

WHAT'S AHEAD?

The coming months will be aggressive ones for Amtrak. The majority of existing passenger cars will have been put into good working order. Delivery of new high-powered diesel-electric locomotives has begun. Orders have been placed for additional turbo-powered trains for short-haul service. New bi-level designs for long-haul use will go into production. Additional service will be provided from Chicago to Seattle and Spokane to Seattle. New routes have opened other areas: Mexican service via St. Louis, Little Rock and Dallas; service in California's San Joaquin Valley. And there'll be enough new Metroliner-type cars between New York and Washington to handle twice the present number of passengers.

Between the summers of 1971 and 1974, Amtrak's total rail passenger capacity will have doubled. And Amtrak will be in a position to help handle the anticipated increase in travelers who have diverted from private to public transportation — a trend aided by both rail availability and the energy squeeze. From all indications, the demand for rail travel originally projected for 1977 will be achieved by 1975.

Amtrak is moving ahead as planned — providing America with another area of efficient transportation — a style of travel born and bred in the Amtrak Era.

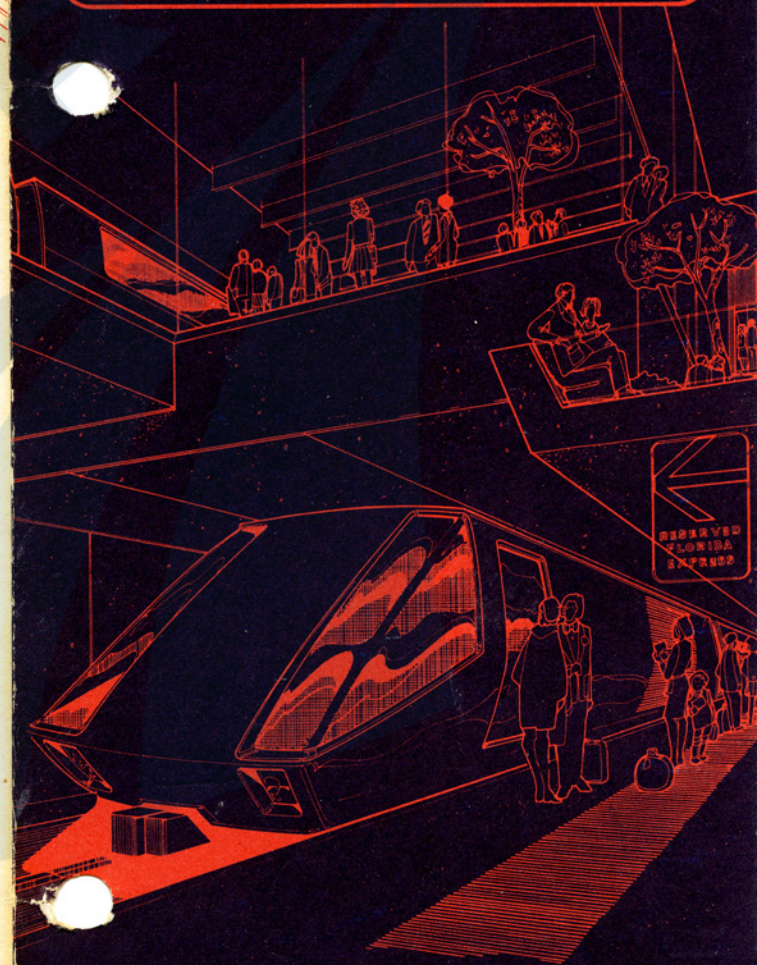


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THE AMTRAK[®] ERA



The illustrations in this folder are projections for the future — a brief preview of coming attractions for Amtrak travelers.



HOW DID IT START?

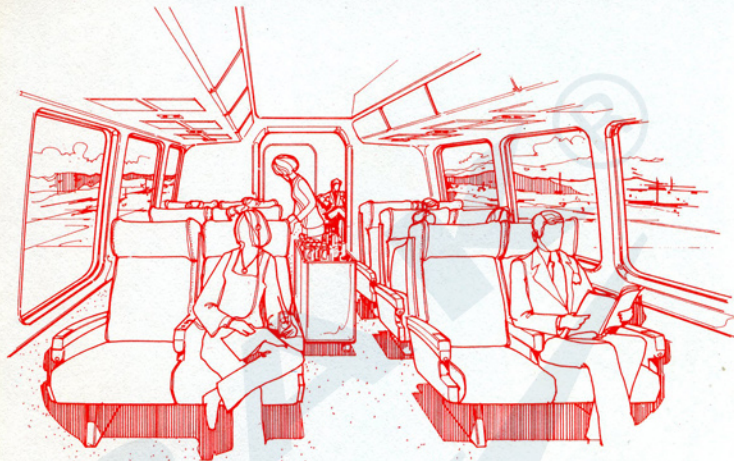
In May of 1971, by Congressional mandate, passenger service on thirteen major railroads was joined together under the Amtrak arrow, creating for the first time in history a single centrally-managed nationwide intercity system. The purpose: stop the twenty-year downturn in train ridership, and improve and develop intercity rail travel facilities. And the goal: provide the public with another option for convenient travel.

HOW DOES IT WORK?

The Amtrak corporation, established on a for-profit basis, is financed by revenues from the fare box and by federal credit. The staff — a highly effective mix — is made up not only of experienced railroad people but also top talent from aerospace, airlines, shipping, travel agencies and other related fields.

Day-to-day operations center on two departments. *Amtrak Operations* deals with operating the trains the passenger rides. It establishes schedules, sets safety standards and follows the movement of every train. A single central source of control, *Operations* charts the overall performance of America's entire intercity system.

Amtrak Marketing brings the passenger and service together by using the tools and techniques of market research and contemporary methods of communication. This is the department responsible for sales, advertising, promotion, station and on-board services, product and service development, mail and package express.



WHAT IS IT DOING?

Amtrak is doing what it set out to do — adding comfort, convenience and enjoyment to travel. In day coaches there are roomy two-abreast seats. Most long-distance overnight coaches have reclining seats and leg rests. And slumber-coaches offer economical sleeping accommodations for overnight travel. Deluxe swivel armchairs are a feature of first-class cars. Plus sleepers with single-berth roomettes, two-berth bedrooms, spacious bedroom suites. Meals on board offer variety, quality, value — from light snacks and beverages to sumptuous full-course dinners — served in diners, tavern-lounge cars, snack cars, at passengers' seats.

Every day over 200 Amtrak trains arrive and depart from over 400 locations coast-to-coast. Many are trains with famous names: Silver Meteor, Broadway Limited, Sunset Limited, Empire Builder. Most cars have been refurbished, refurnished and revitalized. A newer member of the fleet — the Metroliner — provides the New York-Washington route with fifteen round-trips daily. Turbo-powered trains, capable of speeds up to 125 miles an hour, cover the tracks between Chicago and St. Louis — also between Boston and New York. And more new equipment is on the way.

Amtrak offers trains plus all the trimmings. For example — Amtrak vacation packages that include transportation, accommodations and extras. Trips to Washington, Disney World, Disneyland, Yellowstone National Park, Canada — and other popular places. Big-city weekend tours, ski tours in the West and Northeast, tours featuring cruises to Bermuda or the Caribbean, packages that have a rental car included in the price.

Amtrak is making it easy to travel by train — with speedy, computerized reservations and ticketing; with Family Plan discounts; with the convenience of charging trips to major credit cards. And with an attitude of gracious warmth and hospitality. You'll spot it when you step aboard.

INTERCITY RAIL PASSENGER ROUTES

