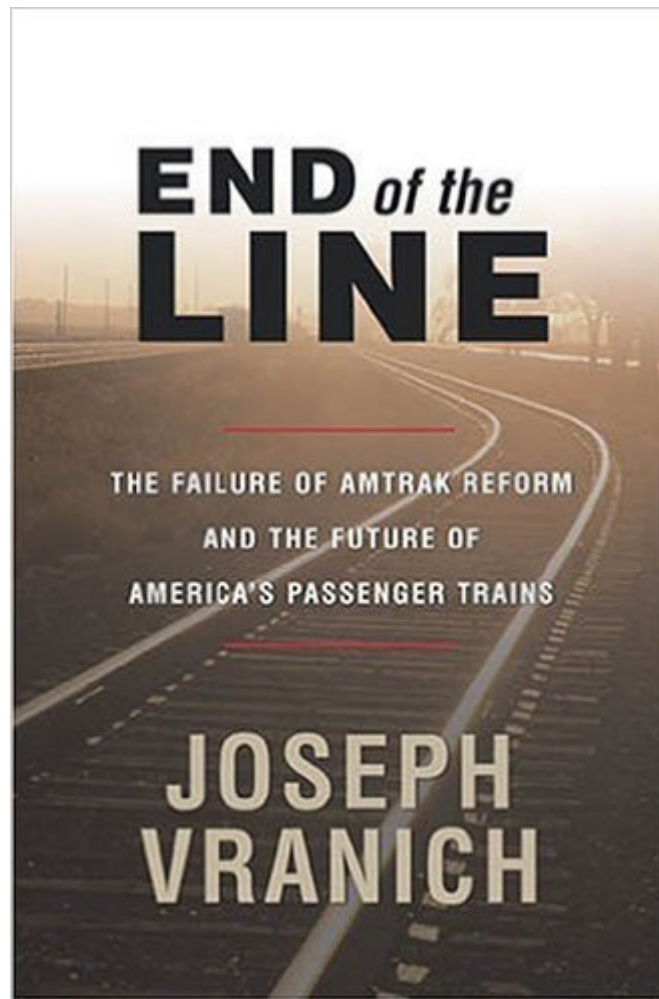


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# End Of The Line: The Failure Of Amtrak Reform And The Future Of America's Passenger Trains



## Synopsis

Joseph Vranich has produced the first insightful analysis of the deficit-ridden Amtrak system since the passage of major reform legislation in 1997, the Amtrak Reform and Accountability Act. His review comes as Amtrak is seeking record federal subsidies while continuing to resist meaningful reforms. The book addresses myths and fallacies about Amtrak, exposing how the railroad is not as essential to mobility as it claims. For example, each of the nation's top sixteen airports serves more travelers every day than does Amtrak's entire national system.

## Book Information

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## Customer Reviews

If your idea of a good time is sitting down on a winter night to read a page-turning, scary story, *End of the Line*, a new book by transportation expert Joseph Vranich is just the ticket for you.

Unfortunately, unlike Bigfoot and other fictional monsters, in this case the horror is all too real and the monster is Amtrak, a federally managed corporation that operates America's rail network. Vranich's book is not a weighty tome, but with more than 75 pages of notes and appendices, it packs a mighty punch. His tale of a socialistic passenger rail monopoly run amuck will send chills up and down your spine. As if the \$27 billion in direct taxpayer subsidies Congress has provided Amtrak is not frightening enough, Vranich explains how Amtrak received a \$2.18 billion income tax "refund" in 1997 even though it has never paid income taxes. He exposes the fact that Amtrak's real subsidies far exceed the advertised \$27 billion, because: The railroad has defaulted on a \$1.1 billion loan that was ultimately paid for by Uncle Sam; Federal agencies and state and local governments often foot the bills for train stations and infrastructure that are Amtrak's rightful

responsibilities; and,Amtrak even suckered the Canadian government into providing \$1 billion in low-interest loans for its purchase of Canadian-made rail equipment.Worse than the fiscal horror story in Vranich's book is the fact that Amtrak has been asleep at the switch in managing the tunnels it owns under New York City.

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