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Senate

MONDAY, JANUARY 28, 1974

day service. Passenger ridership has been on the increase and will no doubt continue to expand as travelers seek alternatives to the private automobile. Would it not be wise to begin planning for an expansion of rail service that will surely be necessary in this time of gasoline shortages?

Your early response will be appreciated.
Very truly yours,

MIKE MANSFIELD,
LEE METCALF,
U.S. Senate.

AMTRAK,
January 18, 1974.

HON. MIKE MANSFIELD,
U.S. Senate,
Washington, D.C.

DEAR SENATOR MANSFIELD: Thank you for your letter of November 21, 1973, to Mr. Roger Lewis, which you sent jointly with Senator Lee Metcalf expressing your interest in seeing additional equipment operated through the Christmas holiday period on the Hiawatha trains and requesting that Amtrak take another look at the question of daily passenger service on the southern Montana route.

Early in December 1973, your office was provided an outline of the additional equipment that would be operated on both the northern and southern Montana trains through the past holiday period. In the meantime Amtrak had been continuing to examine the feasibility of daily rail passenger service on the southern Montana route. Effective May 19, 1974, Amtrak will begin daily service from Chicago to Seattle on the North Coast Hiawatha route. This service will be operated on a trial basis through the summer, but as Amtrak has seen in the past, when given an opportunity to use an attractive rail passenger service the people of Montana have responded.

Kindest regards,
Sincerely,

ROBERT C. MOOF,
Vice President, Government Affairs.

Mr. MANSFIELD, Mr. President, In addition, I wish to take this opportunity to compliment the Interstate Commerce Commission for the order issued at the end of 1973 ordering Amtrak and the other railroad passenger trains to upgrade their equipment, services, reservations, and timetables comparable to that now available from the commercial airlines. I agree that there is no reason that these same services cannot be offered by our Nation's railroads; it may take a little more effort and a little more dedication.

AMTRAK

Mr. MANSFIELD, Mr. President, ever since the advent of Amtrak and the significant reduction in passenger train service in many areas of the Nation, my able colleague, Senator LEE METCALF, and I have been attempting to convince Amtrak officials that they made a mistake in reducing service to a 3-day a week basis on the old Northern Pacific Railroad or the southern route. This route serves the most populous part of the State. The passenger demand is there and, in many cases, Amtrak has been unable to provide the service.

I am delighted to report that Amtrak has now agreed with Senator METCALF and me and that effective May 19 of this year they will begin daily rail passenger service on the southern Montana route. What happens after the summer season will depend on patronage during this period. There is no question in my mind that this passenger service will be utilized to the fullest if the service is provided in an efficient and competent manner.

Mr. President, I ask unanimous consent to have printed at this point in my remarks a letter from Senator METCALF and me and one from Amtrak responding to it.

There being no objection, the letter was ordered to be printed in the RECORD, as follows:

U.S. SENATE,
OFFICE OF THE MAJORITY LEADER,
Washington, D.C., November 21, 1973.
MR. ROGER LEWIS,
President, Amtrak,
Washington, D.C.

DEAR MR. LEWIS: We are informed that the Amtrak passenger trains serving the southern route in Montana are booked to capacity during the coming Christmas holidays. Advance reservations promise that travel will be heavier this year than last. We would be grateful if you would immediately investigate the situation and advise what steps Amtrak contemplates to secure additional cars to meet the expected demand.

Additionally, we feel it is particularly appropriate again to raise the issue of expanding the present three-day service to a seven-