

Amtrak NEWS

A NEWSLETTER FOR AMTRAK EMPLOYEES

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April 1979

St. Louis Division, Beech Grove Shops Receive Year's Top Safety Awards

Trophies and plaques were awarded to the St. Louis division, the Beech Grove shops and the Fort Worth-Dallas and Kansas City mechanical facilities for their 1978 safety records in ceremonies held at St. Louis and Beech Grove on Wednesday and Thursday, April 4-5.

Keynote speaker at both events was Amtrak President Alan Boyd who first commended the employees on their achievements for last year, then issued a challenge to them to keep their records in the face of increased competition this year from the other divisions and shops.

The St. Louis ceremony was held April 4 in Amtrak's new passenger station with all St. Louis area employees attending. After the awards presentation a buffet luncheon was

served all attendees.

The St. Louis division received a three-foot-high traveling trophy as well as a permanent plaque. Accepting the awards was Dave Michaels, division manager.

Two special awards were given to the Kansas City and Fort Worth-Dallas mechanical facilities because they both went through the entire year without a single injury.

The plaque was accepted on behalf of Kansas City by Hyle Arms, general supervisor, equipment maintenance, and Arnie Means, district manager.

Accepting the plaque for Fort Worth-Dallas were Dan Luna, general supervisor, equipment maintenance, and Robert Mitchell, district manager.

All employees of the St. Louis divi-

sion were also presented with individual first aid kits as reminders of their banner year.

The following day the award for the top shop for 1978 was presented at Beech Grove. The trophy and plaque were accepted by Walter Barrick, general manager.

Some 900 employees jammed into the trim shop to witness the presentation. Work was stopped so all employees could attend.

Coffee and donuts were available to all and each employee also received an individual first aid kit.

Boyd thanked all of the employees for their cooperation in following safe work practices. He urged the Beech Grove personnel to duplicate their 1978 championship so they could gain permanent possession of the large trophy.

Safety contest rules dictate that a facility or division that wins the championship in its category three times receives permanent possession of the award. Beech Grove was also the top shop in 1976. Winner last year was Albany-Rensselaer.

Boyd assured the employees that their excellent safety record was evident in the quality of work turned out by the shop.

He also said that if the caliber of work continued to be high and the shop kept its high safety standing Beech Grove would continue to be one of Amtrak's major facilities.

Joe Bonelli, Amtrak's director, rules and safety, credits much of Beech Grove's success to the local employees' safety committee which consists of representatives of each department in the shop.

Says Bonelli, "Through this com-



Work was stopped for a short time at Beech Grove so all employees could turn out to see Amtrak President Alan Boyd present the trophy for the shop's exemplary safety record.

mittee's efforts, many unsafe work practices and conditions were brought to light and either corrected or eliminated.

"Their help is very important to the company's overall safety program."

Bonelli is so satisfied with the group's record that he plans to use it as a model for other such committees

throughout Amtrak's system.

Bonelli is also high on most employees' overall attitude toward safe working practices.

"I think that safety at Amtrak is improving all the time. Our employees are being more careful on the job and injuries seem to be decreasing."

Bonelli, however, did caution all

employees.

"Summer is on the way and traditionally it's a time when injuries do increase. It's a time when we seem to let our guard down and become complacent. The weather is good and we get careless.

"This is not a time to get sloppy but a time to make that extra effort to keep from getting hurt."



(Upper Left) Amtrak President Boyd presents the permanent plaque to Dave Michaels, St. Louis division manager, at the St. Louis ceremony. (Left) Walter Barrick, right, general manager of the shop, accepts the traveling trophy from Boyd on behalf of Beech Grove employees. (Above) St. Louis, Kansas City and Fort Worth-Dallas employees pose with their trophies after the St. Louis ceremony.

February On-Board Contest Winners Named

February's winners in the company's 1979 on-board services employee-of-the-year contest in Category I, employees who have direct contact with the public, are:

Boston: Pamela Perry.

Miami: Three-way tie between Eduardo Ferro, Lawrence Kerman and Glenda Wendt.

Chicago: Eight-way tie between Thomas Adams, Charles Beatie, Alfred Cole, Henry Hartsfield, James Howard, Danny Lee, Ira Lloyd and Dino Zarlenga.

St. Paul: John Martin.

New Orleans: Prince Harrell.

Seattle: Lewis Greenway.

Oakland: Three-way tie between Raul Gamino, Alvin Oldwine and

Lawrence Soloman.

Los Angeles: Three-way tie between Mary Harriott, Patrick Kline and Otha Woodley.

Winners for February in Category II, employees who do not have direct contact with the public, are:

Chicago: Owen J. Williams.

New Orleans: Anthony Thomas.

St. Paul: Ten-way tie between Willis Baisch, William Hane, Richard Swenson, Donald Wacloff, Anthony Graziano, Earl Strandlund, Lee Kalisch, Edward Franz, Dwight Whipple.

Oakland: Thomas McCall, Jr.

Los Angeles: Granville Carter.

Miami: Two-way tie between Owen Reid and Wesley Thompson.

New York: Two-way tie between

Harold Dove and Frank Humphrey, Jr.

Washington: John McLurkin.

"Votes" are cast for employees by unsolicited letters from passengers and employees, other than on-board services department personnel, for Category I, and by supervisory personnel for Category II.

Corporate Trainer

John A. Clifford has been named manager, corporate training, with headquarters in Washington.

As such he will report to Forrest Griffith, director of employee development, personnel department, and be responsible for coordinating all corporate training activities.

Six Sites Named Candidates For Station-of-the-Year Competition

Six Amtrak stations—one from each division as well as one from the Northeast Corridor—were named as top stations in their areas and thus became candidates for “Station of the Year.”

The six are Waterbury, Vermont; New London, Connecticut; Birmingham, Alabama; Flagstaff, Arizona; Fort Madison, Iowa; and the Burlington Northern station at Galesburg, Illinois.

The top station for the year will be announced next month.

Various factors were taken into consideration in nominating the six. To determine the top station from the six candidates judges will take into consideration such similar factors as appearance of employees, ticket sales, neatness of the property and cleanliness of the entire structure including washrooms and baggage areas. Also considered will be lighting, landscaping, sign placement, availability of luggage carts and baggage floats, security and general housekeeping.

Says Don Ulrich, assistant director, station operations and facilities, Washington, “What we’re trying to establish is which station crew is getting the most out of the property they are working with.

“We want to single out the team that is doing the most with what they have, in other words what might be called operating efficiency.”

The purpose of the award program is to instill in Amtrak station employees a feeling of pride in their work location and a goal of greater achievement.

Previous winners included Emporia, Kansas, and Milwaukee Wisconsin.

Runners-up for the past two years included Winter Park, Florida; Sacramento, California; and St. Albans, Vermont.

This years candidates:

Birmingham

The Louisville and Nashville railroad built a new station here in 1963,

a modern one-story structure, which Amtrak used at first.

In March 1975, Amtrak moved into new, smaller quarters which were constructed underneath the elevated track structure and in back of the original station. That building is currently being remodeled into law offices.

The station at present handles the *Floridian* and *Crescent* and is staffed by three persons. Office hours are 9:30 a.m. to 6 p.m., daily.

Flagstaff

As of January 1, Amtrak owns the two-story brick building that was originally built in 1924 for the Santa Fe, the second building on the site for use as a passenger facility.

The station serves the *Southwest Limited* and is the gateway to a lush vacation area that includes the Grand Canyon. A small park is located on the west end of the property.

Three regular employees, plus an unassigned ticket clerk, work at the station which is open 6 a.m. to 11:15 p.m., daily. The night employee, however, stays on duty long enough to serve the westbound train.

Fort Madison

This is another station on the Santa Fe, built for the railroad in 1968. The facility had originally been located further east but that site was subject to flooding by the Mississippi River.

The building is a modern, one-story structure and is manned by three persons, an agent and two ticket clerks. The station serves the *Southwest Limited* and *Lone Star* and is open from 5:30 a.m. to 2 p.m. and from 3:30 p.m. to 11:30 p.m., daily. A parking lot at the east end of the building accommodates Amtrak patrons.

Galesburg

There are two stations in Galesburg, one each on the Santa Fe and the Burlington Northern.

This office, on the BN, serves two trains, the *Illinois Zephyr* and the *San Francisco Zephyr*.

The building is a large, two-story brick structure that once functioned as the division offices for the Burlington. Now, it is used strictly as a passenger station and is staffed by three employees.

Office hours are from 6:30 a.m. to 10 p.m., daily.

One unique feature of the Galesburg station is the profusion of plants. Some 75 of them have been set and hung around the building by the staff to add a little greenery to the decor.

New London

New London’s two-story brick station was built in 1888 by famed Architect Henry Hobson Richardson. The building was marked for demolition in 1971 as part of an urban “renewal” program.

Happily, preservationists saved the structure which was ultimately renovated and rededicated in July 1976.

Incorporated into the design is a modern Amtrak office which the railroad has leased for 20 years.

Also included in the building are Anthony’s Steam Carriage, a quality restaurant-lounge, some engineering firms, recruiting offices for the four services and a snack bar-newsstand on the lower level.

The station is open from 6 a.m. to 11 p.m., daily, serves 11 trains in each direction and is staffed by six employees.

Waterbury

The one-story brick structure here was built about 1880 for the Central Vermont Railway and is typical of the railroad architecture of the day and area.

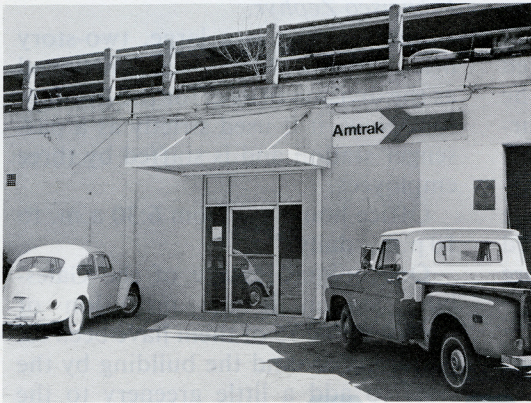
One agent serves the community and the station, which handles the *Montrealer*, is open from 9:15 p.m. to 6:15 a.m., daily. A relief agent works two days.

Waterbury is the gateway to Stowe, Sugarbush and Jay Peak ski areas.

The Candidates . . .

Birmingham

(Right) Birmingham's waiting room is comfortable and bright. The station serves the Floridian and Crescent. (Below) The station's spartan exterior and entry hide an attractive interior.



Flagstaff



(Above) Amtrak took possession of Flagstaff's station, built in 1924 for the Santa Fe, the first of the year. (Right) Flagstaff serves many vacationers since it is the gateway to Grand Canyon and the rest of Arizona's desert country.



Fort Madison



(Left) Fort Madison's station was built in 1968, also for the Santa Fe. The station was moved from an area subject to spring flooding. (Below) The modern building resembles a typical ranch-type home.



Galesburg

(Right) Ticket clerks working at Galesburg have decorated the waiting room with an array of potted plants (Below) The ex-BN station originally served as division offices for the railroad.



New London



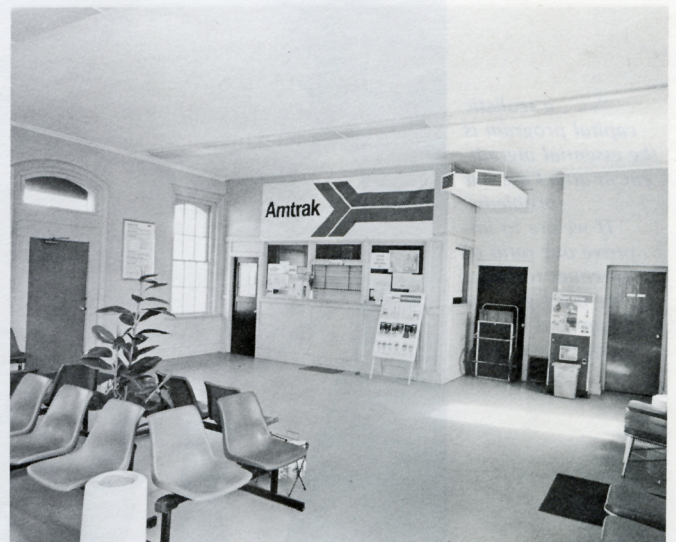
(Above) New London's station was slated for razing before preservationists rallied to save it from the wrecker's ball. (Right) Amtrak's ticket office is just one element of a multi-use modernized structure.



Waterbury



(Above) Waterbury's station was built in the 1880s and is typical of the railroad architecture of the day. (Right) Despite its age, the station's interior is bright and modern-looking.



Boyd Tells House Committee: Realistic Funding Is Essential

(On April 3, Amtrak President Alan S. Boyd testified before the House of Representative's Subcommittee on Transportation and Commerce regarding the Department of Transportation's proposed restructuring of Amtrak's national rail system.)

The following is excerpted from his full statement.)

Today, seven and a half years after Amtrak was created, the questions most persons thought had been answered have reemerged.

- Why an Amtrak?
- How big should it be?
- How much will it cost each year?
- What are the public benefits?
- Where does it "fit" in our national transportation needs?

The questions have been forced by increasing public demand for services of all kinds, resulting in higher federal budget deficits and a spiraling inflation. Amtrak has thus become a part of the public policy/funding dilemma.

In answering questions such as these, it is crucial to weigh the benefits—social as well as economic—which must justify the spending of public dollars.

The whole issue of the relationship of various transportation modes to energy efficiency is one which should be explored and quantified more thoroughly—not on the basis of historical data, but on the basis of potential.

No one denies that a major energy crunch is coming. The only disagreement is when it will occur.

Consider the latest "best case" estimates which have been made for the various modes of intercity travel (See *Amtrak News*, March 1979).

The estimates are not made on past performance. What

can each mode accomplish? That's the key question that policy makers should address.

Part of Amtrak's problem is that it is always described in negative terms—loss per passenger, deficit per train, subsidy requirement and such.

The problem is that every penny spent on Amtrak comes out of a single pot of funds—unlike every other mode which has billions in hidden or indirect subsidies, military research and development, public funds for terminals and maintenance, and state and local subsidies.

Everytime the National Taxpayers Union or some other group cites Amtrak as an example of outrageous federal expenditure, I wonder why federal expenditures in other modes are not considered? How do they "fit" in the transportation priorities of the nation?

The truth is that there is no mode of transportation that can exist without some form of federal subsidy. Shouldn't Amtrak, therefore, be considered in this context instead of as a "heavily subsidized" or "financially-ailing" mode?

We will operate any system the Congress tells us to run, providing the resources are made available.

We have no intention to argue for this route as opposed to that route. We can tell you about market potential, service levels, fare policy, equipment needs and operating costs.

It is in this context that I would like to express Amtrak's concerns about the restructured route system and the legislation presently before you.

Our most overriding concern is that whatever system we operate be fully capable of attracting the maximum number of revenue passengers. In short, we ask that we have the tools to provide better service than we have been able to provide in the past.

We cannot provide safe, modern, fast, convenient and reliable service—as directed by the Congress—with locomotives built in the 1930s, passenger cars built in the 1940s and 1950s, trackage and roadbeds whose major characteristic is "deferred maintenance," stations which are falling apart, schedules which serve major markets less than daily or in the middle of the night . . . or both, routings which are circuitous, and a fleet which can never be responsive to peak demand.

A realistic capital program is the essential ingredient in attacking these problems.

The administration is committed to requesting \$1 billion in capital funds over the next five years. That will go a long way toward solving the problem, but only if the funds arrive in timely fashion and in full measure.

Amtrak has agreed to a capital request of \$171 million for fiscal year 1980. However, the administration has insisted that payments for labor protection due to cutbacks in the system come out of capital funds.

We are adamantly opposed to that.

First of all, we do not see such payments as logically being a capital expenditure and, secondly, funds in this

"... a realistic capital program is the essential ingredient in attacking our problems.

If we are to improve our ratio of revenues to costs, we must get new equipment on line as quickly as possible . . ."



amount—estimated at \$69 million for fiscal year 1980—will seriously constrain our capital program.

We know from experience that the introduction of new equipment is the greatest single stimulant to increasing ridership and revenues. If we are to substantially improve our ratio of revenues to costs—as recommended by DOT—then we must get new equipment on line as quickly as possible.

Our biggest operating expense is the maintenance of obsolete and worn equipment. This equipment must be replaced as soon as possible.

A second capital concern we have relates to track connections. In order to implement the DOT system, three substantially new routings of trains must be made.

DOT estimates that these track connections and upgradings will total \$10 million, not including the cost of new stations or support facilities. On the other hand, our (Amtrak's) engineers indicate, from track inspections and preliminary negotiations with the railroads, that this cost could be as much as \$40 million.

This is a significant difference and again could result in our having to postpone needed capital expenditures.

Contained in the DOT report is the idea that states should provide financial support to intrastate rail service. Indeed, the recommended system includes all such service presently operated under Section 403(b) of the Act.

However, no additional matching funds are provided so no new state service can be initiated.

Amtrak presently has \$10 million worth of requests for such service which we are unable to fund.

Congressman Don Pease, Ohio, has introduced a Bill to provide separate funds for state rail passenger service on an 80 per cent federal and 20 per cent local share basis. Amtrak supports such a concept and would be anxious to work with the Committee and the states to design such a program.

When the DOT study was released, Amtrak reported a number of concerns which related to the implementation of the proposed restructured system.

Foremost among these was a proposal that trackage and facilities pertaining to discontinued routes be maintained in a standby state of readiness.

If trackage along discontinued routes is downgraded, stations demolished or signal systems removed then the costs of reestablishing use of such routes would be prohibitive.

The condition of tracks and roadbeds also relates to another Amtrak proposal. There should be a legislated goal of achieving an average speed on the Amtrak route system in excess of that for travel on the highway system.

If rail passenger service is ever to compete effectively with the automobile, it seems essential that such a goal be established.

We are also encountering some other specific problems as we plan to implement a restructured system.

The key point is that there exists the possibility that not all railroads may be in a position to permit operation of proposed routes on the schedules assumed or at the cost levels contained in the funding.

The lead time required by the railroads for track and signal changes may make it impossible to have the recommended routings in place within one year of Congressional approval.

The connection at Cleveland requires extensive changes to Conrail's main line traffic control system for passenger station access. The lead time to design, procure and install signal and related track work is more than a year . . . and may exceed two years.

Construction of the Pittsburgh connection is contingent on the relocation of Conrail's main tracks which are part of the Pittsburgh Bus-way project scheduled for completion in late 1980.

Conrail has indicated that, while they will cooperate in the building of the connection, they cannot permit disruption or delay to the Bus-way project schedule.

Recent inspection trips over several of the proposed routes which have not seen passenger service for many years indicate that capital improvements may be substantially higher than anticipated.

Operational costs of rerouted trains may also be higher than DOT estimates.

Conrail's position to operation of the *Lake Shore Limited* through Canada on an increased maintenance and allocated expense basis—not originally contemplated in the DOT study—could increase Amtrak's operating expense by an additional \$1 to \$2 million annually.

The direct Union Pacific line between Kansas City and Denver, implied by DOT as the preferred route, is primarily a secondary freight line. This line will require the addition of maintenance and mechanical personnel at Amtrak's sole expense.

While the inspection process is not complete, the above examples are representative of the types of implementation problems we are facing.

The management of Amtrak is most anxious to have the system in place as soon as possible after Congressional approval of same.

However, I also feel Amtrak must have some flexibility in the event the actual transition to new routes within the projected time frames and capital and/or operating funding levels cannot be met, or result in undue hardship to passengers.

It is now in the hands of Congress, and particularly this Committee, to determine whether a national rail passenger system makes sense.

Before we can begin to operate a system of which we can be proud and which will attract more people than we discourage, there must be a clearer national commitment to the establishment, modernization and efficiency of such service.

The public does not perceive such a commitment now. Whether they will depends on what happens to Amtrak this year.

Is restructuring a way station to abandonment of an experiment that never really got going? Or is it a chance for rail passenger transportation to be born again . . . and finally be given the tools to do the job?

Corridor Work Season Begins, Productive Year Expected

The Northeast Corridor Improvement Project entered its third and what should be its most productive construction season on April 2. Track work began that day at 11 different locations in six states between Washington and Boston.

The Federal Railroad Administration is planner and manager of the federally-funded project. Amtrak is owner and operator of the Northeast Corridor and the major contractor for track construction. Both agencies agree that 1979 will be the most productive year of the project.

"Our production was 27 per cent better last year than the previous one, and we believe 1979 will be even better," said Bob Lawson, Amtrak's vice president and chief engineer. "Our crews are better trained than they were at this time last year, and we've spent the winter months fine-tuning our construction machinery."

In addition, the DOT "Redirection Study" on the improvement project, which was released in January, has resulted in more realistic program planning and better coordination be-

tween FRA, Amtrak, other contractors and the commuter and freight railroads that also use Corridor tracks.

The Redirection Study also recommended to Congress that project funding be increased \$2.5 billion which would permit the completion of the project as planned. The final completion date for the project would also be extended from 1981 to 1983.

The extended deadline would permit Amtrak and the commuter and freight agencies to operate trains with the least possible delays while work progresses.

In spite of the extended deadline, Amtrak crews are pushing to complete most of the major track work by 1981 so that some trains will be able to operate on schedules of two hours and 50 minutes between Washington and New York.

Plans for the 1979 construction year, which began April 2 and will continue through March 1980, include:

- Installation of 75 miles of continuous welded rail and replacement

of 200,000 wood ties using standard track renewal methods.

- Installation of another 75 miles of welded rail and 121 miles of concrete ties using the automated track laying system.

- 175 miles of ballast cleaning and 40 miles of undercutting to improve drainage and stability of the roadbed.

- 124 miles of rail grinding to correct variations in rail profile for smoother ride.

- 150 miles of high-speed surfacing to raise and align the tracks for smooth high-speed operations.

- Rehabilitation or replacement of switches, ties and timbers at 30 interlocking locations.

- Improvements to 67 bridges and elimination of or improvements to 22 grade crossings.

On April 2, Amtrak crews began work in the following locations:

- Between Washington Union Terminal and Landover, Maryland (tie replacement and surfacing).

- South of Baltimore (undercutting).

- North of Wilmington (tie replacement and surfacing).

- On the Delaware-Pennsylvania line (tie replacement and surfacing).

- South of Trenton (welded rail installation).

- South of Newark (tie replacement and surfacing).

- North of New Haven (high-speed surfacing).

- North of Providence, in Massachusetts (track laying system).

The immediate result of the 1979 NECIP program will be a smoother ride for passengers as each section of track is improved. The long-range results will be greater speed and better reliability.

While construction crews work on the tracks, safety for both passengers and the crews requires that trains be slowed down. This may cause some delays for the more than one thousand trains operating in the Corridor every day.



Track work began at 11 locations in six states on April 2 as the Northeast Corridor Improvement Project began its third construction season.

Board Approves Line Upgrading, Station Repairs, Bridge Renovation

At its March 28 meeting, Amtrak's board of directors approved several projects, including:

- A \$2.1 million program to upgrade the Harrisburg-Philadelphia line,
- Commitment of an additional \$9 million to possibly purchase more AEM-7 electric locomotives,
- Funds to repair and improve the Harrisburg, Pennsylvania, station and
- Renovation of a drawbridge at Michigan City, Indiana.

Harrisburg-Philadelphia

The \$2.1 million project will be the first phase of a six-year program that will ultimately allow passenger train speeds of 79 miles per hour over the entire route.

Amtrak plans to spend about \$57 million through 1984 to replace and rebuild tracks, buildings, bridges, communications and signal systems, and overhead electrical wires. Amtrak also plans to purchase track maintenance equipment to bring the line up to the higher speeds.

Work scheduled this year includes replacement of 61,000 wooden ties and the installation of 46,000 tons of new ballast.

The line is owned by Amtrak and is used for its passenger trains, Conrail freights and SEPTA commuter trains east of Paoli.

AEM-7s

The commitment of the \$9 million extends Amtrak's agreement with General Motors to purchase AEM-7 locomotives by four months to July 31. Under the revision, Amtrak will have until then to expand its existing order for 15 AEM-7s without incurring substantial price increases.

The board took the funding action in anticipation that Amtrak's supplemental capital appropriation for the fiscal year 1979 locomotive program

will be acted upon by Congress no later than July 31.

Harrisburg Station

The \$214,000 set aside for Harrisburg station will be used to paint the waiting room and restrooms, install new stairs, refinish waiting room benches, repair the waiting room floor, seal off vacated portions of the second and third floors and replace sliding doors on the passenger concourse.

Work is scheduled to begin in May and be completed by next March.

The building, which was built in 1886, will also be brought into compliance with the various standards of the Pennsylvania Department of Labor and Industry through use of fire-resistant materials in portions of the

building and installation of a sprinkler system, emergency lighting and illuminated exit signs.

Indiana Drawbridge

The Michigan City bridge frequently malfunctions causing delays to both Amtrak passenger trains and river traffic. It will be completely renovated.

The board has approved a \$775,000 plan to repair the 1902-built bridge and install modern signals.

In addition to structural work, the entire bridge will be cleaned and painted. Gears and operating mechanisms will be replaced and the control house relocated from the top of the bridge and two nearby railroad switches.

Rail Express Rates Increased

Amtrak express rates will be increased by 10 per cent, effective April 29, in an effort to boost revenues while continuing to offer a complete shipping service to customers.

The express program, a small package service that provides convenient downtown-to-downtown transportation, experienced its fourth consecutive year of growth during 1978, generating \$2.35 million in revenue.

Three types of service are available: priority, economy and custom.

Priority express is a high-speed service for small packages between New York and Washington. Packages received at an Amtrak station at least 30 minutes before train time will be carried on that particular train assuring same day delivery.

Economy express can handle individual pieces up to 75 pounds, with a total limit per shipment of 375 pounds, and can be handled at all of Amtrak's 280 express stations without prior arrangements. Additionally, 39 of the stations can handle individual pieces up to 100

pounds with a limit of 1,000 pounds.

Custom express is tailored for shippers with special needs. Arrangements can be made to handle such shipments on a reserved, regularly-scheduled basis.

For more information, persons should contact any Amtrak sales office or Tim Aufmuth, Amtrak's rail express specialist, at corporate headquarters.

Corridor Hot Line

Rail travelers in the Northeast Corridor will be able to obtain weekly travel forecasts, beginning in May, by calling a special toll-free number.

A recorded message will tell callers about the anticipated effect of NFCIP track construction on train performance. For example, callers will learn which trains will most likely be delayed and how long those delays might be.

The new information number and start-up date will be announced within the next few weeks.

Keeping Track of Amtrak

Control Centers Merge

As of April 1, all functions of the Northeast Corridor control center, which was located in Philadelphia, were consolidated in the operations center in corporate headquarters, Washington.

Motive power distribution, train movements and car distribution are now all controlled from Washington on a 24-hour basis.

Schedule Changes

Schedules will be lengthened by one-half hour on the *Lone Star* and the eastbound *Southwest Limited*, effective Sunday, April 29.

Arrival and departure times will be modified at most points served by the trains. The changes will bring about

more reliable schedules for passengers and better on-time performance on both routes.

Station Anniversary

Adriana Gianturco, director of Caltrans, will be a featured speaker on May 5 at the Los Angeles Union Station's 40th Anniversary observance.

Local rail historical groups and Amtrak are jointly presenting a program and two days of displays on Saturday and Sunday, May 5-6.

The program, at 10:30 a.m. on Saturday, will officially begin the open house.

Senator James R. Mills, president pro tem of the California State Senate and a member of Amtrak's board of directors, will talk about present rail

passenger service. Gianturco will detail the state's role in public transportation and speculate on what the next 40 years might bring.

On exhibition will be various new passenger cars including the first showing in the West of Amtrak's Superliners.

Safety Standings

St. Louis led the other divisions for February in its category of the President's Safety Contest with a 2.8 injury ratio.

Albany/Rensselaer led the shops with a 5.1 figure while seven mechanical facilities tied with no injuries for the month and a resultant zero injury ratio. The seven were Minneapolis, Kansas City, St. Louis, Dallas-Fort Worth, Houston, Buffalo and Jacksonville.

For the year to date, Western leads the divisions with a 4.3 ratio, closely followed by the Southern with 4.7 and Philadelphia with 4.9.

Arlo Guthrie Sings At "Save Trains" Rally

Folk singer Arlo Guthrie came to Washington on April 3 to sing the "disappearing railroad blues" at a rally conducted in protest of the Transportation Department's pro-

posed restructuring of the Amtrak route system.

Held in the Visitor Center adjacent to Washington Union Station, the "Save The Trains" rally attracted an enthusiastic crowd in support of the nation's passenger trains.

Guthrie and his seven-piece band, the "Shenandoah," played his famous recorded train song, "The City of New Orleans," as well as "Nobody Cares About the Railroads Anymore," plus other traditional railroad tunes.

Some members of Congress also addressed the audience, including Senators Jennings Randolph, of West Virginia, and Harrison Schmitt, of New Mexico. Schmitt, who is circulating a "Resolution of Disapproval" in the Senate, labeled the DOT plan "the beginning of the end of rail service in this country."

But the highlight of the afternoon rally was Guthrie. He and the band had arrived that morning from

Springfield, Massachusetts, aboard the *Montrealer*, one of the trains that is threatened by DOT's proposal. En route, Guthrie and the band had entertained passengers with railroad tunes.

A small group of passengers, fans and local media greeted Guthrie when he arrived that morning. Guthrie, guitar in hand, quickly obliged the 20-30 people there by performing an impromptu concert.

Guthrie came to the rally at the request of the "Friends of the Railroad," a passenger group which commutes daily on the *Blue Ridge*. Proclaiming that day as "Save The Trains Day," the "Friends" organized the 4 p.m. rally, plus a full day of lobbying in an attempt to save the popular Martinsburg, West Virginia-Washington, D.C., train. It was no coincidence that the House Subcommittee on Transportation and Commerce began its hearings on the DOT proposal that same day.



Debbie Marciniak Photo

Folk singer Arlo Guthrie entertained participants in the Visitor Center rally.

New Haven leads the shops with a 9.1 figure, followed by Albany/Rensselaer with 9.9.

Four mechanical facilities—Minneapolis, Kansas City, Buffalo and Jacksonville—have gone since the beginning of the year with no injuries and thus have a zero injury ratio.

The ratio is a figure determined by the number of injuries or job-related illnesses per 200,000 man-hours. All injuries that require more than mere first aid are counted.

Inter-American Goes Daily

The *Inter-American* will operate daily instead of three-times-a-week during the upcoming busy summer travel season.

The train's arrival and departure times will remain unchanged.

The daily service will begin out of Chicago on June 15 and from Laredo on June 17. Tri-weekly service will be resumed after Labor Day.

Sleeping car service will continue only three days a week on the trains departing Laredo on Sundays, Tuesdays and Fridays and Chicago on Sundays, Wednesdays and Fridays.

A shortage of sleeping cars prevents Amtrak from offering daily sleeping car service on this route.

Pave Parking Lot

Some \$20,000 will be spent to build a new 33-car paved parking lot at Amtrak's Niles, Michigan, station.

The job will include paving, striping and installation of lights plus all necessary subsurface and drainage work.

The present parking lot is not paved and has been a problem for passengers in bad weather.

Alderson Service

Amtrak will begin to serve Alderson, West Virginia, with the *Cardinal*, beginning Sunday, April 29, in an effort to improve access to the community which has no direct air or bus service.

On the same day, Amtrak will suspend service at South Portsmouth,

Kentucky, because of falling patronage there due to a closed highway bridge across the Ohio river. Most patrons at this stop had come from Ohio and are now using other Amtrak stations. The stop will be reinstated when the bridge reopens.

Stop At Manassas

Amtrak will also begin serving Manassas, Virginia, with the *Crescent* beginning April 29, thus allowing area residents to travel, without changing trains, north to New York, Philadelphia and Baltimore and south to Atlanta, Birmingham and New Orleans.

Amtrak added the stop because of the considerable population growth in recent years in Prince William and southern Fairfax counties.

Express Service

Two daily trains will begin operating on express schedules of two

hours, 35 minutes between New York and Albany beginning Sunday, April 29.

The *Henry Hudson*, leaving Albany/Rensselaer at 6:50 a.m., will skip present stops at Poughkeepsie and Croton-Harmon to arrive in New York at 9:25 a.m.

Northbound, the *Washington Irving*, departing New York at 4:45 p.m., will skip the same stations and arrive in Albany at 7:20 p.m.

Ridership Stays Up

Amtrak's growing ridership continued with an 8.6 per cent jump in January over the same month a year earlier. It was the fourth consecutive month of patronage increases on Amtrak routes.

For the October-January period, the first four months of the current fiscal year, Amtrak carried almost 6.5 million riders, an overall 6.6 per cent increase over the equivalent time period a year earlier.

Gala Rail Sale In Progress

The marketing department is holding a gala "Rail Sale" to clean out overstocked promotional merchandise and Amtrak employees can benefit from the low prices.

Offered to employees are neckties, scarfs, travel bags and cloth patches. All feature the Amtrak logo.

The tie is fashioned by Prince Consort and is 100 per cent polyester. The red and blue logo stands out against the navy background. Cost of the tie (Stock Number 010041) is \$5.

The colorful red, white and blue tote bag (Stock Number 010019) is made of sturdy, washable vinyl and is 12-by-12 inches in size. Cost: \$2.

The ladies' scarf (Stock Number 010030) measures 21-by-22 inches and is made of easy-care, machine-washable polyester. \$3.

Amtrak's four-and-one-half-inch embroidered patch (Stock Number 010029) depicts a stylized diesel locomotive. The patch can be sewn on ski jackets, wind breakers or even a pair of jeans. \$1.

Checks should be made payable to Rail Sale, c/o Amtrak Travel Office, P.O. Box 311, Addison, Illinois 60101.

Sales are limited to available quantities. Orders will be shipped via United Parcel Service. Please allow two to three weeks for delivery.

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Moped Shipment Approved In Amtrak Express Service

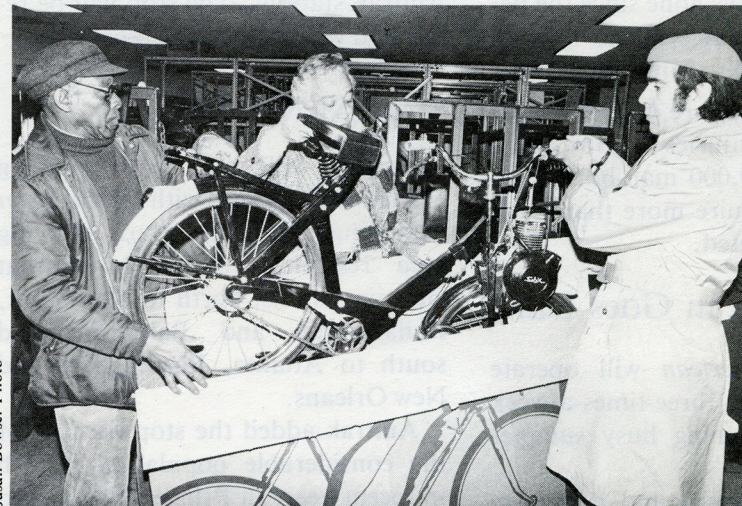
Shipment of motorized bicycles, known as mopeds, was authorized on Amtrak trains, effective March 15.

The mopeds may be shipped as economy rail express with a minimum charge of \$7.50. The shipment charge will be based on mileage with a maximum allowable weight of 100 pounds, including shipping carton. Cartons must be provided by the moped owner.

A moped is defined as a bicycle which may be propelled by human power, a helper motor or both, with the motor rated at not more than 1.5 brake horsepower and a cylinder capacity of not more than 50 cubic centimeters.

Initially, all moped shipments will be handled only at the 39 rail express stations that are capable of handling 100-pound pieces.

Amtrak will not be responsible for the condition of the combustion engine and its liability for loss or



Susan Bowser Photo

The first moped carried by Amtrak is unpacked at Washington's Union Station. Left to right are Alonzo Jamison, baggage gang leader; James Ford, owner of the moped; and Joseph Wolfe, director of communications, Moped Association of America.

damage will not exceed \$50 per shipment. Passengers can, however, purchase additional insurance.

Each moped must be drained of all oil and fuel and the starter and battery must be disconnected before loading. Additionally, batteries containing liquid acid must be completely drained.

Moped attachments—such as backpacks, tool sets, spare wheels—may not be transported along with the vehicle.

Moped shipments, also, will be subject to available space and Amtrak will not transport them where local, state or federal laws might be violated.



Amtrak

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