

**MS 711 RG 1      NATIONAL RAILROAD PASSENGER CORPORATION / AMTRAK : JAMES L. LARSON  
OPERATIONS AND PLANNING FILES**

1971-2003, bulk 1976-2003. 16.5 linear ft.

Original order has been maintained. The James L. Larson files are arranged in the following series:

1. REPORTS
2. CHRONOLOGICAL FILES
3. LAWSUITS

PROVENANCE Gift of Mrs. Mary Larson (387-2090), 2011.

HISTORICAL INFORMATION James Llewellyn Larson was born on March 27, 1935 in Madison, Wisconsin to Ruth (Thurber) and LeRoy Larson.

While attending high school, Mr. Larson spent many hours at the Chicago and North Western Railway Company's interlocking tower in Madison, Wisconsin where he learned telegraphy. He went to work for the Chicago, Milwaukee, St. Paul, and Pacific Railroad in 1952 as an agent, telegrapher, and tower operator.

In 1953, Mr. Larson began working for the Chicago and North Western Transportation Company as a telegrapher, then as a wire changer. During his 20-year tenure with C&NW, he worked in the Operating Department, was a Train Dispatcher from 1957 to 1959, and then spent eight years as an Assistant Trainmaster and a Trainmaster. He was a System Rules Examiner from 1966 to 1968, an Assistant Division Superintendent from 1968 to 1969, Assistant Superintendent -Transportation from 1969 to 1972, where he managed Operations Center in Chicago. From 1972 to 1973, he was an Assistant Division Master of Transportation on the Twin Cities Division.

Mr. Larson was recruited by Amtrak in 1973. During his 25-year tenure with Amtrak he served as Manager of Station Operations, Director of Personnel, Assistant Vice President of Administrative Staff, and Assistant Vice President of Contracts. During his career with Amtrak, he was responsible for the negotiation and administration of Amtrak's operating agreements with the railroads over which Amtrak passenger trains operate throughout the United States and for evaluating all lines on which Amtrak considered implementing passenger service.

In addition, he was involved with the negotiation of schedules, schedule modifications and the implementation of new routes for Amtrak trains, including capital expenses as well as operating requirements. He also served as a liaison with Amtrak's Law and Government Affairs Department. Mr. Larson retired from Amtrak in 1998 as the company's Assistant Vice President of Operations and Planning.

Jim Larson was a member of the Lexington Group in Transportation History and he sat on the Board of Directors of the Railway & Locomotive Historical Society. He published many articles on railroad history.

After retiring, Mr. Larson served the American Association of Private Railroad Car Owners as the organization's volunteer Trainmaster for many years. He died on September 2, 2008 in Manassas, Virginia. He was survived by his wife, Mary (Gilliam) who he had married on December 28, 1974 and their two daughters, Mary Llewellyn, a pilot for Delta Airlines and Martha Elizabeth Larson, a professional photographer.

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**MS 711 RG 1      NATIONAL RAILROAD PASSENGER CORPORATION / AMTRAK : JAMES L. LARSON  
OPERATIONS AND PLANNING FILES**

1979-2003. 9.5 linear feet

1. REPORTS

Reports are arranged into:

- Subseries 1. Numbered reports
- Subseries 2. Un-numbered reports

Report 100 is an index to reports numbered 101 to 730 (1979-1992).

Subseries 1. Numbered reports are arranged into:

- 1.1 Regional reports
- 1.2 Freight railroad reports
- 1.3 On-time performance
- 1.4 Schedules
- 1.5 Historical data about route product lines
- 1.6 Operating plans

Arranged by report number.

1.1 Regional reports were produced by the National Railroad Passenger Corporation (NRPc)'s Contract Administration and Operations Planning Department and the operating-engineering task force. James L. Larson wrote most of these reports.

Subjects include: routes, alternate routes, rerouting, service, new services, re-evaluation of existing services, potential intercity passenger service, and emerging corridors.

These reports are arranged into six regions:

Region 1. North East Coast, Baltimore, Pittsburgh, Eastern Ontario and Quebec, Canada [Reports 101-127]  
Region 2. South East Coast from Washington, D.C. to Miami, Tennessee, Mississippi, Louisiana [Reports 201-234]  
Region 3. Mid-west: North Dakota, South Dakota, Nebraska, Kansas, Ohio, Michigan [Reports 301-364]  
Region 4. Texas, Oklahoma, Arkansas [Reports 401-417]  
Region 5. Northwest, British Columbia, Canada, and the Desert States [Reports 501-523]  
Region 6. California [Reports 601-619]

#### 1.2 Freight railroad reports

These reports address aspects of the relationship between Amtrak and the freight railroads over which Amtrak trains operated such as: costs, contract issues, commuter service, railroad and terminal costs, statistics, new passenger equipment, and push-pull operations.

Railroads include: Burlington Northern, Illinois Central, CSX Transportation, Grand Trunk Western, Southern Pacific, Union Pacific, Missouri Pacific, Alaska Railroad and Narragansett Railroad.

Includes report numbers 701 (1979) to 730 (1992).

#### 1.3 On-time performance

Includes reports about the on-time performance from 1993 to 1998 of the Amtrak passenger trains operating on the following railroads: Burlington Northern, Consolidated Rail Corporation, CSX Transportation, CN North America, Grand Trunk Western, Burlington Northern Santa Fe, Atchison, Topeka & Santa Fe, Southern Pacific, Illinois Central, Union Pacific, Norfolk Southern, St. Lawrence & Hudson Railway, Delaware & Hudson Railway, and New England Central. Also includes NRPc Operations Officers' Performance reviews and an action plan to improve Amtrak performance.

Includes report numbers 731 (1993) to 799 (1996) and 901 (1996) to 939 (1998).

#### 1.4 Schedules

Reports about scheduling analysis and scheduling trains. Includes the "Sunset Limited" case summary and appendices, 1996.

Includes report numbers 806 (1995) to 816 (1998).

#### 1.5 Historical data about route product lines

Includes information and statistics pertaining to the production and sale of souvenirs and promotional material for the following trains: "Auto Train," "City of New Orleans," "Crescent," "Coast Starlight," "Southwest Chief," "California Zephyr," "Desert Wind," "Atlantic Coast," "Lake Shore," "Pennsylvanian," "Three Rivers," "Sunset Ltd.," "Pioneer," "Empire Builder," "Texas Eagle," and for the California and Pacific Northwest Corridors, "Northeast Direct," "San Diego," "Capitol Ltd.," and "Cardinal".

Includes report numbers 1001 (1996) to 1020 (1997).

#### 1.6 Operating plans

Includes reports about Amtrak trains on freight lines: "Texas Eagle," "Sunset Limited," "Coast Starlight," "California Zephyr," Intercity Trains on Northeast Corridor, "Crescent," "City of New Orleans," "Empire Builder," San Diego Line, "Southwest Chief," "Lake Shore Limited," "Capitol Limited," Florida Service Trains, the "Carolynian," "The Cardinal," Mail and Express, "Three Rivers", Michigan Service, and Express Service.

Includes report numbers 1101 (1997) to 1121 (1998).

#### Subseries 2. Un-Numbered Reports:

The subjects of these reports include: inspection trips along the freight railroad lines, contracts and costs, Amtrak incentive arrangements, Amtrak passenger schedules for 1992, proposals for increased services, costs, an evaluation of the "Hiawatha" route, track charts, Amtrak Officers' Trips, problems on routes, Union Pacific freight interference, on-time analyses, rail corridor studies, United States General Accounting Office's report on possible Amtrak liquidation, route studies, staffing requirements. Also includes three volumes of exhibits for an expert report prepared by Railroad Industries, Inc. Many of these exhibits are copies of operating agreements.

Arranged chronologically.

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## Reports

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126. Amtrak and Consolidated Rail Corporation: New York High Speed Agreement, October 18, 1995
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305. Chicago-Milwaukee Service, July 31, 1979
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- 780. The Proposed Union Pacific and Southern Pacific Merger, January 9, 1996
- 781. Burlington Northern Santa Fe On-Time Performance: First Quarter, Fiscal Year 1996, January 15, 1996
- 781A. Burlington Northern Santa Fe On-Time Performance: First Quarter Revision, Fiscal Year 1996, January 15, 1996
- 782. Conrail On-Time Performance: First Quarter, Fiscal Year 1996, January 26, 1996
- 783. Union Pacific On-Time Performance: First Quarter, Fiscal Year 1996, February 13, 1996
- 784. Southern Pacific On-Time Performance: First Quarter, Fiscal Year 1996, February 14, 1996
- 785. Illinois Central On-Time Performance: Final Report, Fiscal Year 1995, and First Quarter, Fiscal Year 1996, February 21, 1996
- 786. Canadian Pacific Railway System and Soo Line Railroad On-Time Performance: Final Report, Fiscal Year 1995, and First Quarter, Fiscal Year 1996, February 16, 1996
- 787. CN North America and Grand Trunk Western On-Time Performance: Final Report, Fiscal Year 1995, and First Quarter, Fiscal Year 1996, February 26, 1996
- 788. Norfolk Southern On-Time Performance: First Quarter, Fiscal Year 1996, March 5, 1996
- 789. Canadian Pacific Railway System and Soo Line Railroad On-Time Performance: Second Quarter, Fiscal Year 1996, April 17, 1996
- 790. CSX Transportation On-Time Performance: First Quarter, Fiscal Year 1996, March 29, 1996
- 791. Conrail On-Time Performance: Second Quarter, Fiscal Year 1996, May 2, 1996
- 792. CN North America and Grand Trunk Western On-Time Performance: Second Quarter, Fiscal Year 1996, May 15, 1996

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793. Illinois Central On-Time Performance: Second Quarter, Fiscal Year 1996, May 31, 1996
794. Southern Pacific On-Time Performance: Second Quarter, Fiscal Year 1996, June 10, 1996
795. Burlington Northern Santa Fe On-Time Performance: Seven Months, Fiscal Year 1996, June 26, 1996
796. Union Pacific On-Time Performance: Eight Months, Fiscal Year 1996, June 20, 1996
797. Long Distance Routes Railroad Performance: Fiscal Years 1989-1995, March 13, 1996
798. Short Distance Routes Railroad Performance: Fiscal Years 1989-1995, March 20, 1996
799. Railroads' Performance: Years 1989-1995 and First Quarter, Fiscal Year 1996, April 8, 1996
901. Conrail On-Time Performance: Ten Months, Fiscal Year 1996, August 14, 1996
- 901A. Conrail On-Time Performance: Ten Months, Revised, Fiscal Year 1996, August 14, 1996
902. CSX Transportation On-Time Performance: Eight Months, Fiscal Year 1996, July 10, 1996
903. CN North America and Grand Trunk Western On-Time Performance: Ten Months, Fiscal Year 1996, August 15, 1996
904. Burlington Northern Santa Fe On-Time Performance: Ten Months, Fiscal Year 1996, September 13, 1996
905. Southern Pacific On-Time Performance: Ten Months, Fiscal Year 1996, September 4, 1996
906. Illinois Central On-Time Performance: Ten Months, Fiscal Year 1996, September 17, 1996
907. CSX Transportation On-Time Performance: Eleven Months, Fiscal Year 1996, September 19, 1996
908. Southern Pacific On-Time Performance: Fiscal Year 1996, October 10, 1996
909. Union Pacific On-Time Performance: Fiscal Year 1996, October 10, 1996
910. Norfolk Southern On-Time Performance: Fiscal Year 1996, November 12, 1996
911. Burlington Northern Santa Fe On-Time Performance: Fiscal Year 1996, December 6, 1996
912. CSX Transportation On-Time Performance: Fiscal Year 1996, December 19, 1996
913. Union Pacific On-Time Performance: Fiscal Year 1997, January 21, 1997
914. Southern Pacific On-Time Performance: Fiscal Year 1997, First Quarter, January 21, 1997
915. St. Lawrence & Hudson Railway and Delaware & Hudson Railway On-Time Performance: Fiscal Year 1997, February 6, 1997
916. Norfolk Southern On-Time Performance: First Quarter, Fiscal Year 1997, February 13, 1997
917. Burlington Northern Santa Fe Railway On-Time Performance: Five Months, Fiscal Year 1997, March 20, 1997
918. New England Central On-Time Performance: Second Quarter, Fiscal Year 1997, April 7, 1997
919. Conrail On-Time Performance: Second Quarter, Fiscal Year 1997, April 25, 1997
921. Illinois Central On-Time Performance: Eight Months, Fiscal Year 1997, June 9, 1997
922. CSX On-Time Performance: Interim Report for April 1 to June 23, Fiscal Year 1997, June 30, 1997
923. Illinois Central On-Time Performance: Nine Months, Fiscal Year 1997, July 23, 1997
924. CN North America and Grand Trunk Western On-Time Performance: Nine Months, Fiscal Year 1997, July 29, 1997
925. National Railroad Passenger Corporation Operations Officers' Performance Review for August 1997, August 5, 1997
926. CN North America and Grand Trunk Western On-Time Performance: Eleven Months, Fiscal Year 1997, October 2, 1997
927. CSX Transportation On-Time Performance: Summary Fourth Quarter, Fiscal Year 1997, October 7, 1997
928. Action Plan to Improve AMTRAK Performance: Canadian National Grand Trunk District, October 13, 1997
929. National Railroad Passenger Corporation: Operations Officers' Performance Review, November 3, 1997
930. Conrail On-Time Performance: Fiscal Year 1997, November 25, 1997
931. Union Pacific On-Time Performance: First Quarter, Fiscal Year 1998, January 20, 1998
932. Southern Pacific On-Time Performance: First Quarter, Fiscal Year 1998, January 21, 1998

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933. National Railroad Passenger Corporation: Operations Officers' Performance Review, February 1998
934. Burlington Northern Santa Fe On-Time Performance: Four Months, Fiscal Year 1998, March 6, 1998
935. CSX Transportation On-Time Performance: Four Months, Fiscal Year 1998, March 20, 1998
936. National Railroad Passenger Corporation: Operations Officers' Performance Review, March 1998
937. Illinois Central On-Time Performance: Six Months, Fiscal Year 1998, April 6, 1998
939. St. Lawrence & Hudson Railway and Delaware & Hudson Railway On-Time Performance: Second Quarter, Fiscal Year 1998, May 4, 1998

#### 1.4 Schedules

806. Art of Scheduling Trains, September 19, 1995
807. The Out of Slot Theory, Fact or Myth, January 2, 1996
808. The Art of Scheduling Trains and the Impact of Delays, March 27, 1996
809. The Art of Schedule Analysis, March 28, 1996
810. The Art of Scheduling Trains and the Impact of Delays and The Art of Schedule Analysis, August 8, 1996
811. The "Sunset Limited" Case Summary, August 28, 1996
812. The "Sunset Limited" Case Appendices, August 28, 1996
816. Amtrak Schedule Analysis, May 18, 1998

#### 1.5 Historical data about route product lines

1001. "Auto Train," November 1996, December 3, 1996
1002. "City of New Orleans," November 1996, December 3, 1996
1003. "Crescent," November 1996, December 3, 1996
1004. Milwaukee Services, November 1996, December 3, 1996
1005. "Coast Starlight," November 1996, December 3, 1996
1006. "Southwest Chief," November 1996, December 3, 1996
1007. "California Zephyr" and "Desert Wind," November 1996, December 3, 1996
1008. "Atlantic Coast," November 1996, December 3, 1996
1009. "Lake Shore," "Pennsylvanian," and "Three Rivers," November 1996, December 3, 1996



1010. "Sunset Limited," November 1996, December 3, 1996
1011. North Carolina Sources, First Quarter, February 7, 1997
1012. "Pioneer" and "Empire Builder," First Quarter 1997, February 7, 1997
1013. "Texas Eagle," First Quarter 1997, February 7, 1997
1014. Michigan / Indiana Services First Quarter 1997, February 7, 1997
1015. Illinois / Missouri Services First Quarter 1997, February 7, 1997
1016. California Corridor, First Quarter 1997, February 7, 1997
1017. Pacific Northwest Corridor First Quarter 1997, February 7, 1997
1018. Northeast Direct, First Quarter 1997
1019. "San Diegan" First Quarter 1997, February 28, 1997
1020. "Capitol Limited" and "Cardinal," First Quarter 1997

#### 1.6 Operating plans

1101. "Texas Eagle," Trains 21 and 22, October 31, 1997
1102. "Sunset Limited," Trains 1 and 2 between San Antonio and Los Angeles, October 31, 1997
- 1102A. "Sunset Limited," Trains 1 and 2 between New Orleans and San Antonio, April 8, 1998
- 1102B. "Sunset Limited," Trains 1 and 2 between Jacksonville and New Orleans, April 8, 1998
1103. "Coast Starlight," Trains 11 and 14 between Los Angeles and Oakland, October 31, 1997
- 1103A. "Coast Starlight," Trains 11 and 14 between Seattle and Oakland
1104. "California Zephyr," Trains 5 and 6 between Oakland and Denver, November 1, 1997
1105. "California Zephyr," Trains 5 and 6 between Denver and Chicago, November 3, 1997
1106. Intercity Trains on Northeast Corridor, December 4, 1997
- 1106A. Intercity Trains on Northeast Corridor, Part II, January 12, 1998
- 1106B. Intercity Trains on Northeast Corridor, Part III, January 21, 1998
1107. The "Crescent," Trains 19 and 20 between Washington and New Orleans, December 4, 1997
1108. "City of New Orleans," Plan: Train 58 and 59 between New Orleans and Chicago, December 5, 1997
1109. "Empire Builder," Trains 7 and 8 between Chicago and Minneapolis / St. Paul, December 9, 1997

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1110. "Empire Builder," Trains 7 and 8 between Minneapolis St. Paul and Seattle – Portland, December 9, 1997
1111. San Diego Line between Los Angeles and San Diego, December 12, 1997
1112. "Southwest Chief," Trains 3 and 4 between Los Angeles and Chicago, December 12, 1997
1113. "Lake Shore Limited," Trains 48-448 and 49-449 between Boston, New York and Chicago, January 31, 1998
1114. "Capitol Limited," Trains 29 and 30 between Chicago and Washington, February 1, 1998
1115. Florida Service Trains 89, 90, 91, 92, 97 and 98 between Washington and Miami, February 3, 1998
1116. "The Carolinian," Trains 79 and 80 between Washington and Charlotte, February 17, 1998
1117. "The Cardinal," Trains 50 and 51 between Chicago and Washington, April 8, 1998
1118. Review of Mail and Express Constraints and Capitol Issues, April 8, 1998
1119. "Three Rivers," Trains 40 and 41 between Philadelphia and Chicago, April 24, 1998
1120. Michigan Service between Chicago and Detroit, Pontiac, Grand Rapids and Port Huron, April 27, 1998
1121. Express Service Lanes, June 10, 1998

#### Subseries 2. Un-numbered reports:

Japanese National Railways, February 1983

CSX and Amtrak Inspection Trip between Chicago and Jacksonville, 1990

WALL STREET JOURNAL, Lead Article, Page 1 on Amtrak President W. Graham Claytor, Jr., April 5, 1990

Burlington Northern and Amtrak Car Trip, Minneapolis / St. Paul to Seattle, Part One, May 29, 1990 to June 1, 1990

Burlington Northern and Amtrak Car Trip, Denver to Chicago, Part Two, May 29, 1990 to June 1, 1990

National Railroad Passenger Corporation. Manuscript of All Passenger Train Schedules, Northeast Corridor, Effective October 25, 1992:

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New York – Philadelphia  
Philadelphia – Atlantic City  
Philadelphia – Harrisburg  
Philadelphia – Washington  
Providence – New Haven

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Washington State Department of Transportation Planning Meeting, February 2, 1993

Proposed Washington State Service for the Pacific Northwest, February 10, 1993

National Railroad Passenger Corporation. An evaluation of current and potential stops along Amtrak's Milwaukee to Chicago route ("Hiawatha"), March 1994

CSX Transportation and Amtrak Joint Operational Study, July 1994

Amtrak Officers' Trip, Train P090, Jacksonville to Washington, D.C. (routes, schedules, and charts), October 5, 1994

Norfolk Southern. Virginia Division Track Charts, 1995

Southern Pacific and Amtrak Officers' Trip, Amtrak Trains Nos. 5 and 11, Sparks to Los Angeles, October 3-4, 1995 (contains Southern Pacific souvenir menus for dinners and other meals, maps and timetables, points of interest, track charts).

Box 9

Norfolk Southern. Alabama Division Track Chart, 1996

Norfolk Southern. Georgia Division Track Chart, 1996

Norfolk Southern. Gross Traffic Density, 1996

Norfolk Southern. Piedmont Division Track Charts, 1996

Analyses of Union Pacific Freight Trail Interference: Charts and Drafts, May 1996

Amtrak Performance Review, 1996

Burlington Northern Santa Fe / Amtrak Inspection Trip between Denver and Chicago, May 29, 1996

Burlington Northern Santa Fe / Amtrak / Washington State Department of Transportation / Federal Railroad Administration Inspection Trip between Portland and Vancouver, British Columbia, June 6, 1996

Amtrak: Western San Joaquin On-Time Analysis, June 17-23, 1996

Amtrak and Union Pacific, National Railroad Passenger Corporation Officers' Meetings Inspection Trip, June 19-20, 1996

"The Effect of Freight Mergers on Amtrak and Other Passenger Train Service," remarks of Thomas M. Downs, Chairman, President and Chief Executive Officer, Amtrak, at the RAILWAY AGE Conference on Passenger Trains on Freight Railroads, November 8, 1996

Chicago / Milwaukee Rail Corridor Study: Final Report, May 1997

United States General Accounting Office. Intercity Passenger Rail Issues Associated With a Possible Amtrak Liquidation, March 1998

Express Service Lanes, June 1998

National Railroad Passenger Corporation. Operations Officers' Performance Review, June 1998

Amtrak Route Summaries: Basic Operational Data for All Amtrak Trains, September 22, 1998

Amtrak's Chicago Hub, September 28, 1998

Amtrak Route Studies, October 22, 1998

Amtrak Route Studies, November 16, 1998

Amtrak Train and Engine Crew Staffing Requirements, January 11, 1999

Amtrak Train and Engine Crew Staffing Requirements, Second Edition, January 25, 1999

Yard Crew Cost Allocation, March 12, 1999

Box 10

Railroad Industries, Inc. Exhibits, circa 2003, Volumes 1-3

Filing Location: Statewide Museum Collection Center ID 2769

**MS 711 RG 1 NATIONAL RAILROAD PASSENGER CORPORATION / AMTRAK : JAMES L. LARSON**

## **OPERATIONS AND PLANNING FILES**

1975-1997. 6 linear feet

### **2. CHRONOLOGICAL FILES**

These files are arranged into:

Subseries 1. Correspondence files

Subseries 2. Holding files

Subseries 1: Correspondence files contain carbon or xerox copies of letters and memos sent by Jim Larson to Amtrak managers or outside parties between 1975 and 1997.

Arranged in chronological order.

Subseries 2. Holding files are copies of operating agreements between Amtrak and other railroad lines.

Arranged in chronological order.

#### **BOX LIST**

Subseries 1. Chronological files:

Box 10 December 1975-December 1978

Box 11 January 1979-June 1985

Box 12 July 1985-February 1990

Box 13 March 1990-July 1992

Box 14 August 1992-September 1994

Box 15 September 1994-September 1997

Box 16 October 1997-December 1997

Subseries 2. Holding files:

September 1983-September 1986

Filing Location: Statewide Museum Collection Center ID 2768

## **MS 711 RG 1 NATIONAL RAILROAD PASSENGER CORPORATION / AMTRAK : JAMES L. LARSON OPERATIONS AND PLANNING FILES**

1971-1997. 1 linear foot

### **3. LAWSUITS**

Includes lawsuits involving the National Railroad Passenger Corporation and the Texas & Pacific Railway, the Missouri Pacific Railroad, Boston & Maine, the United Transportation Union, the Southern Pacific, CSX Transportation, the Baltimore & Ohio, the Chesapeake & Ohio, Atchison, Topeka & Santa Fe, Springfield Terminal Railway, Portland Terminal Railway, the Union Pacific, the Providence & Worcester Railroad, and the Norfolk Southern. These cases were held before: the Interstate Commerce Commission, the National Arbitration Board, the Federal Railroad Administration, the United States District Court for the District of Columbia, and the Surface Transportation Board.

The subjects of lawsuits include: the Basic Agreement of April 16, 1971 (the Rail Passenger Services Act, the law that created the National Rail Passenger Corporation) and how it was interpreted in operating agreements between Amtrak and the lines it operated on, whether Southern Pacific was acting in bad faith on the "Sunset Limited" line in slowing down passenger trains, a request for additional passenger service from Sacramento to Los Angeles, just compensation for the use of tracks and facilities, rerouting the "Coast Starlight" via Southern Pacific's East Valley Line, the basis of compensation for intercity rail passenger operations, and crossing safety.

Documents include: a copy of the Basic Agreement of April 1971, transcripts of Jim Larson's testimonies and of court proceedings, petitions, evidence, affidavits, and exhibits in several cases.

Arranged chronologically.

#### **BOX LIST**

Lawsuits

Box 16

National Railroad Passenger Corporation Basic Agreement, April 16, 1971

Before the Interstate Commerce Commission, Finance Docket # 27819: Amtrak and the Texas & Pacific Railway: Use of Tracks and Facilities and Establishment of Just Compensation or for Reopening of this Proceeding:

Petition of the National Railroad Passenger Corporation (Amtrak) for Reconsideration of the Report and Order of the Interstate Commerce Commission Served October 27, 1976 in Finance Docket # 27819; December 23, 1976

Reply of the Missouri Pacific Railroad Company to Petition for Reconsideration of the Report and Order of the ICC Served

October 27, 1976, February 8, 1977

Reply of the National Railroad Passenger Corporation (Amtrak) to Petition for Reconsideration and Rehearing of the Missouri Pacific Railroad Company, February 8, 1977

CONGRESSIONAL RECORD, Vol. 125 No. 57, May 8, 1979

National Arbitration Board Case No. 387, Wages and Rules Case, Boston & Maine and the United Transportation Union. Potential Rerouting of the "Montrealer," James L. Larson Witness Statement, 1980

United States District Court for the District of Columbia Case No. 79-3394, United States v. Southern Pacific:

Transcript of Proceedings, February 1, 1980

Southern Pacific Task Force

[Large black 3-ring binder contains detailed information on delays to "Sunset Limited" Trains 1 and 2 between Houston and New Orleans in 1980, memos from Amtrak, Southern Pacific, train orders, timetables, trip reports, and detailed analysis of specific delays]

National Arbitration Panel Case No. 46, Request for Additional Service, Sacramento-Los Angeles:

Reply Statement by James Larson, 1980

Statement by James L. Larson, 1980

Volumes 1-3: Rebuttal Statement of the National Railroad Passenger Corporation, October 14, 1980

Hearing Transcript, April 27, 1981 [Appears to be narration of slide show for Southern Pacific Coast Line]

Box 17

National Arbitration Panel Case No. 54, National Railroad Passenger Corporation v Southern Pacific:

National Railroad Passenger Corporation Statement Rerouting of "Starlight" to East Valley Line, April 27, 1981

Transcript, October 13, 1981

Federal Railroad Administration Docket No. 2551-84-3, Rail-Highway Grade Crossing Safety Statement of James L. Larson, January 23, 1985

Fourth Amendment Agreement between National Railroad Passenger Corporation, CSX Transportation, Inc., the Baltimore & Ohio Railroad and the Chesapeake & Ohio Railway: Draft, November 1, 1986

National Arbitration Panel Case No. 81, National Railroad Passenger Corporation v Atchison, Topeka & Santa Fe Railway, Compensation for Detour of Amtrak Trains from Illinois Central to Santa Fe: Entire Written Case, August 25, 1988

U.S. House of Representatives, Committee on Energy and Commerce, Subcommittee on Transportation and Hazardous Materials, 1991

United States District of Columbia Case No. 79-3394, United States v. Southern Pacific: Transcript of Proceedings, The "Sunset Limited" Case, August 28, 1996

National Railroad Passenger Corporation Operations Department. The "Sunset Limited" Case: The U.S. v Southern Pacific Transportation Company, C.A. 79-3394, August 28, 1996

Verified statement of James L. Larson, Docket # 33381

Before the Surface Transportation Board, Finance Docket # 33388.

CSX and Norfolk Southern, Division of Consolidated Rail Corporation – Control and Operating Leases / Agreements – Conrail and Consolidated Rail Corporation – Transfer of Railroad Line by Norfolk Southern Railway to CSX Transportation: Comments and Requests for Conditions of the National Railroad Passenger Corporation (Amtrak) on the Proposed NS / CSX Acquisition and Division of Conrail, October 21, 1997

Before the Surface Transportation Board, Finance Docket No. 33469, Application of the National Railroad Passenger Corporation under 49 U.S.C. § 24308(a) – Springfield Terminal Railway, Boston & Maine Corporation, and Portland Terminal Company

Verified Statement of James L. Larson, April 11, 1997

Response to Union Pacific / Southern Pacific's Reply to Amtrak's Application Pursuant to 49 U.S.C. § 24308 (a) (2), [Express Services], September 26, 1997

National Arbitration Panel Case No. 46, Statement of James L. Larson, January 11, 1999

Deposition, United States of America v. Consolidated Rail Corporation, James L. Larson, March 6, 2001

National Railroad Passenger Corporation's Arbitration Rebuttal Brief and Evidentiary Submission and Providence and Worcester Railroad Company, January 18, 2002

Filing Location: Statewide Museum Collection Center ID 2770