

## Reistrup Rebutts Bus Charges, Cites Need For More Public Transit

Amtrak President Paul Reistrup picked up the challenge dropped by Greyhound President James R. Kerrigan in an article published in the April edition of *Dunn's Review*.

Reistrup wrote Kerrigan, "After reading your latest missive that belittles the Congress, the traveling public and the 18,000 employees of Amtrak, I thought it important that I write this letter."

Reistrup pointed out that the bus companies have conducted a nationwide anti-Amtrak campaign in the Halls of Congress, the state legislatures, the media and in various speeches for the past two years.

Wrote Reistrup, "I understand your frustration with Amtrak but I also have to say you are swinging at the wrong target.

"Eighty seven per cent of the potential customers for both you and Amtrak don't ride either in buses or trains — they ride in their private automobiles.

"Our problem isn't that we compete or even that we compete unfairly, it's that we — buses, trains, airplanes and subway cars — do not compete enough. We don't need fewer trains, we need more trains and better trains.

"The best thing in the world for your buses would be a fine modern rail passenger system linking major metropolitan areas and carrying many, many times the number of passengers that Amtrak carries today. That kind of a system would need a complementary bus and mass transit system equally as vigorous and efficient because train riders ride buses and bus riders ride trains, but automobile passengers don't ride anything but automobiles."

Reistrup responded to several

charges constantly made by the bus operators.

**Charge: Amtrak has a system used by only 17 million people, but paid for by nearly 100 million taxpayers who don't ride trains.**

Reistrup: Actually 18.6 million rode Amtrak trains in 1976, and during Amtrak's first five and one half years the taxpayers paid \$1 billion for the system or about \$200 million a year. For that \$1 per citizen per year we saved a transportation system that would cost \$100 billion to replace.

**Charge: Taxpayers supply \$24 in tax money for every Amtrak rider who stepped aboard the train in 1976.**

Reistrup: At this stage of our development, these costs stem from the necessity to maintain what is still a very costly and inefficient system and build an expensive new system to replace it. But only a child really believes that the cost of a ticket pays for

the cost of a ride on any form of public transportation. Greyhound's buses travel over 99,000 miles of highways which cost \$458 billion just to build, of which more than one-third come from general taxes. The bus rider starts with a \$156 billion subsidy compared to Amtrak's \$1 billion.

**Charge: Greyhound is having its own tax dollars used against it to support Amtrak.**

Reistrup: This implies the bus industry "pays its way." This isn't even close to being true. Greyhound's latest report to the I.C.C. lists all taxes paid, including social security payments (\$19 million), income tax (\$11.2 million), and payments to states (\$17.5 million) along with the \$3.1 million to the Highway Trust Fund. Little of this could conceivably reach Amtrak.

**Charge: The bus industry's troubles result from unfair "com-**  
*(Continued on Page 6)*



"... we do not compete enough. We don't need fewer trains, we need more trains and better trains...."

# Maintenance Work Progresses On Northeast Corridor Tracks

Secretary of Transportation Brock Adams, Amtrak officials and the press converged on a stretch of track just north of Odenton, Maryland, on March 31, to witness officially the start of work on the five-year \$1.7 billion Northeast Corridor Improvement Project.

Participating in the ceremonies and answering the many newsmen's questions were Adams, Amtrak President Paul H. Reistrup, Charles E. Bertrand, Amtrak's vice president and general manager of the Northeast Corridor, and Kenneth Sawyer, Corridor project director for the Department of Transportation's Federal Railroad Administration.

Adams had once promised to begin the upgrading project by April 1 if he had to take a pick and shovel out to the rail site himself. He didn't have to do so as the machinery began work one day prior to his unofficial deadline.

An estimated \$120 million will be spent this year on improving the Corridor. The work is designed to produce, by 1981, schedules of three hours and 40 minutes between Boston and New York, and two hours and 40 minutes between New York and Washington.



*An impromptu press conference is held on the tamping machine at the work site. Left to right are Bertrand, Reistrup, Adams and Sawyer.*

Adams pledged "better, faster a. more pleasant" train service to Corridor patrons. Said he, "I am committed to getting this project done and I intend to ride the railroad from time to time to see how the job is coming along." Adams said his first priority is to improve the right of way along the entire 456 mile corridor. Next, in order, he said, are to electrify the entire system and to improve stations "so people will find it pleasant to ride the railroad."

The first work is being done on a 7.5 mile section of track, 15 miles south of Baltimore, known as Stony Run. The stretch of railroad already has 140 pound welded rail, laid in 1967, but is being upgraded to handle Amtrak's 120-mile-per-hour trains of the future.

The surfacing team was headed by General Foreman John Schlepman, a 30-year railroad veteran. Foreman on the job is Reginald McMillan who started his railroad career with the Pennsylvania Railroad in 1936.

Operating about a half mile ahead of the surfacing crew was a welding team. When continuous welded rail was first laid, a small section of jointed rail was placed at intervals to provide for expansion and contraction caused by heat and cold. Today's methods of anchoring continuous welded rail eliminates this requirement. As a result, the welding gang is replacing the standard joints by field welding them right in the track structure.

The Corridor upgrading project will bring an army of workers and machinery to the tracks. It is expected that by the end of 1977 more than



*Track machines, strung out in a line near Odenton, Maryland, continue to work upgrading track for future 120-mile-per-hour train speeds.*

6,000 new workers will have been hired.

In this first work "package" are 35 examples of track surfacing of the type witnessed by Adams on March 31. The 35 projects will result in the alignment and leveling of 365 miles of mainline Corridor track.

Also approved in the first work package were 196 miles of tie renewals, installation of 86.5 miles of continuous welded rail, elimination of 602 insulated joints and completion of 4,778 welds, rehabilitation of 19 interlockings, installation of 137 welded turnouts and cleaning of 131 track miles of ballast.

Ultimately, continuous welded rail will be installed the entire length of the Corridor. Road beds will be improved, bridges repaired or replaced and new maintenance shops built. Also, almost all grade crossings will be eliminated, some curves realigned and better signalling and communications systems installed.

## Michigan Track Work Begins

Track work is progressing on other portions of the Amtrak system too.

The first work in a \$5 million program to upgrade part of Amtrak's route in Michigan began on Monday, April 4.

To be improved is a 46-mile stretch of track between Kalamazoo and Niles that will enable Amtrak trains to travel over this section of track at 79 miles per hour instead of the current 60 mph.

The track is part of an 83-mile section from Michigan City, Indiana, to Kalamazoo that was conveyed to Amtrak from the Penn Central when Conrail took over that railroad's operation. Although Conrail did not need the track for its freight operations, it was deemed essential to Amtrak's service in Michigan.

Trains using the track include the *Twilight Limited*, *Blue Water Limited*, *Saint Clair* and *Wolverine*.

The track upgrading program is funded jointly with the State of Michigan, with \$2.7 million coming from Amtrak and \$2.3 from the state's General Transportation Fund.

In the current project, more than 60,000 new cross-ties will be installed and the section will be resurfaced. Grade crossings are also to be improved.

Minor delays in service are anticipated while the work is progressing.

Amtrak has hired 75 persons to perform the work which is under the supervision of Ben Start, district engineer, Niles, Michigan, and Robert Hellweg, regional engineer, Chicago.

## National Operations Appointments Announced

Several appointments and promotions have been announced in the national operations department.

William M. Grimmer, formerly district superintendent, South Central district, was appointed director, station services, Washington, replacing Paul Harris who retired on January 31.

Brett Tyler, district superintendent, Bay district, was named director, national operations administration, replacing Clayton C. Brown who was promoted to chief, operations division, Northeast Corridor Improvement Project.

Replacing Grimmer was O.W. Brookes, formerly manager, stations and train operations, Rocky Mountain district, and replacing Tyler was Ronald D. Wollard, formerly regional manager, maintenance coordination, Western region.

Also named district superintendents were Robert W. Hopkins, Rocky Mountain district, and A.Q. Olson, Chicago Metro district.

Grimmer has been with Amtrak since December 1972 when he was hired as station supervisor at Columbia, South Carolina. Subsequently he was a general supervisor, service; specialist, service facilities; and chief station service facilities, before being named district superintendent at New Orleans.

Tyler joined Amtrak in November 1971 as a planner. He later held positions as manager, station services; and manager, stations, Oakland; and manager of stations, Philadelphia before being named superintendent of the Bay district.

Brookes joined Amtrak in March 1976 as manager, stations and train operations, after a 30 year career with the Chicago and North Western. Wollard joined Amtrak in May 1975 as a regional coordinator, locomotive and car maintenance, after working in railroading for 20 years.

Hopkins began his Amtrak service in March 1973 as general manager, operations, in Washington and Olson

joined Amtrak in May 1976 as manager, running maintenance, in Washington.

Other recent appointments within the department include:

R. Paul Carey as manager, schedules and consists, Washington.

John A. Chambers as manager, commissary operations, Washington.

Edward Abramson as chief, station service training programs, Washington.

Francis J. Forcione as regional director, on-board services, Eastern region.

Alfred W. Luedtke as manager, on-board services, Empire district.

James A. Miller as manager, administration, South Central district.

Arthur Mousteko as manager, train operations and stations, South Central district.

Sandra L. Thompson as manager, control center, Western region.

Robert E. Riddle as regional manager, station services coordination, Western region.

# On-board Service Crew Quarters Opened In Chicago Union Station

With a snip of the scissors, Central Region Vice President C.J. Taylor officially opened the new on-board service crew quarters in Chicago Union Station on Tuesday, April 5.

Attending were union and Amtrak officials and on-board personnel. All agreed the new facilities were a welcome improvement.

Located in the southwest corner of Union Station, one floor below the main waiting room, the new quarters give on-board service employees an attractive place to clean up or relax before, between and after train duty.

Included in the facility are separate areas for both male and female

employees, each including wash basins, lavatories, showers and lockers. The area is fluorescent lighted and air conditioned.

The lounge area contains sofas, a television set, tables and chairs. Soft drink and coffee machines will be installed in the near future.

Also included in the quarters is a debriefing area where "in charge" personnel — stewards, waiters-in-charge, lounge car attendants — can check in before their runs for special instructions and advisories that could concern their trains. After runs, the same personnel turn in their packets to the debriefing office and pass on

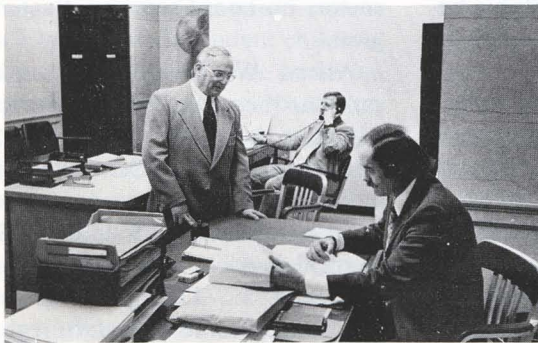
any pertinent information that can be relayed to either other employees or to management.

Included in the office are the accounting clerks who manage the revenue audit reports and meal checks.

The new crew lounge is one part of Amtrak's upgrading effort in Union Station. Work had been done also on converting the former station services office, in the northwest corner of the station, into offices for the station manager and crew base supervisory personnel. Work on both facilities, which cost nearly \$200,000, was begun late last fall.



*(Left Watching the ribbon cutting are, left to right, C.N. Beatie, vice chairman, local 1550, UTU; Star F. McGregor, chairman, local 1550; Bert Jones, Service Workers Council; Billie Wideman, assistant manager, on-board service, Chicago Metro district; C.J. Taylor, regional vice president; Vern Hutson, manager, on-board service and commissary operations, Chicago Metro; Ernest Monroe, assistant general chairman, Local 43, H&RE International; and L.J. Shackelford, Jr., international vice president, Brotherhood of Sleeping Car Porters. (Below) Henry Matthews, waiter-in-charge, inspects the new lockers.*



*(Above) Steward John Gentile checks in with Bob Pearson, debriefing clerk. In back is John Sokolowski, acting supervisor of the office. (Right) Malique Abernathy, service attendant, left, and Ed Porter, waiter-in-charge, relax between trains.*



# Four Named To Technical Posts In Computer System Services Department

Four highly regarded data processing professionals have been named to top technical posts in Amtrak's computer system services department, reporting to Donald L. Larson, vice president of that department.

The four appointments are:

Robert W. Hyer, as director, hardware/network operations,

David V. Kerr, as director, resource management services,

K. Oz Twedt, as director, applications development services, and

David R. Small, as director, plans and control.

**Hyer** will be responsible for the management of computer, communications, remote equipment and data entry operations. He brings nearly 20 years of technical and management experience in the data processing industry to his new post. For the past six years he has been executive vice president of a management consulting firm which specializes in planning, design and implementation of large scale telecommunication and data processing systems. Prior to that, he worked for nine years for Control Data Corporation in programming, manufacturing, design and product management positions.

Hyer received a degree in engineering from Princeton University where he first became involved in computer technology. After graduation in 1958, he served in the United States Navy and from there joined Control Data.

**Kerr** will be responsible for technical resource planning, the operating systems software, data base management systems, system measurement/utilization and quality control.

A Cornell graduate, Kerr began his career in electronic data processing in the early 1960s. For the past ten years, he served with the Central Intelligence Agency in various technical staff and line management positions specializing in data processing.

He was on the staff of Ohio State

University from 1962 to 1964, and in various data processing management positions at Mobil Oil Corporation from 1964 to 1966.

**Twedt**, a graduate of North Dakota State University and a holder of a masters degree from the University of Michigan, comes to Amtrak from Honeywell Information Systems, Inc., where he was a program manager in the Federal Systems Operations Division. Prior to his Honeywell service, Twedt served in the United States Air Force in various staff and line management roles including technical assistant to the director of intelligence, director of computer services of a unified command, director of programming and

software services, and program manager for the development of a standard data management system for worldwide use.

**Small** will guide and coordinate the user systems planning effort and assist user departments with identification, planning and authorization of systems development projects. His responsibilities will also include monitoring progress of these projects as well as establishing documentation standards and controls for each project.

Small had been with Arthur Anderson & Co. for 14 years in the administrative services division. Most recently he served as manager, technical information services.

## Liebow To Marketing Department

Marvin Liebow, formerly manager of payroll and labor accounting, has been appointed to a newly-created position of director, marketing administration. He will report directly to Al Michaud, vice-president of marketing, and be responsible for developing and controlling all budgetary and manpower requirements within the department.

He will handle the business management for the department, all administrative and labor relations functions, plus administration of interline and intermodal contracts and services. The newly-created position will also contribute to improving logistics, systems, procedures and administrative support for marketing field activities.

Liebow joined Amtrak in 1972 as a systems analyst in the controller's office. In 1974 he was appointed manager of disbursements, and since 1975 has been manager of payroll and labor accounting.

Michaud commented on Liebow's

new job. "With the rapid penetration of Amtrak into the many segments of the transportation market, the need for modern, efficient business management of the department is essential to maximize marketing's return on its investment. Liebow's experience in cost control management and administrative expertise will be most helpful to us in reaching this goal."

Michaud continued, "I am personally very happy to be able to utilize the experience that Marv has had within Amtrak. It is most encouraging to use available talent within our own organization.

"We have been very fortunate in moving people from reservations into sales and now this move by Liebow will provide encouragement for the maximum development of our in-house capability."

Liebow has an undergraduate degree in English and a masters degree in systems management from George Washington University.

## Bond Drive Starts, Payroll Savings Stressed

Amtrak's annual U.S. Savings Bond campaign will be held system-wide this year from Monday, May 2, to Friday, May 13.

Says Roger Brown, assistant vice president, personnel, and the drive's chairman, "Buying savings bonds is one of the safest and easiest ways to invest one's money and I hope every employee notes how efficient the payroll savings plan is."

Assisting Brown as co-chairmen and responsible for the canvassing in their regions are Karl Matthews, director of personnel, Northeast Corridor; and Regional Managers-Personnel Nathaniel Tutt, Eastern; Val Racich, Central; and Benton Blakely, Western.

Brown notes, "Amtrak's record in bond drives, unfortunately, does not compare favorably with the other railroads. Many have over 50 per cent participation, and a few even approach 75 per cent. At Amtrak last year we neared 20 per cent, but I hope we can do much better this year."

By participating in the payroll savings plan, Amtrak employees can save a portion of their salary for their future "painlessly" by having the money deducted from their paychecks before they see it.

Minimum amount that can be deducted is \$1.25 per pay period, but larger amounts can be taken out as long as they are kept in multiples of \$1.25.

For the first time, too, employees can have bonds made out in the name of their spouse or dependent children. Previously, bonds had to be made out in the employee's name. Now they can be registered, for example, in the names of an employee's children and earmarked for gift or educational purposes. There are certain tax advantages in following these procedures.

Present interest on bonds is six per cent when the bond is held to its five year maturity. This is a higher rate of interest return than on conventional

bank or savings and loan association pass book accounts.

Each Amtrak employee will be contacted during the drive period by a volunteer canvasser. The volunteers will explain in detail the procedures for signing up in the payroll savings plan.

Interest on savings bonds is exempt from all state or local income and personal property taxes. Interest is subject to federal income taxes, but the tax on E bonds can be deferred until bonds are either cashed in or reach final maturity.

Series E bonds mark their 36th birthday on May 1, and although the first ones issued have reached their original maturity, Congress has extended their deadline and all Series E bonds continue to bear interest at the present rates.

Bonds are the safest investment one can make since they are backed by the full weight of the United States government. A record of each one sold is maintained by serial number and name of owner. Any bond that is lost, stolen or destroyed will be replaced at no charge at the original issue date.

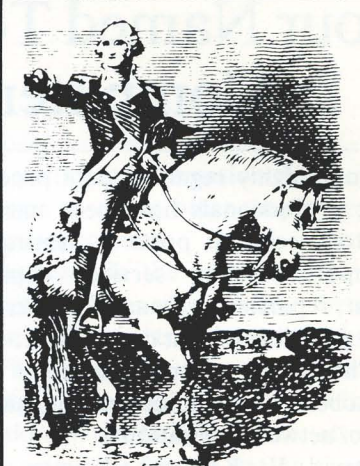
### REISTRUP REBUT

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**petition," and that Amtrak is stealing away that "21st rider" who makes a bus profitable.**

Reistrup: This isn't close to being reasonable. The buses had their best years before the auto took over. Then rail and bus traffic began to decline and bus traffic has not yet reversed itself. If Amtrak went out of business today, our lost passengers wouldn't wander over to the buses.

That was proven on the day Amtrak was born. When the number of trains was cut in half, the disenfranchised rail passengers didn't go to buses — they went out and bought automobiles. Eliminating Amtrak tomorrow wouldn't give the bus industry more than a brief respite from



WASHINGTON

**Look to  
your  
future.**

**Take stock in America.  
Buy U.S. Savings Bonds.**

A bond, too, is fully liquid and can be cashed in at any time after two months. However, to get maximum yield of six per cent it must be held to maturity. The rate for the first year, for example, is four and one half per cent.

its steady ridership decline.

**Charge: The constant and clearly negative reference to "subsidies."**

Reistrup: Why is \$450 billion for highways an "investment" while \$1 billion to a rail system is a "subsidy?"

Greyhound's 1976 corporate statement showed another decline in passenger traffic, this time 15 per cent. We're not gloating. We're worried. America needs a strong expanding bus system.

**Charge: Amtrak's passengers are "elitists, fat cats lounging in fancy bar cars paid for by the taxpayers."**

Reistrup: The unkindest cut of all. The fact is that the majority of Amtrak's passengers have an average annual income of less than \$15,000 and 93 per cent of them ride in coach.

# Keeping Track Of Amtrak

## Possible Changes In *Mountaineer* Route

At Amtrak's March 30 Board of Directors' meeting, Secretary of Transportation Brock Adams defined his responsibility regarding the route of the *Mountaineer*.

He said he will decide whether to continue the train or not, based upon whether Amtrak could suggest a practical rerouting alternative. At his request Amtrak's Board agreed to study various rerouting proposals.

Adams said he would announce his decision on April 26 and asked that the public write to him with their comments.

The Secretary pointed to advantages of train service on the route, citing the rough terrain and the severe winter weather which often disrupts service by plane and auto. He also noted the train's disadvantages, primarily the low number of persons using the train (an average of 35 per day) and the revenue per passenger (\$14.34) versus the cost per passenger of operating the train (\$54.87).

Amtrak's Board recommended the route not be continued as is. It is studying possible re-routes that could provide north-south service from Washington to Petersburg, then west through Roanoke and southern West Virginia to Tri-State Station, where the train would join with the *James Whitcomb Riley*, as it does now, for the run to Cincinnati and Chicago.

The Board is also studying other changes that would provide daytime service through Charleston, West Virginia, on the *Riley*.

## SDP40Fs Into F40PHs

Amtrak's Board of Directors also approved a program to modify 40 of the company's six-axle SDP40F locomotives into four-axle power units.

The \$15.4 million project calls for converting the SDP40Fs, each weighing 396,000 pounds, into units similar

to Amtrak's F40PH locomotives, which are 16 feet shorter and weigh only 259,000 pounds.

The rebuilt units will also provide head-end power which is required for the Amfleet and upcoming new bi-level cars.

Modifications will be carried out on locomotives due for their major 500,000 mile overhauls.

In addition to the major engine overhaul, the locomotives will get new frames, trucks, fuel tanks and car bodies. The diesel engines, alternators, traction motors, air brake equipment, dynamic brakes, cab signals and crew equipment of the existing locomotives will be renovated and installed on the new frames and car bodies.

The modifications will be made by the Electro-Motive Division of General Motors, the manufacturer of the locomotives, at its LaGrange, Illinois plant. The program is expected to be completed by late autumn.

## Ground Support Facilities For 11 Locations

Ground support facilities for servicing and maintaining Amfleet and Turboliner cars at 11 cities have been approved by Amtrak's Board.

Amtrak expects savings of approximately \$569,000 a year since it will avoid using engines and portable generators to provide the "hotel power" — lights, heating and air conditioning — for the cars while they stand at the stations between runs.

The facilities, which will cost \$885,000, include:

- Installation of permanent 480 volt standby electrical power at Duluth, New Orleans, Milwaukee, Detroit, Port Huron, Savannah, Newport News, Glen Yard in Montreal, Champaign, Dubuque and West Quincy.

- Purchase of waste disposal trucks and facilities for Milwaukee and Montreal.

- Purchase of a portable window washer for Detroit.

- Modification of the car washer in New Orleans.

The Amtrak Board has already funded installation of ground support equipment at 29 locations. The new approval funds the installation of ground support at eight new locations and makes changes at three others.

## Twin Cities, Central Region Continue Winning Ways

The Twin Cities district, which won the 1976 President's Safety Award in its category, continues its exemplary safety record by leading the districts at the end of February with no injuries for the year. Bunched closely behind were the North Central district with a 1.4 safety ratio, the South Central with 1.7 and the Southeast with 1.9.

The 1976 award winning Central region was also on top after the first two months of 1977 with a 3.3 safety ratio.

In the shop category, Chicago's 12th Street coach yard led the rest of the shops with a 4.3 ratio. Closely behind was its neighbor, Chicago's 21st Street coach yard, with a 5.3 safety ratio.

The safety ratio is a figure denoting the number of injuries per 200,000 man-hours of work. Any injury that requires more than mere first aid is counted.

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# Schedule Changes On April 24

## For Many Trains Across System

Amtrak will change schedules on almost 60 trains on Sunday, April 24, with major changes to some trains connecting the East with the Midwest.

The *Broadway Limited's* schedule will be revised so that it now becomes an overnight train between Chicago and Pittsburgh and a daylight train between Pittsburgh and New York. The change results from revised arrival times in Chicago of the major western trains and the need for the *Broadway* to maintain its Chicago connections.

The New York-Kansas City train, the *National Limited*, will be re-scheduled so that Columbus and Dayton, Ohio, will now be served at reasonable morning and evening hours instead of during the middle of the night. This train will also operate on an improved schedule between St.

Louis and Kansas City. A reduction will be made in the connecting time in Kansas City to the *Southwest Limited* for Los Angeles.

In the Midwest, the *Empire Builder* will depart Chicago daily at 1:40 p.m. instead of 3:30 p.m. There will, however, be a lengthening of its schedule of five hours and 54 minutes because of restrictions placed on the SDP40F locomotives and bad track on the Milwaukee Road between Chicago and Minneapolis/St. Paul.

The *North Coast Hiawatha* will now depart Chicago at 9:30 a.m. instead of 11:30 a.m. while the east-bound *Hiawatha* will leave Seattle at 3:40 p.m. instead of 9:15 p.m. The *San Francisco Zephyr* will depart Chicago daily at 4 p.m. instead of 6 p.m.

Beginning June 7, Amtrak will offer a connection between the *San*

*Francisco Zephyr* at Ogden, Utah, and its new train, the *Pioneer*, which will travel through Idaho and Oregon between Salt Lake City and Seattle.

A new stop will be added to both the *Sunset Limited* and the *Lone Star* at Rosenberg, Texas. In Michigan, a new stop will be made at Dowagiac, Michigan, by trains 351 and 354. The *James Whitcomb Riley* will now stop at Thurmond, West Virginia, and the *Adirondack* will stop at Port Kent, New York, and Westmount, Quebec.

Out West, a new stop has been added at Seligman, Arizona, on the *Southwest Limited* and a fifth train is being put into service on the Los Angeles-San Diego run.

For more specific details on April 24 changes, both employees and passengers are advised to check the new timetables that are effective that date.



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