

The original documents are located in Box C29, folder “Presidential Handwriting, 10/20/1975” of the Presidential Handwriting File at the Gerald R. Ford Presidential Library.

Copyright Notice

The copyright law of the United States (Title 17, United States Code) governs the making of photocopies or other reproductions of copyrighted material. Gerald Ford donated to the United States of America his copyrights in all of his unpublished writings in National Archives collections. Works prepared by U.S. Government employees as part of their official duties are in the public domain. The copyrights to materials written by other individuals or organizations are presumed to remain with them. If you think any of the information displayed in the PDF is subject to a valid copyright claim, please contact the Gerald R. Ford Presidential Library.

October 20, 1975

MEMORANDUM FOR: JAMES T. LYNN
FROM: JAMES E. CONNOR
SUBJECT: Northeast Corridor Rail
Passenger Legislation

I understand that there was a foul-up in the attached memorandum and that you will be coming back with new recommendations on question 3 and 4.

Attachment

Copy of Lynn memo
(undated) on above subject.



THE WHITE HOUSE

WASHINGTON

October 20, 1975

ADMINISTRATIVELY CONFIDENTIAL

MEMORANDUM FOR:

JAMES T. LYNN

FROM:

JAMES E. CONNOR

SUBJECT:

Northeast Corridor Rail
Passenger Legislation

Confirming phone call to your office this morning, the President reviewed your undated memorandum on the above subject and made the following decisions:

First Recommendation -

To maintain 1969 levels of service.

Approved

Second Recommendation

In addition to providing for maintenance of 1969 levels of service, increase service levels for that portion of NEC between Boston and New Haven.

Approved

Third Recommendation -

Increase service levels between New Haven and New York.

Approved

Fourth Recommendation

Funding of certain efficiency-producing improvements for NEC.

Disapproved.

Please follow-up with appropriate action.

cc: Don Rumsfeld



THE PRESIDENT HAS SEEN.....
EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

ACTION

MEMORANDUM FOR: THE PRESIDENT
FROM: James T. Lynn
SUBJECT: Northeast Corridor Rail Passenger
Legislation

On Monday, October 20, 1975, Secretary Coleman must testify before the Senate Commerce Committee to explain the Administration's position on Northeast Corridor Rail Passenger (NEC) legislation.

In 1971, the Department of Transportation, in a report to Congress, recommended Federal assistance to upgrade rail passenger service on the Boston-New York-Washington run. The report called for train speeds of up to 150 miles per hour and attendant reductions in trip times. The 1971 estimated cost of this major upgrading project was \$460 million.

DOT now estimates that the same service levels would require an investment in inflated dollars of about \$4.5 billion.

Congressional interest in the NEC project is high. The region is said to be "counting on" high-speed rail service ever since the 1971 DOT report and before. Senators Magnuson and Hartke, as well as many New England members in both the House and Senate (including Tip O'Neill) will probably support full implementation of the 1971 DOT report.

Moreover, the NEC proposals are tied legislatively to Administration-supported proposals to improve freight service through ConRail and Railroad Revitalization (de-regulation, restructuring, and loan guarantees).

Secretary Coleman has developed several options for NEC improvements. These options are tied to various service levels which range from maintaining 1969 levels of service (low-cost option) to fully implementing the 1971 report.



FIRST RECOMMENDATION

To maintain 1969 levels of service, DOT and OMB estimate a capital investment of \$1 billion over 5 years. Planned budget outlays would be:

(\$ in Millions)

<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>
25	180	210	250	210	125

Both Secretary Coleman and I recommend that you approve this plan, which constitutes a minimum level of funding for NEC.

Approve

Disapprove

See me

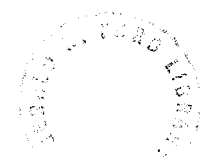
SECOND RECOMMENDATION

In addition to providing for maintenance of 1969 levels of service, Secretary Coleman and I recommend that you approve increased service levels for that portion of NEC between Boston and New Haven.

The NEC is currently electrified only from Washington to New Haven. This proposal would complete electrification of the remaining New Haven-to-Boston segment, thus permitting operation of one type of equipment and achieving trip time savings.

At present operation of uniform equipment in the NEC is impossible--electric-powered trains must exchange locomotives to continue north beyond New Haven, adding 10 minutes to trip time. Electric power is desirable from both a performance (further time savings due to faster acceleration and deceleration) and an energy viewpoint.

Making these improvements would diminish some of the Congressional pressure for a major program in the New England region. Additional cost for this segment is \$120 million in inflated dollars. The additional outlay effects of these improvements are:



(\$ in Millions)

<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>
-	20	30	40	20	10

OMB and DOT recommend that you approve this addition.

Approve NR

Disapprove _____

See me _____

THIRD RECOMMENDATION

Secretary Coleman believes that you should approve increased service levels between New Haven and New York.

At present, the New Haven-New York segment is electrified, but at a lower voltage than the remainder of the NEC service. DOT proposes to make this portion compatible with the rest of the electric system by converting to higher voltage, thus reducing rolling stock cost.

The cost of this is \$50 million. The additional outlay effects of this improvement are:

(\$ in Millions)

<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>
-	5	20	20	5	-

I recommend against this addition for long-range budgetary reasons and because this improvement can be considered in the future.

Approve NR

Disapprove _____

See me _____

FOURTH RECOMMENDATION

Finally, Secretary Coleman believes that you should approve funding of certain efficiency-producing improvements for NEC.

At present NEC train operations are controlled by over 40 antiquated, labor-intensive towers spaced at intervals along the corridor. DOT proposes to consolidate traffic control into four centers, thus eliminating these towers and improving train operations and safety. The highest priority areas are Philadelphia, New York and Boston where traffic is the densest and the towers most antiquated. DOT proposes to fund these areas and estimates an annual operating savings of \$10 - 15 million resulting from reduced labor expense and improved operating efficiencies.

The cost of these improvements is \$100 million in inflated dollars. The additional outlay effects of these improvements are:

(\$ in Millions)

<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>
-	10	25	25	20	10	10

I also recommend against this proposal for long-range budgetary reasons and because these improvements can be considered at a later time.

Approve

Disapprove

See me



THE WHITE HOUSE

ACTION MEMORANDUM

WASHINGTON

LOG NO.:

Date: October 20, 1975

Time:

FOR ACTION:

cc (for information):

Phil Buchen ✓
Jim Cannon ✓
Jack Marsh ✓
Bill Seidman ✓

FROM THE STAFF SECRETARY

DUE: Date: AS SOON AS POSSIBLE

Time:

SUBJECT:

Lynn memo (undated) re Northeast
Corridor Rail Passenger Legislation

ACTION REQUESTED:

☐ For Necessary Action☐ For Your Recommendations☐ Prepare Agenda and Brief☐ Draft Reply☒ For Your Comments☐ Draft Remarks

REMARKS:

PRESIDENT ALREADY MADE DECISION OVER THE
WEEKEND ---- No time to staff before sending it to
the residence ---- we would like your comments however
as soon as possible.

Buchen - no comment
Cannon - see comment
Marsh - Approve 1st + 2nd - Disapprove 3 + 4
Seidman - no comment

PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate a
delay in submitting the required material, please
telephone the Staff Secretary immediately.

K. R. COLE, JR.
For the President



THE WHITE HOUSE

ACTION MEMORANDUM

WASHINGTON

LOG NO.:

Date: October 20, 1975

Time:

FOR ACTION:

cc (for information):

Phil Buchen
Jim Cannon
Jack Marsh
Bill Seidman

FROM THE STAFF SECRETARY

DUE: Date: AS SOON AS POSSIBLE Time:

SUBJECT:

Lynn memo (undated) re Northeast
Corridor Rail Passenger Legislation

ACTION REQUESTED:

☐ For Necessary Action☐ For Your Recommendations☐ Prepare Agenda and Brief☐ Draft Reply☒ For Your Comments☐ Draft Remarks

REMARKS:

PRESIDENT ALREADY MADE DECISION OVER THE
WEEKEND ---- No time to staff before sending it to
the residence ---- we would like your comments however
as soon as possible.

PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate a
delay in submitting the required material, please
telephone the Staff Secretary immediately.

K. R. COLE, JR.
For the President



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

ACTION

MEMORANDUM FOR: THE PRESIDENT
FROM: James T. Lynn
SUBJECT: Northeast Corridor Rail Passenger
Legislation

On Monday, October 20, 1975, Secretary Coleman must testify before the Senate Commerce Committee to explain the Administration's position on Northeast Corridor Rail Passenger (NEC) legislation.

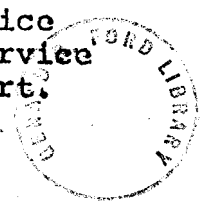
In 1971, the Department of Transportation, in a report to Congress, recommended Federal assistance to upgrade rail passenger service on the Boston-New York-Washington run. The report called for train speeds of up to 150 miles per hour and attendant reductions in trip times. The 1971 estimated cost of this major upgrading project was \$460 million.

DOT now estimates that the same service levels would require an investment in inflated dollars of about \$4.5 billion.

Congressional interest in the NEC project is high. The region is said to be "counting on" high-speed rail service ever since the 1971 DOT report and before. Senators Magnuson and Hartke, as well as many New England members in both the House and Senate (including Tip O'Neill) will probably support full implementation of the 1971 DOT report.

Moreover, the NEC proposals are tied legislatively to Administration-supported proposals to improve freight service through ConRail and Railroad Revitalization (de-regulation, restructuring, and loan guarantees).

Secretary Coleman has developed several options for NEC improvements. These options are tied to various service levels which range from maintaining 1969 levels of service (low-cost option) to fully implementing the 1971 report.



FIRST RECOMMENDATION

To maintain 1969 levels of service, DOT and OMB estimate a capital investment of \$1 billion over 5 years. Planned budget outlays would be:

(\$ in Millions)

<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>
25	180	210	250	210	125

Both Secretary Coleman and I recommend that you approve this plan, which constitutes a minimum level of funding for NEC.

Approve _____
 Disapprove _____
 See me _____

SECOND RECOMMENDATION

In addition to providing for maintenance of 1969 levels of service, Secretary Coleman and I recommend that you approve increased service levels for that portion of NEC between Boston and New Haven.

The NEC is currently electrified only from Washington to New Haven. This proposal would complete electrification of the remaining New Haven-to-Boston segment, thus permitting operation of one type of equipment and achieving trip time savings.

At present operation of uniform equipment in the NEC is impossible--electric-powered trains must exchange locomotives to continue north beyond New Haven, adding 10 minutes to trip time. Electric power is desirable from both a performance (further time savings due to faster acceleration and deceleration) and an energy viewpoint.

Making these improvements would diminish some of the Congressional pressure for a major program in the New England region. Additional cost for this segment is \$120 million in inflated dollars. The additional outlay effects of these improvements are:

(\$ in Millions)

<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>
-	20	30	40	20	10

OMB and DOT recommend that you approve this addition.

Approve _____

Disapprove _____

See me _____

THIRD RECOMMENDATION

Secretary Coleman believes that you should approve increased service levels between New Haven and New York.

At present, the New Haven-New York segment is electrified, but at a lower voltage than the remainder of the NEC service. DOT proposes to make this portion compatible with the rest of the electric system by converting to higher voltage, thus reducing rolling stock cost.

The cost of this is \$50 million. The additional outlay effects of this improvement are:

(\$ in Millions)

<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>
-	5	20	20	5	-

I recommend against this addition for long-range budgetary reasons and because this improvement can be considered in the future.

Approve _____

Disapprove _____

See me _____

FOURTH RECOMMENDATION

Finally, Secretary Coleman believes that you should approve funding of certain efficiency-producing improvements for NEC.



At present NEC train operations are controlled by over 40 antiquated, labor-intensive towers spaced at intervals along the corridor. DOT proposes to consolidate traffic control into four centers, thus eliminating these towers and improving train operations and safety. The highest priority areas are Philadelphia, New York and Boston where traffic is the densest and the towers most antiquated. DOT proposes to fund these areas and estimates an annual operating savings of \$10 - 15 million resulting from reduced labor expense and improved operating efficiencies.

The cost of these improvements is \$100 million in inflated dollars. The additional outlay effects of these improvements are:

(\$ in Millions)

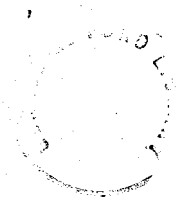
<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>
-	10	25	25	20	10	10

I also recommend against this proposal for long-range budgetary reasons and because these improvements can be considered at a later time.

Approve _____

Disapprove _____

See me _____



THE WHITE HOUSE

MEMORANDUM

WASHINGTON

LOG NO.:

Date: October 20, 1975

Time:

FOR ACTION:

cc (for information):

Phil Buchen
Jim Cannon
Jack Marsh
Bill Seidman

FROM THE STAFF SECRETARY

DUE: Date: AS SOON AS POSSIBLE

Time:

SUBJECT:

Lynn memo (undated) re Northeast
Corridor Rail Passenger Legislation

ACTION REQUESTED:

☐ For Necessary Action☐ For Your Recommendations☐ Prepare Agenda and Brief☐ Draft Reply☒ For Your Comments☐ Draft Remarks

REMARKS:

PRESIDENT ALREADY MADE DECISION OVER THE
WEEKEND ---- No time to staff before sending it to
the residence ---- we would like your comments however
as soon as possible.

No comment. Ken Lazarus 10/20/75

PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate a
delay in submitting the required material, please
telephone the Staff Secretary immediately.

K. R. COLE, JR.
~~For the President~~



IN MEMORANDUM

THE WHITE HOUSE

WASHINGTON

LOG NO.:

rec'd 10/20
12:30 p.m.

Date: October 20, 1975

Time:

due ASAP

FOR ACTION:

cc (for information):

Phil Buchen
Jim Cannon
Jack Marsh
Bill Seidman

FROM THE STAFF SECRETARY

DUE: Date: AS SOON AS POSSIBLE Time:

SUBJECT:

Lynn memo (undated) re Northeast
Corridor Rail Passenger Legislation

ACTION REQUESTED:

☐ For Necessary Action☐ For Your Recommendations☐ Prepare Agenda and Brief☐ Draft Reply☒ For Your Comments☐ Draft Remarks

REMARKS:

PRESIDENT ALREADY MADE DECISION OVER THE
WEEKEND ---- No time to staff before sending it to
the residence ---- we would like your comments however
as soon as possible.

*Agreement
1st & 2nd*
*disagreement
3rd & 4th*
Jan

PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate a
delay in submitting the required material, please
telephone the Staff Secretary immediately.

K. R. COLE, JR.
For the President



EXECUTIVE OFFICE OF THE PRESIDENT

OFFICE OF MANAGEMENT AND BUDGET

WASHINGTON, D.C. 20503

ACTION

MEMORANDUM FOR: THE PRESIDENT
FROM: James T. Lynn
SUBJECT: Northeast Corridor Rail Passenger
Legislation

On Monday, October 20, 1975, Secretary Coleman must testify before the Senate Commerce Committee to explain the Administration's position on Northeast Corridor Rail Passenger (NEC) legislation.

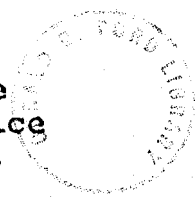
In 1971, the Department of Transportation, in a report to Congress, recommended Federal assistance to upgrade rail passenger service on the Boston-New York-Washington run. The report called for train speeds of up to 150 miles per hour and attendant reductions in trip times. The 1971 estimated cost of this major upgrading project was \$460 million.

DOT now estimates that the same service levels would require an investment in inflated dollars of about \$4.5 billion.

Congressional interest in the NEC project is high. The region is said to be "counting on" high-speed rail service ever since the 1971 DOT report and before. Senators Magnuson and Hartke, as well as many New England members in both the House and Senate (including Tip O'Neill) will probably support full implementation of the 1971 DOT report.

Moreover, the NEC proposals are tied legislatively to Administration-supported proposals to improve freight service through ConRail and Railroad Revitalization (de-regulation, restructuring, and loan guarantees).

Secretary Coleman has developed several options for NEC improvements. These options are tied to various service levels which range from maintaining 1969 levels of service (low-cost option) to fully implementing the 1971 report.



FIRST RECOMMENDATION

To maintain 1969 levels of service, DOT and OMB estimate a capital investment of \$1 billion over 5 years. Planned budget outlays would be:

(\$ in Millions)

<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>
25	180	210	250	210	125

Both Secretary Coleman and I recommend that you approve this plan, which constitutes a minimum level of funding for NEC.

Approve _____

Disapprove _____

See me _____

SECOND RECOMMENDATION

In addition to providing for maintenance of 1969 levels of service, Secretary Coleman and I recommend that you approve increased service levels for that portion of NEC between Boston and New Haven.

The NEC is currently electrified only from Washington to New Haven. This proposal would complete electrification of the remaining New Haven-to-Boston segment, thus permitting operation of one type of equipment and achieving trip time savings.

At present operation of uniform equipment in the NEC is impossible--electric-powered trains must exchange locomotives to continue north beyond New Haven, adding 10 minutes to trip time. Electric power is desirable from both a performance (further time savings due to faster acceleration and deceleration) and an energy viewpoint.

Making these improvements would diminish some of the Congressional pressure for a major program in the New England region. Additional cost for this segment is \$120 million in inflated dollars. The additional outlay effects of these improvements are:

(\$ in Millions)

<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>
-	20	30	40	20	10

OMB and DOT recommend that you approve this addition.

Approve _____

Disapprove _____

See me _____

THIRD RECOMMENDATION

Secretary Coleman believes that you should approve increased service levels between New Haven and New York.

At present, the New Haven-New York segment is electrified, but at a lower voltage than the remainder of the NEC service. DOT proposes to make this portion compatible with the rest of the electric system by converting to higher voltage, thus reducing rolling stock cost.

The cost of this is \$50 million. The additional outlay effects of this improvement are:

(\$ in Millions)

<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>
-	5	20	20	5	-

I recommend against this addition for long-range budgetary reasons and because this improvement can be considered in the future.

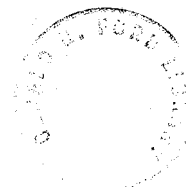
Approve _____

Disapprove _____

See me _____

FOURTH RECOMMENDATION

Finally, Secretary Coleman believes that you should approve funding of certain efficiency-producing improvements for NEC.



At present NEC train operations are controlled by over 40 antiquated, labor-intensive towers spaced at intervals along the corridor. DOT proposes to consolidate traffic control into four centers, thus eliminating these towers and improving train operations and safety. The highest priority areas are Philadelphia, New York and Boston where traffic is the densest and the towers most antiquated. DOT proposes to fund these areas and estimates an annual operating savings of \$10 - 15 million resulting from reduced labor expense and improved operating efficiencies.

The cost of these improvements is \$100 million in inflated dollars. The additional outlay effects of these improvements are:

(\$ in Millions)

<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>
-	10	25	25	20	10	10

I also recommend against this proposal for long-range budgetary reasons and because these improvements can be considered at a later time.

Approve _____
Disapprove _____
See me _____



THE WHITE HOUSE
WASHINGTON

October 22, 1975

MEMORANDUM FOR:

JIM CONNOR

FROM:

JIM CANNON

SUBJECT:

Northeast Corridor Proposal

The Northeast Corridor remains a priority for passenger transportation. However, I concur with OMB that this particular need must be balanced with other transportation requirements and with the need to remain within the proposed budgetary ceiling.

The estimated cost of the Congressionally mandated 150 mph service is clearly unacceptable at this time, and the 120 mph option does not appear to be cost effective given the fact that Washington-New York travel time would be shortened by only 15 minutes. I feel that time reductions of this size could be achieved by alternative types of service (e.g. selected skip-stop service) and other operational improvements that have low capital requirements.

Therefore, I concur on the President's decision on the assumption that this level of investment will not result in deterioration of service and equipment. I also urge that the improvements proposed be done in such a way as to keep open future options for improved and expanded service and speeds if the market demand and the economics substantiate such actions.

1000 LUSH

THE WHITE HOUSE

ACTION MEMORANDUM

WASHINGTON

LOG NO.:

Date: October 20, 1975

Time:

FOR ACTION:

cc (for information):

Phil Buchen

Jim Cannon

Jack Marsh

Bill Seidman

FROM THE STAFF SECRETARY

DUE: Date: AS SOON AS POSSIBLE

Time:

SUBJECT:

Lynn memo (undated) re Northeast
Corridor Rail Passenger Legislation

ACTION REQUESTED:

☐ For Necessary Action☐ For Your Recommendations☐ Prepare Agenda and Brief☐ Draft Reply☒ For Your Comments☐ Draft Remarks

REMARKS:

PRESIDENT ALREADY MADE DECISION OVER THE
WEEKEND ---- No time to staff before sending it to
the residence ---- we would like your comments however
as soon as possible.

Rec. 12:55 Mon., Oct. 20.



PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate a
delay in submitting the required material, please
telephone the Staff Secretary immediately.

K. R. COLE, JR.
For the President



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

ACTION

MEMORANDUM FOR: THE PRESIDENT
FROM: James T. Lynn
SUBJECT: Northeast Corridor Rail Passenger
Legislation

On Monday, October 20, 1975, Secretary Coleman must testify before the Senate Commerce Committee to explain the Administration's position on Northeast Corridor Rail Passenger (NEC) legislation.

In 1971, the Department of Transportation, in a report to Congress, recommended Federal assistance to upgrade rail passenger service on the Boston-New York-Washington run. The report called for train speeds of up to 150 miles per hour and attendant reductions in trip times. The 1971 estimated cost of this major upgrading project was \$460 million.

DOT now estimates that the same service levels would require an investment in inflated dollars of about \$4.5 billion.

Congressional interest in the NEC project is high. The region is said to be "counting on" high-speed rail service ever since the 1971 DOT report and before. Senators Magnuson and Hartke, as well as many New England members in both the House and Senate (including Tip O'Neill) will probably support full implementation of the 1971 DOT report.

Moreover, the NEC proposals are tied legislatively to Administration-supported proposals to improve freight service through ConRail and Railroad Revitalization (de-regulation, restructuring, and loan guarantees).

Secretary Coleman has developed several options for NEC improvements. These options are tied to various service levels which range from maintaining 1969 levels of service (low-cost option) to fully implementing the 1971 report.



FIRST RECOMMENDATION

To maintain 1969 levels of service, DOT and OMB estimate a capital investment of \$1 billion over 5 years. Planned budget outlays would be:

(\$ in Millions)

<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>
25	180	210	250	210	125

Both Secretary Coleman and I recommend that you approve this plan, which constitutes a minimum level of funding for NEC.

Approve _____

Disapprove _____

See me _____

SECOND RECOMMENDATION

In addition to providing for maintenance of 1969 levels of service, Secretary Coleman and I recommend that you approve increased service levels for that portion of NEC between Boston and New Haven.

The NEC is currently electrified only from Washington to New Haven. This proposal would complete electrification of the remaining New Haven-to-Boston segment, thus permitting operation of one type of equipment and achieving trip time savings.

At present operation of uniform equipment in the NEC is impossible--electric-powered trains must exchange locomotives to continue north beyond New Haven, adding 10 minutes to trip time. Electric power is desirable from both a performance (further time savings due to faster acceleration and deceleration) and an energy viewpoint.

Making these improvements would diminish some of the Congressional pressure for a major program in the New England region. Additional cost for this segment is \$120 million in inflated dollars. The additional outlay effects of these improvements are:

U.S. DEPT. OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

(\$ in Millions)

<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>
-	20	30	40	20	10

OMB and DOT recommend that you approve this addition.

Approve _____

Disapprove _____

See me _____

THIRD RECOMMENDATION

Secretary Coleman believes that you should approve increased service levels between New Haven and New York.

At present, the New Haven-New York segment is electrified, but at a lower voltage than the remainder of the NEC service. DOT proposes to make this portion compatible with the rest of the electric system by converting to higher voltage, thus reducing rolling stock cost.

The cost of this is \$50 million. The additional outlay effects of this improvement are:

(\$ in Millions)

<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>
-	5	20	20	5	-

I recommend against this addition for long-range budgetary reasons and because this improvement can be considered in the future.

Approve _____

Disapprove _____

See me _____

FOURTH RECOMMENDATION

Finally, Secretary Coleman believes that you should approve funding of certain efficiency-producing improvements for NEC.

At present NEC train operations are controlled by over 40 antiquated, labor-intensive towers spaced at intervals along the corridor. DOT proposes to consolidate traffic control into four centers, thus eliminating these towers and improving train operations and safety. The highest priority areas are Philadelphia, New York and Boston where traffic is the densest and the towers most antiquated. DOT proposes to fund these areas and estimates an annual operating savings of \$10 - 15 million resulting from reduced labor expense and improved operating efficiencies.

The cost of these improvements is \$100 million in inflated dollars. The additional outlay effects of these improvements are:

(\$ in Millions)

<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>
-	10	25	25	20	10	10

I also recommend against this proposal for long-range budgetary reasons and because these improvements can be considered at a later time.

Approve _____

Disapprove _____

See me _____



ACTION MEMORANDUM

WASHINGTON

LOG NO.:

Date: October 20, 1975

Time:

FOR ACTION:

cc (for information):

Phil Buchen
Jim Cannon
Jack Marsh
Bill Seidman

FROM THE STAFF SECRETARY

DUE: Date: AS SOON AS POSSIBLE Time:

SUBJECT:

Lynn memo (undated) re Northeast
Corridor Rail Passenger Legislation

ACTION REQUESTED:

☐ For Necessary Action☐ For Your Recommendations☐ Prepare Agenda and Brief☐ Draft Reply☒ For Your Comments☐ Draft Remarks

REMARKS:

PRESIDENT ALREADY MADE DECISION OVER THE
WEEKEND ---- No time to staff before sending it to
the residence ---- we would like your comments however
as soon as possible.

*No
comment*

PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate a
delay in submitting the required material, please
telephone the Staff Secretary immediately.

K. R. COLE, JR.
For the President