

## Congress Approves \$18 Million Supplemental Operating Appropriation

Meeting in full session, the House of Representatives voted on November 30 to direct its members of a joint House-Senate appropriations conference committee to add \$10 million to Amtrak's supplementary appropriation making a total of \$18 million available.

The vote was 258 to 138 on an amendment to an omnibus appropriation bill for the additional funds. The original amount appropriated was \$8 million.

This had come about in the past months when Amtrak had come to Congress seeking \$56 million in additional funds to its fiscal year 1978 operating budget to permit operations to continue at their present level.

A Senate appropriations committee had recommended \$18 million. A similar committee in the House recommended none. A conference committee of members of both the House and Senate compromised at \$8 million.

Amtrak officials pointed out that this was insufficient money to continue the system at its present level and began making plans to eliminate some trains and to restructure some routes.

The House action on November 30, in effect, told the House members of the conference committee to go back and appropriate the Senate-suggested \$18 million. Congress also told Amtrak to restore service that had been eliminated and to stop any other action that would result in train service cutbacks pending the results of a comprehensive study being made by the Department of Transportation, in cooperation with Amtrak, regarding the entire route structure. That study is to be delivered to Congress by March 1.

In floor debate, several Congressmen described the energy-savings potential of rail travel and suggested that Amtrak continue operations at its present level until the study is made public.

Congressman Albert Gore, Jr., of Tennessee, who sponsored the amendment increasing the supplemental appropriation, said, "The energy crisis mandates more efficient forms of transportation.

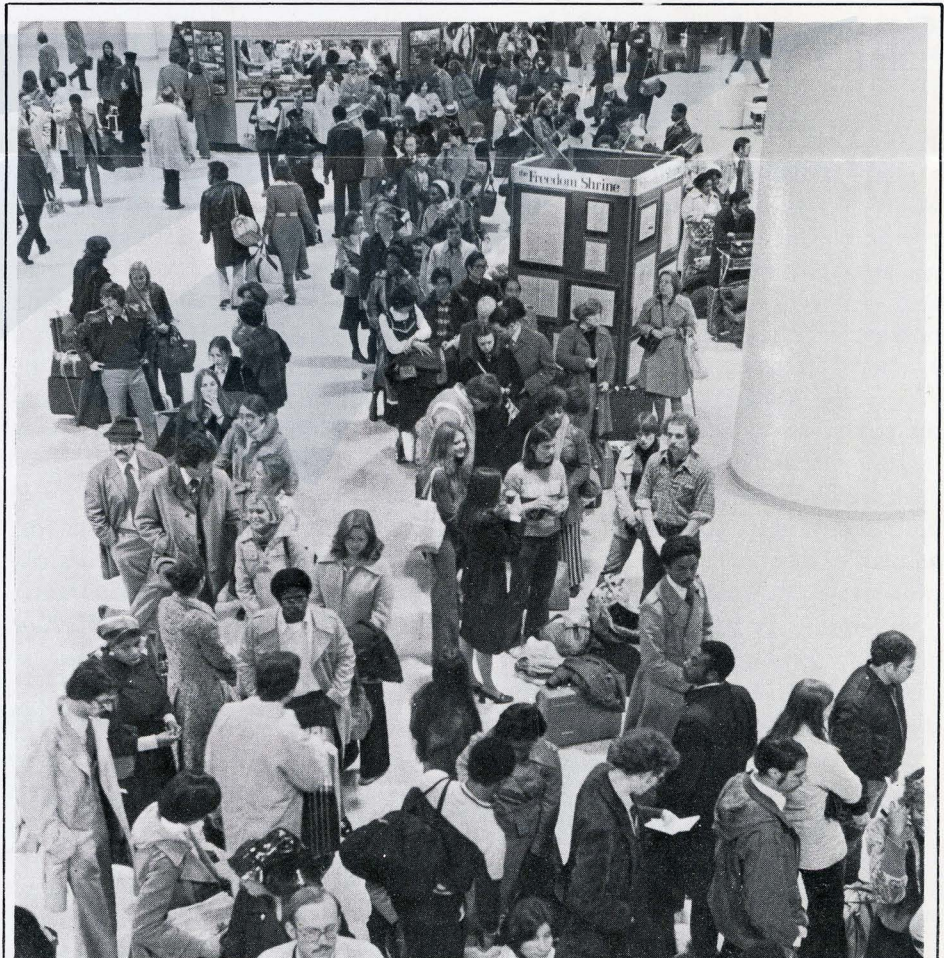
"We need a national rail service for passengers. We can have one if we go

about it in an intelligent manner."

Gore objected to the conferees original instructions that Amtrak apply route and service criteria to eliminate entire routes in its quest to live within the budget.

"To require Amtrak to eliminate as many as six major long-haul routes," he said, "would effectively dismantle our national network before the Department of Transportation findings are available."

Congressman Ron Marlenee, of  
*(Continued on page 7)*



*Holiday crowds jam Washington Union Station the evening before Thanksgiving Day. Such scenes were the rule in Amtrak stations all over the country as the public headed home for the holiday. More insights to the travel picture on pages 4-5.*



# Thanksgiving Day Fire

## Damages Battle Creek Station

Fire, early on Thanksgiving Day, did extensive damage to Amtrak's station in Battle Creek, Michigan.

Rich Tower, Detroit district superintendent, who was notified at 4 a.m., immediately roused Bob Runnels, manager of stations for the district, and the two sped the 90 miles to Battle Creek to inspect damage and make arrangements for passengers.

When they arrived, they found Doug Deaton, sales representative, and Mickey Brunett, Dave Mueller and B. E. Van Schoyk, ticket agents, already on the job seeing what they could salvage.

By 10 a.m., the team had acquired a city bus for use as a temporary waiting room. Soon, telephone lines were strung to the bus for communication

via both FTS and Bell lines. By 3 p.m., a small trailer had been placed on the platform for use as a ticket office, and electric service and platform lights restored.

The next day, a 10-by-60-foot trailer was set on the grounds for use as a ticket office and waiting room.

The fire-stricken station had been built in 1889 and was a local historic landmark. Damage included complete gutting of the State of Michigan Passenger Service Aides' office, and smoke and water damage to the sales office, ticket office, waiting room and locker rooms used by Conrail and Grand Trunk Western railroad crews who work the *Blue Water Limited*. Damage also occurred to the Conrail trainmaster's and

yardmaster's offices, which were in the east end of the building, and rooms on the west end which were used by maintenance of way crews.

Firemen saved the ARTS machines by covering them with tarpaulins to keep water away.

Cost of damage is undetermined at present, and no decision made to final disposition of the structure.

Says Tower, "A fire such as this is a major tragedy. But the people around here banded together and worked very hard to restore service to minimize the inconvenience to our customers. We also appreciate the efforts of Michigan Bell, Consumers Power and the Red Cross, who came out here with coffee and donuts for workers, firemen and passengers.

## Supervisory Management Correspondence

### Course Available To Employees

Non-supervisory personnel who would like to move into supervisory positions will have a chance to sharpen their potential management skills when Amtrak initiates its first correspondence course, supervisory management, on January 1.

Already, 324 employees have taken the course in seminar form in Washington, Philadelphia, New York, Jacksonville, Chicago, Los Angeles and San Francisco. It will now be available through the mail to employees system-wide.

According to Paul Gisvold, manager of training, the course is a "basic, down-to-earth introduction to effective supervision."

"It is not," he stressed, "a requirement for promotion, nor does it insure promotions for employees who complete it successfully."

What it is, said Gisvold, "is part of Amtrak's continuing effort to encourage upward mobility within the organization and to provide growth and opportunity for all employees."

The course material deals with the

basic principles of management, taking a self-study approach that allows the student to learn in his own time and at his own pace. At the rate of one lesson per week, the course could be completed in six months. Lessons are handled by correspondence; the student mails his lessons to the training center and receives suggestions and comments in return.

The four main units of the course deal with supervising work, people and day-to-day activities, and describing the supervisor's role in the organization. Materials provided include

general information, case studies, checklists and charts.

A certificate of achievement will be awarded to each employee completing the program, with a record of the achievement put into the employee's personnel file for reference concerning promotion possibilities.

Any employee having at least six months service may enroll by filling out an application form, available in any Amtrak personnel office, and mailing it to Amtrak Training Office, 80 East Jackson Boulevard, Chicago, Illinois 60604.

## Philadelphia Station Mural Restored

The *Spirit of Transportation* is alive and well again at Philadelphia's 30th Street Station.

*Spirit* is a 14-by-30-foot bas relief mural done in 1895 by Philadelphia sculptor Karl Bitter for the old Broad Street station. The mural was moved to 30th Street station in 1933, where it began to collect dirt and eventually to fall apart. It was noticed several

years ago by a local art student, Thomas M. Miles, who later sought and obtained a commission to restore the work to its original grandeur.

Miles and two assistants spent several weeks last summer cleaning and rebuilding broken parts of the mural, which hangs in a corridor between the ticket office and the rest rooms just off the station's main concourse.



# Blizzard Hits Northwest, Slows Some Train Service

Amtrak service was slowed but not halted by a severe, early-winter blizzard which swept through several northwestern states the third week of November, bringing snow drifts as high as nine feet and winds up to 75 miles per hour to some areas.

Although one train was forced to stand 17 hours in a station waiting for conditions ahead to clear, most Amtrak passengers were kept moving through the storm to their destinations, unlike some of their counterparts on the highways and in the air.

"In many cases, we were the only act in town," said John Baesch, assistant director, train operations, national operations, Washington. In a few instances, Amtrak picked up extra passengers from grounded airplanes and stranded buses.

The greatest delay caused by the blizzard happened to an eastbound *Empire Builder*, which left Seattle November 19 and did not arrive in Chicago until early the morning of November 23, almost 24 hours late. Most of the time lost was spent in the Grand Forks, North Dakota, station, where the train, carrying over 100 passengers, stood more than 17 hours awaiting safer traveling conditions.

People were literally snowbound at the station, and even those passengers who had planned to disembark at Grand Forks were forced to remain on the train throughout the night, where they were kept warm and well fed by the diligent Amtrak crew.

"People were just great, and it really turned out to be a fun night," said Grand Forks Ticket Agent Norma Riddle, who remained on duty throughout the night, winning praise from Amtrak officials for her energetic assistance to the stranded train.

When food supplies began running low during Monday morning's breakfast (served to the passengers compliments of Amtrak), crew members managed to get to a nearby grocery store to replenish their stock. Before

leaving town, the train also picked up a few extra passengers who had reached the station by snowmobile.

In many places during the height of the storm, snowmobiles and trains were the only vehicles moving. Amtrak's *San Francisco Zephyr* gave Greyhound a helping hand at Rock Springs, Wyoming, by transporting 82 stranded bus passengers into Cheyenne on November 21. The west-

bound *North Coast Hiawatha* was forced to add an extra coach at Fargo on November 20 to accommodate about 75 extra passengers from immobilized buses and airplanes.

By Tuesday, November 22, when the winds had subsided, most train operations in the stricken area were back to normal, according to Duane L. Johnson, manager, train operations, Twin Cities district.

## Rains, Warm Weather Cause Trouble

Unseasonably balmy weather, strong warm winds and a heavy rain-fall teamed up to create problems for railroading in the Pacific Northwest beginning Thursday, December 1.

The resultant heavy runoff from rain and melting snow created floods and caused mud slides in areas west of and along the slopes of the Cascade mountains, washing out track and disrupting train operations, including Amtrak's *Empire Builder* and *North Coast Hiawatha*.

Train service was stopped on December 2 when water went over the rails on the *Hiawatha's* route, and mud slides pushed track off the road-bed on the *Empire Builder's* route. At one location a hole in the right of way was estimated to be 500 feet long and 200 feet deep.

At press time, service had not yet been restored over either route but was expected to be imminently on the *Hiawatha's* route. Very heavy damage all along the *Builder's* route indicated a much longer wait before that line could reopen.

In the meantime, passengers were being bused in both directions between Spokane and Seattle, making all regular station stops.

Troubles occurred also on the Seattle-Portland line on December 2 although in much lesser form.

The northbound *Pioneer* was terminated at Portland and the southbound *Mount Rainier* was annulled because of a mud slide at Woodland, Washington. Passengers from both trains were bused between the two cities.

## Toledo To Toledo, via Amtrak

Toledo, Ohio, to Toledo, Spain, is quite a distance but Amtrak helped bridge it recently when Royce Haddad, president, Atlas Tours and Travel, and his wife, Helen, won an Amtrak marketing department-sponsored trip to attend the World Travel Congress of the American Society of Travel Agents in Madrid.

They took greetings from their home town to its namesake and "sis-

ter" city, Toledo, Spain. The "greetings" were copies of the *Toledo* (Ohio) *Blade*, the newspaper which is named for the "blades," or swords, which are the Spanish city's most famous product.

The Haddads rode the *Lake Shore Limited* to New York; flew via Pan American World Airways to Frankfurt, Germany; then traveled via German, French and Spanish railways to Spain.



**Washington Union Station, Thanksgiving Eve, 4 to 6 p.m.:** In scenes that were repeated across the nation, passengers crowd the station to board trains to spend Thanksgiving at home. This year the task was made easier for Amtrak people because new and more reliable equipment, in the form of Amfleet, was available in full force. The crowds will be back later this month during the Christmas and New Years holidays. Hopefully, Amtrak people will again help make their journeys a little less hectic.



*Resembling a squad of soldiers, a queue of Metroliner-bound riders makes its way to the gate.*



*Which way to my train? was the question most asked during the rush.*



*His newspaper forgotten for the moment, a passenger checks gate assignments.*

*Can any kid resist playing with a luggage cart?*



*A station pillar offers a convenient place to lean for a few minutes.*



*On the move between assignments, two soldiers struggle with their bags.*

*Wootie McAdams helps find a customer's train track assignment on the departures TV monitor.*





*George Wilkie, shift supervisor, directs passengers with military precision.*



*Long ticket lines are not the pleasantest of places for little kids.*



*A young rider takes to the floor to wait departure.*



*Seemingly ready for any weather, a passenger waits patiently.*



*Waiting seems endless at times, but a soft drink helps ease the delay.*



*A short pause is made to recheck the timetable for exact departure time.*



*Philadelphian June Langhoff, down for the pre-holiday crush, assists station personnel in directing traffic.*



## Amtrak Calendars On Sale Again

Amtrak's 1978 calendar will be off the presses by the end of the month and again be available to the general public.

The calendar measures, as it did in 1977, 24-by-33-inches and has the entire year on display. The top half features a full-color painting of a new Superliner train painted by noted rail artist Gil Reid of Milwaukee.

The calendar is printed on heavy paper and the picture can be cut off and framed when 1978 is over.

Cost of the calendar is \$3.75, postage and tax included. It can be ordered by mailing a check or money order, made out to Amtrak Calendar, to Western Folder Distributing Company.

Please use the coupon below.



Amtrak 1978			
<b>JANUARY</b> SUN MON TUE WED THU FRI SAT 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	<b>FEBRUARY</b> SUN MON TUE WED THU FRI SAT 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28	<b>MARCH</b> SUN MON TUE WED THU FRI SAT 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	<b>APRIL</b> SUN MON TUE WED THU FRI SAT 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29
<b>MAY</b> SUN MON TUE WED THU FRI SAT 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	<b>JUNE</b> SUN MON TUE WED THU FRI SAT 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	<b>JULY</b> SUN MON TUE WED THU FRI SAT 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29	<b>AUGUST</b> SUN MON TUE WED THU FRI SAT 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
<b>SEPTEMBER</b> SUN MON TUE WED THU FRI SAT 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	<b>OCTOBER</b> SUN MON TUE WED THU FRI SAT 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	<b>NOVEMBER</b> SUN MON TUE WED THU FRI SAT 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	<b>DECEMBER</b> SUN MON TUE WED THU FRI SAT 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

**Western Folder Distribution Company**  
**850 West Fullerton Ave., P.O. Box 311**  
**Addison, Illinois 60101**

Yes, I want . . . . .

Amtrak calendars at \$3.75  
(Sales tax and postage included)

Name (Print) \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

## Keeping Track

### Five Stops Upgraded

Amtrak trains will continue to stop in five communities which have graduated from experimental to regular stop status.

The five are Aberdeen, Maryland; Benson, Arizona; Dillon and Kingstree, South Carolina; and Palatka, Florida.

At each location ridership has exceeded Amtrak's minimum requirement of six passengers per day. Busiest point in June, July and August was Kingstree where an average of 45 people per day patronized Amtrak trains.

Average daily usage at Aberdeen was 33 during the same time period, while 30 per day were served at Dillon and 13 at Palatka.

Since Benson is served only three times a week, Amtrak's minimum criterion was three passengers for every day the train stopped. Benson exceeded that with seven passengers a day during the summer months.

In most instances passengers at these points were traveling long distances, adding measurably to Amtrak's revenues.

In a letter to the mayor of each city, Amtrak announced the community's permanent status in the Amtrak system and thanked each for the support given the trains.

### Superliner Training

In anticipation of delivery of Amtrak's new Superliner cars, training programs are already underway to familiarize operating, maintenance and on-board service personnel with the bi-levels.

A two-week familiarization and orientation session for mechanical management and supervisory personnel was conducted at the Pullman Standard plant in Chicago October 3-8 and at the manufacturer's technical center in Hammond, Indiana, October 10-15. Run by Pullman Standard, the sessions included presentations by all major vendors of their particular



systems, detailing both operating and maintenance procedures.

Four 4-day training sessions for maintenance of equipment personnel in the Chicago area began October 25 at the 21st Street yards. These sessions, run by PS with the assistance of Amtrak trainers, included both classroom instruction and training on a Superliner coach. Similar training sessions are planned for maintenance personnel in Minneapolis and Seattle in the near future.

When enough Superliner cars become available to form a display train, shorter training sessions will be held at intermediate servicing points on the projected routes, according to Ron Gaertner, supervisor, special training projects, who is coordinating the Superliner training for Amtrak.

Both introductory and follow-up

training sessions will continue as Amtrak introduces the new Superliner equipment on major western routes.

## Mystic Discounts

All it takes to get a substantial admission discount to two of the most popular tourist attractions at Mystic, Connecticut, is to present one's Amtrak ticket stub bearing MYS the destination code for Mystic. The two attractions are Mystic Seaport and the Mystic Marine Life Aquarium and the trip can originate from any Amtrak station.

With the Amtrak ticket stub a traveler receives a \$1 reduction from the regular \$5 adult and \$2.50 child admission ticket to Mystic Seaport. The Seaport is a recreation of a mid-19th century seafaring village and is home port to four major sailing vessels and

port to three major sailing vessels and some 200 other craft.

The Aquarium, with over 2,000 specimens of water creatures and a Marine Theater where sea lions and porpoises perform, also gives Amtrak riders a discount — \$3 instead of \$4 for an adult, 99 cents instead of \$1.75 for a child.

Both the Seaport and Aquarium offer new attractions this year — an exhibit of 25 historic ship figureheads at the Seaport and a "Sea Island," reminiscent of San Francisco's Seal Rocks, at the Aquarium.

Mystic Seaport is open daily through the year except on Christmas day; the Aquarium is also open daily, except on Thanksgiving and Christmas days.

The Amtrak discount arrangement is effective until April 15.

## SUPPLEMENTAL APPROPRIATION

(Continued from page 1)

Montana, commented, "When this nation is spending \$40 billion per year to import foreign oil, can we seriously consider abandoning parts of our mass transportation system which offer the greatest potential for moving our citizens in an energy-efficient way? I think not."

Said Congressman John W. Jenrette, Jr., of South Carolina, "Amtrak was created in 1971 as a matter of public policy. It is being dismantled in 1977 without a full examination of what has been built.

"We have waited six and one half years and already invested \$6 billion in train operations and new stations and equipment. Can we not wait a few more months?"

Congressman Silvio Conte, of Massachusetts, in asking that the route structure remain as is for the time being, said, "To allow discontinuance of service when the Department analysis may show service should have been continued makes no sense at all. Such an approach will ultimately lead to greater waste of the economic and capital assets that the conferees obviously are trying to preserve with the restructure recommendations."

On December 1, the conference committee approved the full \$18 million. The appropriation is one of several provisions of a \$7.6 billion omnibus funding bill that includes such diverse projects as the Clinch River, Tennessee, nuclear breeder generating plant and funding for building two B-1 bombers.

The bill was passed by the House on December 6 and the Senate on December 7.

Amtrak President Paul Reistrup was obviously pleased with the Congressional action. Said he, "I think this shows wide support for Amtrak."

In the meantime, Amtrak has suspended route and service procedures for five of its trains which were being considered for restructuring or discontinuance. Notices asking for public comment which had been posted were immediately removed from the trains and stations along the affected routes.

The five trains were the *Empire Builder*, the *North Coast Hiawatha*, the *Lone Star*, the *Inter-American* and the *San Joaquin*.

The *Floridian*, the Chicago-Florida train, which had been scheduled for suspension on January 19, will now continue to operate on its present route pending completion of the DOT

study and Congressional review. In the meantime, Amtrak staff members are to begin the necessary work for rerouting the train through Atlanta.

No other trains in Amtrak's nationwide system are to be discontinued pending the DOT study and the subsequent Congressional review.

The Senate-House conferees also directed Amtrak to restore a number of train frequency reductions that had been put into effect on October 30. Those trains, mostly in the Northeast, will be restored as soon as operational requirements permit.

## AMTRAK NEWS

Published twice a month for employees of the National Railroad Passenger Corporation and those of participating railroads engaged in rail passenger service.

### STAFF

#### Editor

Ed Wojtas

#### Writer

Barbara Halliday

#### Circulation

Gayle Fedrowitz

Material in Amtrak News is not copyrighted. Readers may use what they wish with proper attribution to Amtrak News.



# Lone Star, On-board Crews

## Commended By Purchasing Executives

In a letter to Amtrak, Harry E. Benson, director of the Purchasing Management Association of Houston, was highly complimentary of the service his group received from Amtrak employees while traveling to and from Fort Worth for the group's annual conference.

Some 85 members and their wives made the round trip for the two-day meeting.

Said Benson, "I must confess that after all the recent bad publicity, I was prepared for the worst.

"But this turned out to be a most enjoyable trip."

Benson had high praise for the crews. "They were very hospitable and invited us to visit the entire train.

"I found the new high-low coaches clean, air-conditioned, comfortable and spacious, unlike the airlines. The food was good, fairly priced, courteously served, and the real flowers gave the right touch of elegance of the 'big train' era."

What was the net result of the good service, performed by Amtrak em-

ployees that impressed the purchasing executives?

Benson said, "During our trip, many started making plans for vacations, business trips, trips for children and grandchildren. We even are already considering Amtrak for our trip to Albuquerque for our conference next year.

"As a group, we had carefully weighed the various travel options. Not many were enthusiastic about traveling via train. But, now you have some 85 influential members of the Houston purchasing executives singing the praise of traveling by train.

"We all agreed that the passenger train can help solve our energy problems. We wondered how much gasoline we would have used had we all driven by auto."

On-board personnel who worked the two trains, Nos. 15 and 16, included John A. Gibson and Sigurd Wilhelmsen, stewards; Joseph Phillips and Al R. Wegner, chefs; Norville J. Williamson and Oran Jordan, waiters; and R.F. Glover, Luther N. Viney, George Moody, Lonnie Lilly, David E. Cummings, Jimmy L. Spencer, Keith Caldwell and John E. Brunson, train attendants.

## Travelers Aid Needs Volunteers

Volunteers to help in various capacities are being sought by the Travelers Aid Society of Philadelphia. A United Way agency, TAS needs help at its service centers at Philadelphia International Airport, Greyhound Bus terminal, Amtrak's 30th Street station and the Society's main office

in Philadelphia.

The only requirement is that volunteers have a sincere interest in helping people and are knowledgeable about the Philadelphia area. For more information employees are requested to call Mr. Rosalyn Haskin, volunteer coordinator, 215-922-0950.



First Class Mail  
U.S. POSTAGE  
PAID  
Permit 1911  
Merrifield, VA

**FIRST CLASS**

ADDRESS CORRECTION REQUESTED