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White House Train Poses Problems

By Carroll Kilpatrick
Washington Post Staff Writer

President Truman used to say that moving a President was like moving a circus, and President Nixon is discovering how true that is as he tries to find a way to get to Florida without using aviation fuel.

President Truman didn't say so, but he also could have noted that it costs almost as much to move a President as to move a circus.

If Mr. Nixon takes a train to Florida for a week in the sun, the taxpayers may have another complaint against him. For there is no way for him to go anywhere without spending thousands of dollars.

It could be that it would be less expensive for him to take the Spirit of '76, the big four-engine plane that con-

sumes about 2,000 gallons of fuel an hour, than for him to take a train.

It certainly would be simpler and easier for the Secret Service, the White House transportation office and the assorted aides who accompany a President. But a plane presumably uses more energy than a train, depending on how you figure it.

The White House confirmed reports yesterday that the President is considering a train trip to Florida, possibly leaving here the day after Christmas and returning a week or 10 days later. Mr. Nixon would have a special car hooked on the rear of a regular passenger train, deputy secretary Gerald L. Warren said.

Sounds simple. But that is only the beginning. The President must have a signal car as well, for he cannot be out

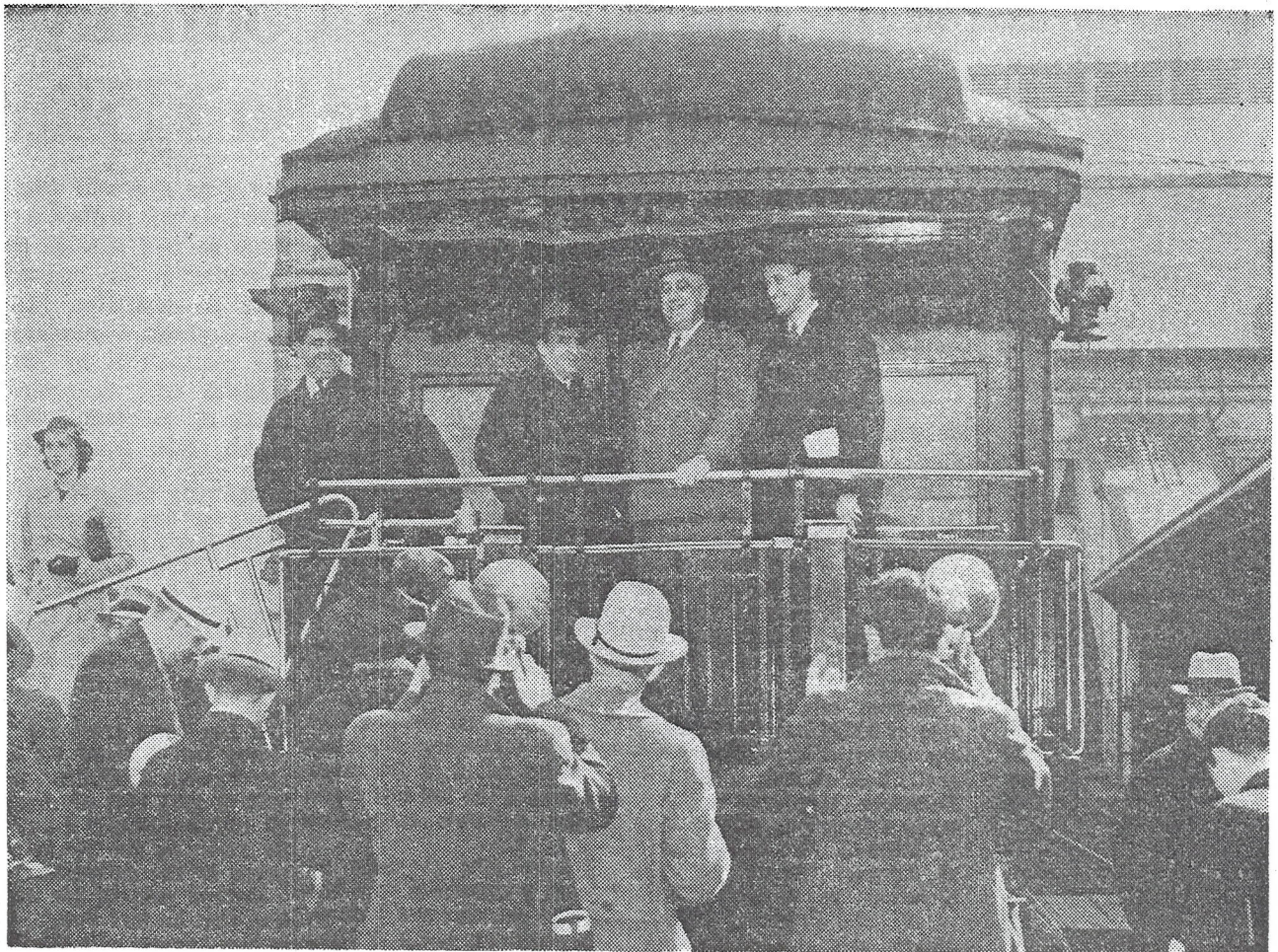
of touch for the 24 or 26 hours the trip to Miami would take. He also must have a dining car, space for Secret Service agents, communications experts and presidential assistants.

If three cars were added, an extra engine would be required to pull the train, and that would mean additional fuel and expense.

The government owns a signal car from the days when Presidents traveled by train, but no one seems to know how much it will cost to put it into satisfactory condition and to install modern equipment.

When Franklin D. Roosevelt was President, he traveled to Hyde Park, N.Y., almost every weekend until the outbreak of World War II. Then he went almost every other weekend. His

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This 1937 photo shows President Roosevelt getting ready to leave Washington for Warm Springs, Ga., on his special train. With him on the platform are Raymond Quarters, an aide, Adm. Cary T. Grayson and James Roosevelt.

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car was not hitched onto a regular passenger train, but was part of a special train made up for his use.

Ahead of every presidential train goes a pilot train to check the rails and to make certain no bomb is on the tracks.

Warren said there would not have to be a pilot train for the President to go to Florida. Instead of a pilot train, Warren said, the regular passenger train would be broken up into two sections, and the advance section would serve as the pilot train.

Warren would not discuss security

problems, but in the past whenever a President went anywhere by train all bridges and tunnels along the route were guarded, requiring the services of hundreds of guards—and many gallons of gasoline to get them into position.

The President's purpose, as Warren put it, is to encourage Americans "to use public transportation, including trains."

Warren disputed a report that Col. Ralph D. Albertazzie, the President's pilot, would take the Spirit of '76 to Florida on a standby basis even if Mr. Nixon used the train. Not so, he said.

Warren also said it is not necessary for Albertazzie to fly the President's

plane for three hours each week for systems checks and crew training, and that Albertazzie's superiors had told him the plane will not be flown that much in the future. Before the fuel crisis he flew the Spirit of '76 a minimum of six hours a week for training purposes.

When aboard the Spirit of '76, the President has instant communication with the White House and the State and Defense Departments. The communications equipment is of the most sophisticated kind, enabling him to talk with any official and almost any foreign government with complete security.

Safire: Hanging In the Balance

By Joyce Illig

Special to The Washington Post
NEW YORK —William Safire, former special assistant to President Nixon, claims that his publisher wants to cancel his contract because his forthcoming book on Mr. Nixon is too "balanced."

Safire signed a \$250,000 contract with William Morrow & Co. for his book, tentatively titled "A Hurry to Be Great," last February when Mr. Nixon's popularity rating was high. Now, with the manuscript delivered and the President's popularity near its all-time low, disagreements between author and publisher have reached a stage where the contract is being submitted to arbitrators.

Safire, a Washington-based columnist for The New York Times, was a special assistant to President Nixon from Jan. 20, 1969, until he resigned last Jan. 31. He completed his 350,000-word manuscript on Oct. 1. Several weeks later Morrow asked him to reshape it and cut 100,000 words. Safire said he found these changes acceptable, did the work and returned the manuscript.

"Then last week," he said in a telephone interview, "Morrow announced that the manuscript was unacceptable and not only would they not pay me the two-thirds that they had contracted to pay me, but they wanted the original third of the money back again."

"The reason Morrow gives for not wanting to publish



William Safire

the book is that its not a good book," Safire said. "They said it was episodic and while each chapter is very good, it doesn't all come together. But I think the reason they don't want to publish it is because they signed a contract last Febru-

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ary, when Nixon's popularity was 68 per cent, and they received the manuscript about nine months later when Nixon's popularity was 28 per cent."

At Morrow, there seemed to be some uncertainty about the status of the book. Sherry Arden, a company vice president and publicity director, said that "Safire's just a little nervous at this point" and that, as far as she knows there has been no severance of contract.

Later, in an official statement, Morrow president Lawrence Hughes said: "It is true that there is a dispute between this company and William Safire about a book publication agreement. The matter is now in arbitration and we feel it is inappropriate to make any comment at this time."

The American Arbitration Association has supplied both parties with the names of a panel from which the arbitrator is to be chosen.

Asked about his position, Safire said: Just because the climate of opinion has changed is no reason to abrogate a contract. If they can do this, then an author's contract with a publisher affords no protection at all to an author. I didn't hold a gun to their head to sign that contract. There were other publishers actively bidding for it. Now because they can't lay off their investment on a paperback or a book club, they simply take a position that it's not a good book.

"Usually an author is too embarrassed about letting

the word go out that somebody says he's written a bad book," said Safire, "and he goes skulking off to another publisher. But I'll fight them on it. I'm not going to take it. As Nixon's popularity fell, so did the faces at Morrow. They had the original four chapters that I had written. They couldn't complain about them, of course, that's what they bought the book on. I don't think they feel that a balanced book about Nixon has a chance. I say that's the worst kind of censorship."

Morton Janklow, Safire's lawyer-agent, said that 10 days ago he discussed the situation with Maurice Greenbaum, the senior partner at Greenbaum Wolff & Ernst, which represents Morrow. "They took their position and we took ours," said Janklow. "We've served demand for arbitration and now the fat's in the fire."

"We got a formal notice from Morrow saying that they continue to find the manuscript unacceptable and therefore the contract was terminated. They demand their payments back and they're not going to make any more payments. That was mailed on Dec. 10 and I received it yesterday (Thursday). So in Nixon's terminology, Morrow's statement is inoperative. Morrow's taken all the legal positions that they think necessary to reject the manuscript, so their statement is totally misleading."

Janklow then offered what he called an interesting theory: "What is to prevent any publisher from paying whatever advance he

wants to pay to foreclose his competitors from having an opportunity to bid? Getting a manuscript . . . going into contract without ever having any intention to publish. Then, once he gets his manuscript completed, he'll see whether he can peddle it around, lay off all his obligations on the paperback and serial rights and so forth. That means he's in a no-risk situation.

"Then he just says we don't like it and therefore take it back and that's the end of it. What they're really buying is an option, and not an agreement. We're going to go to the mat on this. It's not the kind of issue that's going to be forgotten."

Janklow added, "Here is a man who is a professional writer and has been for most of his adult life. He's the author of a number of books, all of which have been published with alacrity by major houses like Random House and Macmillan. He's written what is a definitive book in the area of political language, *The Dictionary of American Political Language*. Now for somebody to take the position that he is a competent writer or that the manuscript he's prepared is unacceptable is "Just really begging for a lot of trouble. Trouble outside this book. And the stakes here are going to get very high before this is over."

Yesterday Janklow retained special trial counsel to represent Safire because Janklow doesn't handle litigation in his firm.