charge of Amtrak's Washington, D.C., terminal, but has worked on the West Coast before. ■

Joining Maine to the U.S.

Amtrak's Boston-Portland *Downeaster* trains have exceeded ridership expectations despite passengers' inability to get Amtrak's web site to offer travel between there and any other Amtrak points.

For example, a request for Portland-New York travel gets this response: "The Station pair you entered cannot be processed by our booking system. This may be because there is no connecting service. Please select an alternate route..."

Even worse, some Amtrak agents have asked connecting passengers to buy their *Downeaster* tickets after they get to North Station—where long ticket lines are possible at the single Amtrak window.

NARP alerted Amtrak to this in December, 2001, before the service began, and again in October. Now Amtrak plans to solve the problem by mid-December.

Initially, the web site will recognize a Boston link (North Station-Back Bay) by printing a coupon explaining that travelers must make their own arrangements, either via taxi or MBTA's Orange Line. Though vastly preferable to the present set-up, some people probably will mistake the coupon for a ticket.

A better solution—MBTA honoring the coupon for an Orange Line trip—has been awaiting approval from MBTA. NARP has urged MBTA to act. ■

GOLDEN SPIKE TO DORAS BRIGGS



—Jay S. Samuels

One beautiful lady posing in front another. NARP honored longtime board member Doras Briggs with the George Falcon Golden Spike Award at a reception in the California State Railroad Museum in Sacramento.

Above, holding the award, she is flanked by Executive Director Ross B. Capon (left) and President Alan M. Yorker, before a Santa Fe "F" unit.

The October 18 reception was in conjunction with the Emeryville, Cal., meeting of the NARP Board. The plaque noted Briggs' work in developing a station host program (July News), and in energizing seniors to support passenger rail, and said "her enthusiasm, dedication and perseverance are an inspiration to us all."

Briggs also was a charter member of the Amtrak Customer Advisory Committee.

DMU TOUR CONTINUES



—Colorado Railcar

Colorado Railcar's new diesel-multiple unit (DMU) is shown above at the Transportation Technology Center in Pueblo, Colo., in August (in a photo much better than the one we printed by mistake last issue). Its fall tour continued with November stops in North Carolina, Illinois, Wisconsin, Oregon, and British Columbia.

PLEASANT TRAIN TRAVEL

"At the present time I am in charge of some volunteers that travel from Klamath Falls to Eugene on the *Coast Starlight* and we tell people on the train of what they are seeing as the train travels its way over the Cascade Mountains. We find quite a number of people that have not travelled by train, and always [with] the same opinion that it is better than driving or flying."

—NARP member Edwin Piper, Chiloquin, Ore.

TRAVELERS' ADVISORY (from page 1)

coupons to ride on Amtrak Pacific Surfliners may now just use their Metrolink pass.

They can also do the same on parallel Amtrak buses, within the limits of their pass, and ride on Amtrak weekend trains (the only trains on those routes). Passengers with Amtrak tickets can ride Metrolink trains, within the limits of their tickets.

Amtrak-Metrolink "Next Train Out"—Metrolink and Amtrak cross-honor *all* tickets for travel between Los Angeles Union Station and Burbank Airport. For nine months starting January 1, 2003, ride free by showing a Southwest Airlines ticket. (A 90-day test version of this promotion ends December 1, 2002.) Amtrak provides the only weekend rail service here.

Stations—Amtrak moved into the intermodal station in Everett, Wash., November 12.

The Selma, N.C., station reopened November 19 after a \$2.7-million restoration to its original 1924 state.

Discount—Amtrak offers a 30% discount off best coach fare (35% if booked online), for sale through Dec. 13, for travel through Feb. 28 (with holiday black-outs). Can be upgraded to sleeper, etc. Tickets must be booked at least three days before travel and are non-refundable. Promotion codes: H233 (on-line: H234).

Hold Limits—After November 13, passengers starting a trip at a station that is never staffed, but using a reservation made three days or less before departure, have more time to get tickets.

The hold limit (deadline for advance purchase of tickets) is now the actual departure of the train, allowing time to pick up tickets from travel agents or Amtrak agents in other locations.

Those wishing to pay for tickets on the train must tell the reservations agent, so the reservation will be "protected."

This change is in response to NARP's long-standing complaint that Amtrak's hold limits are too aggressive.

Boston-New York Inland Route—October 28 saw the end of westbound weekday through service via Springfield,

but trip is still possible on similar schedule (*Lake Shore Limited* to Springfield; change trains). The weekend westbound and daily eastbound trains saw little change. (Weekday westbound trip moved to Shore Line.)

Thruways—Modesto-Oakdale-Sonora, Cal., bus began December 2, connecting with *San Joaquins*.

Transit—Tampa's TECO Line historic streetcar opened for daily service October 19, from downtown to Channelside and Ybor City (2.3 miles). It's managed by non-profit Tampa Historic Streetcar, Inc., and run by the local transit agency, Hillsborough Area Regional Transit Authority.

Metrolink commuter trains began serving Montalvo, five miles west of Oxnard, Cal., on the Ventura County line, November 11.

DART Blue light-rail line was extended from LBJ/Skillman in Dallas to Downtown Garland, November 18 (4.6 mi.). The Red Line will be extended from Galatyn Park in Richardson to Parker Road in Plano, December 9.

TRAIN SERVICE CHEERED

An October 31 report of the (Biddeford) *Journal Tribune* said, "An estimated 5,000 passengers traveled to and from" Old Orchard Beach, Me., during that stop's truncated season (July 12-October 31). The delay was due to lengthy negotiations between the railroad (Guilford), the town, and Northern

New England Passenger Authority.

The town's "platform is edged by a wrought-iron fence and adorned with Victorian-style lamp posts. Plans call for its canopy to receive a smoked glass skylight this winter." Starting in the fall of 2003, "the town plans to restore the visitor center next to the platform and, in the process, to double the center's size to

approximately 3,000 square feet."

"We're thrilled. It's just nice to have passenger rail service back in Maine, and to see people getting off the train and heading for the beach...Many people told us they hadn't been to Old Orchard Beach in years," said James Harmon, executive director of the Old Orchard Beach Chamber of Commerce.



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