



DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
WASHINGTON, D.C. 20591

EXECUTIVE

TN4

JAN 9 1971

Honorable James N. Hardin
Mayor of Town of Greeneville
Greeneville, Tennessee 37743

Dear Mayor Hardin:

President Nixon has asked me to reply to your letter of December 10, 1970 urging that, under the National Rail Passenger Corporation, rail passenger service be routed through Johnson City, Greeneville, Knoxville, Chattanooga and other points on that line.

The preliminary system which was designated on November 30, 1970 lists sixteen city pairs or "end points" between which the Corporation will have to operate trains. The Secretary of Transportation will designate the final system on January 28, 1971 after reviewing all comments made on the preliminary report.

Your recommendation will be given every consideration, I assure you.

We thank you for your interest and appreciate having your views on this subject.

Sincerely,

J. H. MacAnanny

J. H. MacAnanny
Director
Office of Policy and Planning

CC:
Noble M. Melencamp
Staff Assistant
to the President

THE WHITE HOUSE OFFICE

REFERRAL

GENERAL

TN4

L. G. Greenville

To: The Secretary of Transportation

Date: December 15, 1970

ACTION REQUESTED

- ☐ Draft reply for:
- ☐ President's signature.
- ☐ Undersigned's signature.
- ☐ Memorandum for use as enclosure to reply.
- ☒ Direct reply.
- ☒ Furnish information copy.
- ☐ Suitable acknowledgment or other appropriate handling.
- ☐ Furnish copy of reply, if any.
- ☐ For your information.
- ☐ For comment.

NOTE

Prompt action is essential.

If more than 48 hours' delay is encountered, please telephone the undersigned immediately, Code 1450.

Basic correspondence should be returned when draft reply, memorandum, or comment is requested.

REMARKS:

Description:

☒ Letter: ☐ Telegram: ☐ Other:

To: The President

From: James N. Hardin, Mayor of Town of Greeneville, Tennessee

Date: 12/10/70

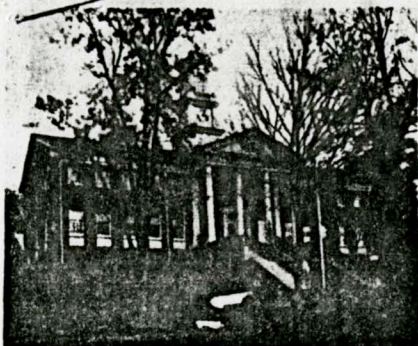
Subject: Asking President intercede so they can have passenger service under the Railpax Plan through Johnson City, Greeneville, Knoxville, Chattanooga, and other points on the second main line and perhaps oldest of the Southern Railway.

By direction of the President:

Noble M. Melencamp
Staff Assistant
to the President

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DEC 17 1970
CENTRAL FILES

rah



Town Hall

PRESERVATION COPY

MAYOR
James N. Hardin
ALDERMEN
Lawrence "Pete" Luttrell
L. E. Cox
Buster Holt
G. Thomas Love
RECORDER
Thomas S. Leonard

TOWN OF GREENEVILLE

Greeneville, Tennessee 37743 - Phone (615) 638-3138

December 10, 1970

His Excellency the Honorable Richard Nixon
President of the United States
Whitehouse
Washington, D. C.

Dear Mr. President:

We here in East Tennessee greatly appreciate your interest in us and the visits you have made here, especially the one to Johnson City recently.

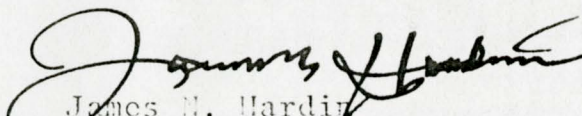
I would like to ask a favor, and that is for you to use your influence to try and get us passenger service under the Railpax Plan through Johnson City, Greeneville, Knoxville, Chattanooga, and other points on this perhaps the oldest line, and at least the second main line of the Southern Railway.

From the information that we can obtain it would appear that the transcontinental train now planned will go to Charlotte, Spartanburg, Greenville, S. C., Atlanta, Birmingham and New Orleans. We have no passenger service to our nation's Capitol from East Tennessee, and it is badly needed.

We are most grateful to you for the many kindnesses shown us, and hope that you will be able to have Railpax arrange for at least one passenger train to Greeneville, Knoxville and other points every third day. It would be so much help to the citizens of the entire area.

You may perhaps recall waiting in a room in a hotel in Boston, I believe in 1954, for the Mayor of Boston to appear for a luncheon, while you were Vice President. Governor Frank Clement and Dr. Billy Graham were present. As Commander of our VFW Post and in charge of our Drum and Bugle Corps I happened to be in the room and we sat there and talked for some fifteen minutes or longer waiting for the host to show up. With kindest personal regards.

Very sincerely yours,


James N. Hardin



Home of

EF

②

MEMORANDUM OF INFORMATION FOR THE FILE

DATE 1/13/71

EXECUTIVE
TN 4
FG 22

LETTER, MEMO, ETC.

TO: Secretary Hodgson
FROM: Peter M. Flanigan
SUBJECT: _x Penn Central

SF

CORRESPONDENCE FILED CENTRAL FILES - CONFIDENTIAL FILE

January 12, 1971

EXECUTIVE ①

PR 15-2/SAN DIEGO

TNY

Dear Mr. Harrington:

Thank you for your letter of December 23.

Whenever appropriate, I will be glad to pass along to others here the view that San Diego should be included in a West Coast rail system corridor. I agree with the city's resolution.

Mr. Robert Klein

With best wishes for the new year,

Sincerely,

Dear Mr. Klein:

On December 15, Herbert G. Klein Council of the City of San Diego passed a resolution as Director of Communications for the Executive Branch of the City of San Diego. The resolution is a part of the Pacific Coast North American Transportation System. Enclosed is a copy of that resolution for your information.

As you are aware, Secretary Felt's recommendation for the proposed basic rail system does not include a West Coast Pacific Coast rail system. X

Mr. William Harrington

The City of San Diego

1612 K Street, Northwest

Washington, D. C. 20006

We would appreciate any action that you might take with appropriate White House staff in this matter. I am taking the liberty of sending a copy of the resolution to

HGK/WP/si

If I can provide any additional information, please do not hesitate to call me.

Sincerely,

William Harrington
Washington, D.C.

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JAN 14 1971
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EXECUTIVE

THH

January 14, 1971

Wendell
Dear Mr. Wyatt:

This will acknowledge and thank you for your letter to the President in reference to your efforts to obtain a north-south rail passenger route as a part of the National Rail Passenger network. Your comments will be brought to the attention of the President and also shared with those who are involved in a continuing review of the matter.

With cordial regards,

Sincerely,

BILL

William E. Casselman II
Deputy Special Assistant to
the President

^x
Honorable Wendell Wyatt
House of Representatives
Washington, D.C. 20515

bcc: w/incoming to Egil Krogh - for further handling. *sent*
bcc: Clark MacGregor - for your information.

WEC:VO:vo
3

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WENDELL WYATT
FIRST DISTRICT
OREGON

HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515

PRESERVATION COPY

1-11
APPROPRIATIONS
COMMITTEE

Congress of the United States
House of Representatives
Washington, D.C. 20515

JAN 11 1971

Jan. 8, 1970

Mr. William Timmons
Assistant to the President
The White House
Washington, D. C.

Dear Bill:

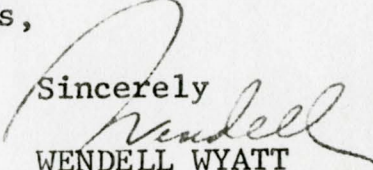
As you know, the final routing under the new Railpax system will be formalized and announced by the Department of Transportation Jan. 28. Presently there is no provision for a north-south link from Seattle to San Diego. Officials of the three West Coast states and members of the respective congressional delegations have been marshalling data for DOT justifying this vital link in the national system.

Bill, I cannot emphasize enough my concern over the possible omission of this route from the final network. For the past several years Southern Pacific Railroad, which serves Portland-San Francisco, has been seeking to abandon their passenger service. In addition to requests to the ICC, the line has deliberately downgraded service to make it as uncomfortable and inconvenient to take the train as possible. Despite this fact, more than 250,000 passengers rode SP between Oregon and California as recently as five years ago.

Anything you can do to present our case to the Administration for the Seattle-San Diego route will be greatly appreciated Bill.

With best regards,

Sincerely


WENDELL WYATT

Member of Congress

WW/x

January 14, 1971

Dear Senator:

This will acknowledge and thank you for your letter to the President in reference to your request to Secretary Volpe that a north-south rail passenger route be included in the National Rail Passenger network. Your comments will be brought to the attention of the President and also shared with those who are involved a continuing review of the development of a rail passenger system.

With cordial regards,

Sincerely,

Eugene S. Cowen
Special Assistant
to the President

Honorable Mark O. Hatfield^x
United States Senate
Washington, D.C. 20510

bcc: w/incoming to Egil Krogh, for further handling. *mt*
bcc: Clark MacGregor - for your information.

ESC:VO:vo

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JAN 15 1971
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EXECUTIVE

TN 4
579

January 25, 1971

Dear David:

While this reply to your December 30 letter is belated, I want you to know how much I appreciated your views on the importance of including West Coast Florida service in the basic Rail Passenger System. You may be aware that the Interstate Commerce Commission, among others, has also recommended that consideration be given to the Tampa area. The Department of Transportation, which is presently studying the problem prior to preparation of a final report, will give this proposal very careful attention.

Thus far, I am told, several thousands of recommendations have been received. Obviously, it will not be possible to act favorably on all of them. It is our goal, however, to achieve an effective transportation system which will be balanced and will meet the needs of the Nation. As you know, the routes designated in the November 30 announcement were designed to insure that the Corporation would offer service on reasonably direct routes, while providing to it the necessary flexibility to select the combination of lines which would best serve the requirements of the public in terms of supply and demand, service and profitability.

With warm personal regards,

Sincerely,

RICHARD NIXON

The Honorable David H. McClain^x
Florida State Senate
512 North Florida Avenue
Tampa, Florida 33602

RN:Clapp:NM:blm

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JAN 26 1971
CENTRAL FILES

THE WHITE HOUSE
WASHINGTON

January 18, 1971

FOR: Bud Krogh

FROM: Noble Melencamp

Because Senator McClain is "Dear David" to the President I switched around the first paragraph a little bit but I think the rest of it is just about as drafted.

Date _____

THE WHITE HOUSE
WASHINGTON

To _____ RAY PRICE *RSY*

From _____ Bud Krogh

For Information Only _____

Please Handle _____

Initial and Return _____

FOR YOUR APPROVAL

THE WHITE HOUSE

WASHINGTON

January 15, 1971

FOR: NOBLE MELENCAMP

Attached is a letter from a Florida State Senator who is interested in Florida's share of the basic Rail Passenger System. Also attached is a draft letter to Senator McClain from the President.

I would appreciate your going over this and amending it in your own inimitable style.

Thanks, Noble.



Bud Krogh

Attachments

Draft-Clapp
1-12-71

LETTER FROM THE PRESIDENT TO SENATOR DAVID MCCLAIN

Dear Senator:

I am pleased to have your views regarding the importance of including West Coast Florida service in the basic Rail Passenger System. Certain, I value them.

The Interstate Commerce Commission, as well as other sources, have also recommended that consideration be given to the Tampa area. You may be sure that the Department of Transportation, which is presently studying the problem prior to the preparation of a final report, will carefully consider the proposal.

Thus far, I am told, several thousand recommendations have been received. Obviously, it will not be possible to act favorably on all of them. It is our goal, however, to achieve an effective transportation system which will be balanced and meet the needs of the Nation. As you know, the routes designated in the November 30 announcement were designed to insure that the Corporation would offer service on reasonably direct routes, while providing to it the necessary flexibility to select the combination of lines which would best meet the needs of the public in terms of supply and demand, service and profitability.

Thank you for writing.

THE WHITE HOUSE

WASHINGTON

January 6, 1971

MEMORANDUM FOR CHARLES CLAPP

SUBJECT: RAILPAX FLORIDA ROUTE

The attached from Senator McClain, Florida, indicates some political problems we may have with the currently emasculated initial grid.

Perhaps you could check with Roger Adkins and draft a response to McClain which would satisfy him and perhaps not risk any political reaction.

Thanks, Charlie.



Bud Krogh

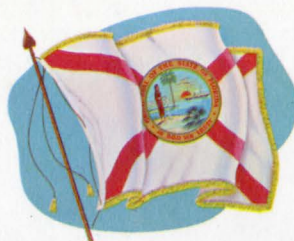
Attachment

15
JOHN E. MATHEWS, JR.
PRESIDENT

REUBIN O'D. ASKEW
PRESIDENT PRO TEMPORE

EDWIN G. FRASER
SECRETARY

LEROY ADKISON
SERGEANT AT ARMS



THE FLORIDA SENATE
TALLAHASSEE

DAVID H. MCCLAIN
SENATOR, 24TH DISTRICT
512 N. FLORIDA AVE.
TAMPA, FLORIDA 33602

COMMITTEES:
CONSTITUTIONAL AMENDMENTS AND
REVISION
JUDICIARY
TRANSPORTATION

December 30, 1970

Honorable Richard M. Nixon
The White House
Washington, D.C. 20500

HC-1
Dear Mr. President:

As a State Senator, fellow Republican, and as your campaign manager for the 6th Congressional District in 1968, I want to bring to your attention a matter which I feel is extremely important to the people of the West Coast of Florida.

As you will recall, when you appeared in Tampa, Florida, in September of 1968, you were given a tremendous welcome, and you received an overwhelming vote in this area. However, there has been a development which concerns me very much which I feel should be brought to your attention since it could have serious political repercussions in this area in 1972.

As you know, Florida's West Coast was left out of the proposed new routes to be operated by the National Railroad Passenger Corporation. I urge you to reconsider this action inasmuch as the opening of Disney World in 1971 will greatly increase the need for rail passenger service on Florida's West Coast.

Unquestionably, the demand for such service presently exists. It has been reported that two Seaboard Coastline passenger trains presently operating in this area carried 94,000 passengers in the year ending last June. This certainly warrants the inclusion of the West Coast of Florida in the rail network to be operated by the National Railroad Passenger Corporation.

Your help and consideration in this matter will be greatly appreciated by me and the residents of the West Coast of Florida.

With warm personal regards, I am

Sincerely yours,

David H. McClain
David H. McClain

DHMcC/sa
cc: Ronald L. Ziegler

EXECUTIVE

TN 4

January 26, 1971

Dear Cliff:

This will acknowledge your telegram to the President, expressing concern that the southern railroad route, crossing Wyoming from east to west, may be excluded from the basic passenger routes to be announced under the Railpax system later this week.

Your views will be brought to the President's attention and also shared with those who are involved in finalizing the report on proposed routes.

With warm regards,

Sincerely,

Bill

William E. Timmons
Assistant to the President

Honorable Clifford P. Hansen
United States Senate
Washington, D. C.

bcc: w/inc to Egil Krogh - for further consideration
bcc: Clark MacGregor -FYI (sent)
bcc: Ken BeLieu -FYI

WET:VO:jas

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THE WHITE HOUSE
WASHINGTON

Jan -

I don't think
this requires an
answer.

Charlie Clegg

The White House
Washington

WHA345 KRWLCTA416 WK188

WW NFA170 EF GOVT PDB NF WASHINGTON DC 25 607P EST

1971 JAN 25 PM 8 06

THE HON RICHARD NIXON, PRESIDENT OF THE UNITED STATES

THE WHITE HOUSE WASHDC

DEAR MR. PRESIDENT:

TRANSPORTATION SECRETARY VOLPE IS SCHEDULED TO ANNOUNCE
JANUARY 28 THE BASIS RAILROAD PASSENGER SERVICE ROUTES UNDER THE
NEW RAILPAX SYSTEM.

I FEAR THERE IS A POSSIBILITY THE ROUTE WHICH CROSSES
SOUTHERN WYOMING ^IWILL BE EXCLUDED ^DFROM THIS SYSTEM. IF THIS
ROUTE FROM EAST TO WEST ACROSS MY STATE IS NOT INCLUDED IN THE
RAILPAX PLAN, THE CONSEQUENCES FOR WYOMING WILL BE DISASTROUS.
IT WILL MEAN THAT IN THE ENTIRE STATE, THERE WILL BE NO RAIL
PASSENGER SERVICE OF ANY KIND, SINCE OTHER ROUTES WERE LONG AGO DISCON-
TINUED.

AIR PASSENGER SERVICE IN WYOMING ^SHAD BEEN DIMINISHED

IN RECENT YEARS, WITH FEWER FLIGHTS SERVING FEWER LOCATIONS
• BUS SERVICE IS SEASONAL AND INADEQUATE. RUNNING EAST AND WEST
ACROSS SOUTHERN WYOMING IS THE ONLY REMAINING RAIL PASSENGER
SERVICE IN THE STATE. WE THINK IT IS OF PRIME IMPORTANCE THAT WE
KEEP THIS LINK OPER-
ATING TO SERVE THE NEEDS OF AN AREA OF MORE THAN 97,000 SQUARE MILES.

3 MY OFFICE HAS RECEIVED HUNDREDS OF LETTERS FROM WYOMING
CITIZENS. THE LEGISLATURE OF THE STATE OF WYOMING LAST WEEK
APPROVED OVERWHELMINGLY A JOINT MEMORIAL URGING THAT THE ROUTE ACROSS
WYOMING BE RETAINED. AMONG OTHER THINGS
2 THE LEGISLATORS POINT OUT THAT THE ROUTE CONSTITUTES THE SHORTEST ONE
BETWEEN MIDWESTERN POINTS AND THE WEST COAST; THAT THE UNION
PACIFIC TRACKAGE IS SOME OF THE BEST IN THE COUNTRY; THE PASSENGER EQU-

IPMENT IS OF GOOD QUALITY; AND THAT THE UNION PACIFIC IS AN EFFICIENT AND RESPONSIBLE
CARRIER.

THE REASONS THAT WERE VALID WHEN THE FIRST TRANS-CONTINENTAL
RAIL LINES WERE ESTABLISHED STILL HAVE GREAT RELEVANCE REGARDING
TODAY'S TRANSPORTATION PROBLEMS. MOVING PEOPLE FROM THE MIDWEST TO
THE WEST COAST BY RAIL CAN BE DONE WITH THE GREATEST EFFICIENCY
BY FOLLOWING THE OVERLAND ROUTE THROUGH WYOMING.

3 THIS MATTER IS OF EXTREME IMPORTANCE. MR. PRESIDENT, AND
I RESPECTFULLY REQUEST YOUR ASSISTANCE IN INSURING THAT THIS VITAL
SERVICE ACROSS WYOMING IS RETAINED

CLIFF HANSEN US SENATOR

2 ('524).



ASSISTANT SECRETARY

OFFICE OF THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

EXECUTIVE
FG6-11-1/Flanigan, Peter
TNH
285

FEB 2 1971

Honorable Peter M. Flanigan
Assistant to the President
The White House
Washington, D. C. 20500

Dear Peter:

As discussed with you earlier, we are planning the railroad industry conference on February 11. We expect 75 participants, drawn primarily from the shipping community, plus some representatives from the academic and investor circles. Should your schedule permit we would like you to join this (one-day) meeting which I think will be of considerable value. Four major presentations have been planned:

- a presentation from a Department spokesman on the government's view of the railroad problem
- views from a major shipper
- a critique of the ASTRO Report
- a discussion of possible changes in economic regulation

In the evening we will be honored by some remarks by Dr. Paul W. McCracken. The program for the conference is described in more detail in the attached copy of the invitation we have sent to all of those invited to the conference.

The conference is scheduled to begin at 9 a.m. on Thursday morning at the Marriott Twin Bridges Motor Hotel in Arlington. Please let my office know (426-4544) if you can be with us.

Sincerely,

Charles D. Baker
Charles D. Baker

P.S. Consistent with the good government tradition we will have to ask you for the registration fee (payable at the time of registration) to cover the costs of the hall plus luncheon and dinner.

Enclosure

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OFFICE OF
THE ADMINISTRATOR

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
WASHINGTON, D.C. 20591

MAR 2 1971

EXECUTIVE

TNH

FG25-7

MC

860
M/IA
4
CT

MEMORANDUM FOR: Assistant Attorney General, Civil Division,
Department of Justice
Deputy Under Secretary, Department of Treasury

SUBJECT: Interagency Committee on Railroad Reorganizations

This is to advise you that I am scheduling a meeting of the
× Interagency Committee on Railroad Reorganization for 9 a.m.,
March 16, 1971 in Room 5424 at 400 Seventh Street, S. W.

Please advise whether you will be able to attend.

Carl V. Lyon
Carl V. Lyon
Acting Administrator

cc: Peter M. Flanigan, Assistant to the President
James M. Beggs, Under Secretary, Transportation
James T. Lynn, General Counsel, Commerce
Barry J. Shillito, Assistant Secretary of Defense
Jack W. Carlson, Office of Management and Budget
Robert C. Holland, Federal Reserve Board

yes —
no — ✓
Carlson
should go

MAR 18 1971
CENTRAL FILES

EXECUTIVE

BE4-37

F8150

TN4

March 12, 1971

Dear Ron:

Many thanks for sending me the news releases concerning the Senator's legislation pertaining to the railroad industry. Jim Hogue told me you had also brought these proposals to his attention. We both appreciate your thoughtfulness in making them available.

With warm regard,

Sincerely,

William E. Timmons
Assistant to the President

Mr. Ron Aaron Eisenberg
Press Secretary to the
Honorable Robert Taft, Jr.
United States Senate
Washington, D. C. 20510

bcc: w/incoming to Peter Flanigan for your consideration.
bcc: Kenneth BeLieu - FYI
WET:EF:VO:vo

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MAR 13 1971
CENTRAL FILES

EXECUTIVE

PR13-1/34

TN 4

March 24, 1971

Honorable Howard F. Bier
Speaker of the House
of Representatives
Assembly, State of North Dakota
Bismarck, North Dakota

Dear Mr. Speaker:

I am in receipt of the North Dakota House Concurrent Resolution No. 3012, which you and the undersigned were kind enough to forward to the President.

By adoption of the Resolution, you have effectively voiced the concern of the people of North Dakota that they be served by a viable rail passenger system. This Administration certainly sympathizes with your concern.

I am happy to be able to assure you that the State of North Dakota will continue to have rail passenger service under the provisions of the Rail Passenger Service Act of 1970. On January 28 of this year, Secretary of Transportation John A. Volpe announced the final outline of the basis system over which intercity passenger trains must be operated by the National Railroad Passenger Corporation.

Within this system the Secretary has designated 21 pairs of end-point cities between which trains must run. One of these "end-points" pairs is the route from Chicago to Seattle. This route will be operated through Minneapolis-St. Paul to Fargo, and from Fargo to Seattle.

Of course, there are several alternative routes which the train may take between the Twin Cities and Fargo, and between Fargo and Seattle. Selection of the actual route or routes which the train

BROUGHT FORWARD

EXECUTIVE

TN 4

Previously filed

3/30/71

Date

Name Hon. James V. Stenton

Organization _____

Same

New File Symbol

5/4/71

Date

FINAL ACTION Hon James V. Stenton
from Richard K. Cook

kmH
The Incorporators of,

NATIONAL RAILROAD PASSENGER CORPORATION

955 L'ENFANT PLAZA NORTH, S.W. • ROOM 8060 • WASHINGTON, D.C. 20024 • Tel (202) 554 - 5700

INCORPORATORS:

DAVID W. KENDALL, Chairman
FRANK S. BESSON, JR., Vice Chairman
CATHERINE MAY BEDELL
DAVID E. BRADSHAW
JOHN J. GILHOOLEY
ARTHUR D. LEWIS
CHARLES LUNA
JOHN P. OLSSON

→ Dwight info
EXECUTIVE
TN 4
FG 301
March 30, 1971

PERSONAL AND CONFIDENTIAL

Mr. Charles Colson
Assistant to the President
The White House
Washington, D.C.

Dear Chuck:

Received your recent memorandum with respect to comments made on Railpax by responsible news media on the major networks.

It would be humorous if it were not serious. We have been receiving very good PR all things considered on a regional basis where the people have been told the story. I have been in Chicago since last Thursday morning conducting press conferences and handling live and taped television and radio shows. All in all we are getting editorial support and good coverage where we have the opportunity to lay out the story with some degree of continuity.

However, the comments in your memorandum further point up the issues that I raised with you during our recent meeting. I hope the proper homework has already been done on those matters which we discussed.

Best wishes.

Sincerely,

David

David E. Bradshaw
Member *X*
Board of Incorporators

DEB:amp

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