

Amtrak NEWS

A NEWSLETTER FOR AMTRAK EMPLOYEES

Volume 1, No. 8

August 1, 1974



Artist's rendering of Amtrak turbine-powered trains which will be built by the Rohr Company of Chula Vista, CA.

DOT Approves Turbo Purchase

U.S. Secretary of Transportation Claude S. Brinegar approved on July 22 the purchase by Amtrak of seven turbine powered trains for operation between New York and Boston.

The Seven train sets of five cars each will cost \$30.3 million. Financing will be provided through Federally guaranteed loans.

In approving the purchase, Secretary Brinegar said the trains will be predominantly manufactured and tested in the United States. It is expected that the first of the sets will be delivered in early 1976.

The time for runs between New York and Boston will be sharply reduced through acquisition of the new trains and planned roadbed improvements. The time required for the run now with conventional equipment is four and one-half hours. With the new turbine powered trains and better track, it is expected that time will be cut to about three and one-half hours.

The Amtrak purchase is the second in recent weeks involving the acquisition of new turbine powered trains. Six such trains were included in a new equipment order approved by the

Secretary of Transportation on May 31.

The trains, while similar to the French-made Turboliners in service or on order for Midwest routes, will be primarily manufactured in the United States by the Rohr Company of Chula Vista, California. They will be built at Rohr's Winder, GA plant.

Amtrak also signed an option agreement with Rohr for an additional seven of the 5-car Turboliners for \$25.2 million.

Numerous changes will distinguish the Rohr-built trains from their counterparts, designed by ANF-Frangeco of Crespin, France, and in use by the French National Railways. They will be equipped with third-rail capability to provide electric-powered operation into New York City.

They will be of conventional U.S. passenger width -- six inches wider and slightly higher than the French trains -- and the floor will be standard U.S. platform height to provide level entry and exit from high-level station platforms.

Each of the trains will have a

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Roger Lewis Re-elected Board Chairman

On July 23, as the first order of business of the newly confirmed Amtrak Board of Directors, Roger Lewis was re-elected Chairman of the Board. The Board also re-elected Mr. Lewis, President of the Corporation along with all of the other incumbent officers.

J. Richard Tomlinson was re-elected to the position of Executive Vice President. The other Vice Presidents are Don R. Brazier — Treasurer; James M. Cowell, Jr. — Procurement and Inventory Control; Edwin E. Edel — Public Relations; Harold L. Graham — Marketing; Kenneth A. Housman — Personnel and Administration; F.S. King — Operations; Robert S. Medvecky — General Counsel and Secretary; Robert C. Moot — Finance and Government Affairs; Sidney S. Sterns — Controller.

Amtrak's Board had not met since April, at which time the tenure of the Presidentially appointed Board members expired under the terms of the Amtrak Improvement Act of 1973. All members of the new Board, who had been appointed by President Nixon, had been confirmed by July 19, 1974; and they were joined by the Secretary of Transportation and railroad directors representing the common stock for this first meeting.



Amtrak President Roger Lewis

Two Towns Put Themselves On Amtrak's Map

When the Inaugural Run of the Inter-American from St. Louis en route to Laredo crossed the state line into Arkansas, it was the first Amtrak train to operate in that state. A few miles down the road, the train approached the town of Walnut Ridge and even though it was not scheduled to stop there, more than 200 of the town's less than 4,000 population stood out there waving at the train.

About 40 miles or so further down the track, the train passed through another Northeast Arkansas town called Newport. With nearly 8,000 people in a closely knit community, the people of Newport thought that the train should stop in their town. Since that day when the first train came to Arkansas, the townspeople of Newport have written letters; they have talked with our Service Manager, John Mills in Little Rock; they have written to their Congressman, Bill Alexander and they even got up a committee to come to Washington and plead their cause.

Now the train will stop in both towns. But it wasn't any easy decision. Each active community almost blocked out the other, perhaps unwittingly in its local zeal. John Mills got pictures of the Newport station and showed that it was in good condition. People from Newport came here and talked with Dave Watts and Bill Tucci of Amtrak's State and Local Government Affairs office. By then, it was the middle of June and it seemed as though a stop at Newport would be advisable. On the very day that a decision was being made, a delegation from Walnut Ridge; the Mayor, the President of the Chamber of Commerce and others came into headquarters and made a fine presentation to support a train stop in their town. Congressman Alexander had arranged for the meeting with Amtrak's Congressional Relations department. The delegates had maps of the network of roads in their area. They had special transparent overlay charts. They pointed out that Northeast Arkansas' largest community, Jonesboro, with a population of about 30,000, was nearby

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New "Adirondack" Train Debut Aug. 5

August 5 is the inaugural date for the "Adirondack", Amtrak's new service between Albany, NY and Montreal.

The service was proposed by New York State Governor Wilson under section 403(b) of the Rail Passenger Service Act of 1970 which allows state and local agencies to request additional rail service if they agree to reimburse Amtrak for not less than two-thirds of the losses.

In addition, the State of New York will pay 100% of the capital costs involved in starting the new service. This will include the repair and refurbishment of all stations and station platforms along the route and installation of signs. Also, Delaware & Hudson (D&H) track between Albany/Rensselaer and Rouses Point will be resurfaced and generally upgraded to allow speeds up to 60 mph.

D&H is providing eight coaches and two diner-lounges plus four Alco locomotives for this service. The equipment is being completely refurbished at New York State's expense with delivery scheduled within six months. In the interim, the Adirondack's consists will include two dome-diners leased from Canadian Pacific Railroad and four coaches

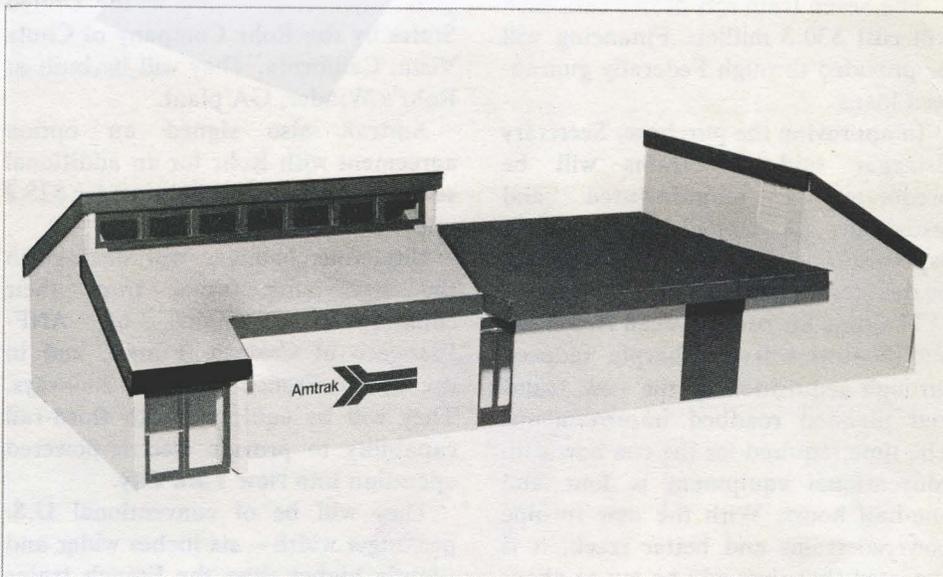
made available by the Metropolitan Transportation Authority.

In his announcement of the new service, New York Commissioner Raymond T. Shuler said, "Rail passenger service along the scenic route will encourage tourism by providing improved access to the great resort and recreation facilities of the Adirondack-Champlain region both from Canada and the United States."

"Equally important," he said, "these trains will provide needed rail transportation between upstate points which has been lacking since the original Albany-Montreal service was discontinued in 1971. Concern for energy conservation has also been an impor-

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Read Down	Albany—Montreal	Read Up
LV. 8:30am	New York (Grand Central)	AR. 7:50pm
LV. 9:27am	Croton-Harmon	AR. 6:50pm
LV.10:10am	Poughkeepsie	AR. 6:04pm
LV.10:25am	Rhinecliff	AR. 5:49pm
LV.10:47am	Hudson	AR. 5:27pm
AR.11:20am	Albany-Rensselaer	LV. 5:00pm
LV.11:40am	Albany-Rensselaer	AR. 4:30pm
LV.12:05pm	Colonie	AR. 3:58pm
LV.12:27pm	Mechanicville	AR. 3:36pm
LV. 1:02pm	Saratoga Springs	AR. 2:57pm
LV. 1:29pm	Ft. Edward	AR. 2:30pm
LV. 2:02pm	Whitehall	AR. 2:01pm
LV. 2:34pm	Fort Ticonderoga	AR. 1:31pm
LV. 3:17pm	Westport	AR.12:47pm
LV. 4:18pm	Plattsburgh	AR.11:48am
LV. 5:10pm	Rouses Point (customs)	AR.10:51am
AR. 6:35pm	Montreal West	LV. 9:42am
AR. 6:50pm	Montreal (Windstor Sta.)	LV. 9:30am



Amtrak Architect Marvin Kagan's design [above] for the new Port Huron, MI passenger station is out for bids from several local Port Huron contractors. The 24' x 73' building, which will be located just west of 16th Street, houses a 40-seat waiting room, ticket office and ticket counter, baggage room, restrooms, crew locker room and mechanical equipment room. Interior walls are sand-finished and there is an exposed cathedral ceiling. A special feature will be clerestory lighting -- highplaced windows for natural illumination and ventilation. Port Huron — Chicago service is tentatively scheduled to begin September 15. [R. Daly Photo]



Amtrak's exhibit is proving to be one of the most popular at Expo '74. Each day 20% of Expo's 32,000 visitors go through the four-section, simulated train environment. By mid-July over 413,000 had visited the Amtrak display and more than 250,000 paper rail hats had been given away. The exhibit's information center and computerized ticket counter have been handling 75 to 80 reservations each day.

Ed Wojtas photos



Amtrak and BRAC Sign New Agreement

Amtrak and the Brotherhood of Railway and Airline Clerks (BRAC) signed a new agreement on June 27, 1974. The most frequently asked questions regarding the new contract are printed below. Amtrak News presents the following as general information only. Any employee with a specific question should consult his supervisor:

Kenneth A. Housman, Vice President — Personnel & Administration, has announced that after many months of negotiations Amtrak and the Brotherhood of Railway and Airline Clerks (BRAC) have signed a new contract.

"National agreements covering such a wide range of matters are never easy to resolve and ours was no exception. However, we were able to discuss difficult issues and reach a satisfactory compromise. I believe, though, that all concerned felt we should make a greater effort in future negotiations to settle issues earlier," said Housman.

"Our settlement in respect to monetary items essentially tracked the industry-wide settlement. Our employees already were receiving the added take-home pay resulting from the reduction in employee contributions to the Railroad Retirement Fund. With agreement of a retroactive four percent increase to January 1, 1974, the other key industry monetary item will also be enjoyed by Amtrak employees.

"Shortly after signing this agreement, BRAC served new contract demand (Section Six) notices on Amtrak involving wages, vacations, hospitalization and survivors insurance, and numbers of employees to become members of the bargaining unit. These were similar to those served upon the railroad industry. Consequently, Amtrak and BRAC will be returning to the bargaining table to negotiate changes in the contract to be effective January 1, 1975," concluded Housman.

What is the salary increase for a BRAC-covered employee?

A four percent general increase has been agreed upon which will be retroactive to January 1, 1974. This increase applies to a BRAC-covered employee on the payroll on June 30, 1974. No one will receive the retroactive pay who left Amtrak employment between January 1 and June 30, 1974, unless it was through retirement. If an employee has been promoted from a BRAC-covered position to a non-BRAC-covered position, he will receive the four percent increase in retroactive pay for the period of his BRAC-covered employment.

When will back pay be received by the employee?

A check will be sent around August 26 and will cover retroactive pay for the period January 1 through July 31. Actual pay rates will not be changed until August 1.

How will BRAC dues payments be made?

Membership dues payments to BRAC shall now be made in advance for a particular month. To implement this, two deductions will be made in August. One shall be made from the check issued for retroactive pay, if the employee qualifies for one, and one from the regular paycheck of August 26. If no retroactive payment is due, a double deduction will be taken out of the normal paycheck.

Is there a change in the holiday schedule for BRAC-covered employees?

Yes. Effective January 1, 1975, Veterans Day has been substituted for Good Friday. Also, a BRAC-covered employee is to select one Personal Holiday, subject to supervisory approval, at least seven days in advance. The Personal Holiday -- a new feature in the railroad industry -- shall be substituted for the day following Thanksgiving. Selection of the Personal Holiday shall be made by October 1 of each year or else Columbus Day shall be assigned as the

Personal Holiday. A Personal Holiday may be taken after October, but the individual must have obtained approval of such day before October 1.

Has the vacation schedule changed?

Amtrak and BRAC adopted the National Vacation Agreement of the railroad industry rather than the vacation plan which had been in effect. There are no significant changes in vacation time or eligibility. Most of the changes are administrative.

Have step increases been modified?

Effective August 1, the progression schedule for a BRAC-covered employee has been changed. The new start rate will be the former three month rate plus the four percent increase. In addition, length of progression declines from 24 to 18 months to reach the top level. The new scheduled step increases will be at the end of six, twelve and 18 months.

When assigned or promoted to a higher-paying job, how is the BRAC-covered employee paid?

An employee temporarily or permanently assigned to such a job who has 12 months of continuous service shall be paid \$1.00 per day more or the 12 month rate of the new job, whichever is higher. If seniority is less than six months, \$1.00 per day or the start rate of the new job will be paid, whichever



"National agreements covering such a wide range of matters are never easy to resolve ...," said Amtrak Vice President of Personnel, K.A. Housman.

June 27

is higher. An employee assigned to a higher-rated job shall be given credit for step raises in the higher-rated job based on any time previously spent in the higher job.

Have any BRAC-covered jobs been reclassified or made subject to a salary adjustment?

Any person holding the position of Ticket Clerk, Ticket Accounting Clerk or Clerk-Commissary will receive an adjusted rate increase. The Baggage-Trucker classification has been eliminated. Anyone in this position will now qualify as a Baggage-man and the higher pay rate will apply.

Have new jobs been established under the contract?

Amtrak and BRAC agreed to establish 15 Assignment Clerk positions in various sections of the country. Their primary responsibility will be to dispatch on-board service personnel.

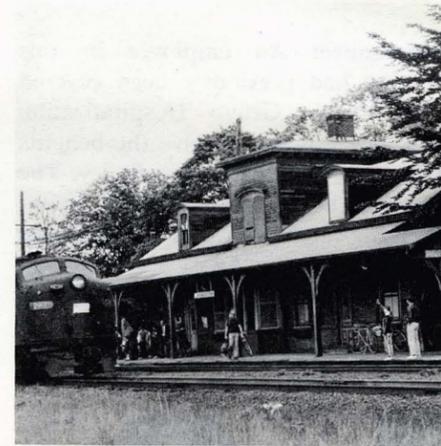
What change has been made in posting of bulletins for BRAC-covered jobs?

Instead of bulletins being posted on any day, they shall be posted on the 1st and 16th of each month. This makes it easier for all concerned to be certain of the status of a new position or vacancy.

What new benefit is in effect for an employee promoted from a BRAC-covered job to an excepted or official position?

An employee who has been promoted, or will in the future be promoted, to an official or excepted position, and an employee holding an excepted position as of June 27, 1974, may at his or her option obtain or retain a seniority date (hire date) which will entitle the employee to return to the bargaining unit should he or she no longer be needed by management in the excepted or official position. In addition, the employment of such person cannot be terminated unless formal hearings are held in accordance with the discipline rule in the contract.

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Before [left] and after renovation by Kingston station's friends.

Local Volunteers Restore Station

A plaque on the freshly-painted, "newport blue" Kingston, RI station reads: "refurbished by the Friends of Kingston Station with the assistance of Amtrak, Penn Central and the Brotherhood of Maintenance of Way employees."

The 98-year-old Kingston station is the latest in a growing list of rail passenger stations rehabilitated through the efforts of local volunteers.

Owned by the Penn Central Railroad it serves approximately 98,000 residents of the Kingston/Newport area.

Doctor Frank Hepner of the University of Rhode Island and Barbara Dirlan of Kingston organized 193 "Friends of Kingston Station." Work began June 3 with paint donated by Amtrak.

Although some professional plastering is still required on the interior, the rest of the repairs were completed by the station's July 3rd dedication. The "newport blue" exterior, a shade lighter than the blue of the Amtrak logo, is complimented by white trim. Wainscoting on the interior was stripped, varnished and refurbished. The station's original wooden benches were also refurbished.

Stuart Douglas, Manager of Station Services New England, made a "personal project" out of redoing Kingston's antique 6' x 8' x 4' mirror. Douglas, whose hobby is woodworking and refinishing, commutes from Providence to Boston's South Station every

day via Amtrak. His son is a resident of the Kingston area.

Douglas is enthusiastic about the efforts of people like J. Frank Keefe, Penn Central's Manager of Passenger Service in New England, who helped with the paint scraping, and R. Paul Carey, Amtrak's Regional Representative for Operations in Boston, whom he describes as the "moving force behind the station's repairs." Carey even slept at the Kingston station in a sleeping bag one night in order to get an early start the next morning.

On hand for Kingston's July 3rd dedication were Senator Claiborne Pell of Rhode Island; Rhode Island Governor Phillip Noel; Robert Herman, Amtrak's Superintendent of Operations for the Eastern Region; Paul Harris, Amtrak's Regional Manager of Service in the Northeast, and George Cleland, New England District Sales Manager.

AMTRAK NEWS

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Washington, D.C. 20024

To be eligible, the employee involved must make a decision within 60 days of June 27, 1974 to join BRAC. If the employee does not join BRAC, or fails to maintain good standing in BRAC, the seniority privilege and right to a hearing will be forfeited.

Does the new contract protect against discrimination?

Amtrak and BRAC agreed to include in the contract a non-discriminatory clause related to race, religion, creed, national origin or sex.

Are any present Amtrak employees now covered under the BRAC contract for the first time?

Effective August 1, 1974, more than 200 additional jobs will be placed under the BRAC rules either as partially excepted or fully covered. Most of these jobs involve class and craft employees working in Headquarters and at certain field facilities. These positions had previously been fully excepted from agreement coverage.

There are instances where an employee at headquarters or at certain field facilities, working in an excepted position, is now working in a position covered by the BRAC agreement. What are the facts regarding pay dates, insurance coverage, seniority dates and union initiation fees that he or she should know?

Paydates: Paydays will usually fall on the 10th of each month for the 16th through 31st of the preceding month, and on the 25th of each month for the 1st to 15th of the same month. This means that an employee newly covered by BRAC will undergo a transition in paydates. A paycheck will be received on July 31st and the next check on August 26th. If an employee finds this change difficult, he or she may request, prior to August 9th, an advance against earnings. The advance will be received on August 15th and may not exceed \$150.00. It shall be repaid by payroll deduction through no more than three subsequent payroll checks on the paydates of August 26, Sept. 10 and Sept. 25. Paydays of an employee fully excepted from the agreement have been and continue to be on the 15th and last day of each month.

Insurance: An employee in this category had previously been covered by Amtrak's Group Hospitalization Plan, but will now receive the benefits of the Travelers Insurance Policy. The Travelers Policy applies to all union-covered employees throughout the railroad industry. Apart from governmental insurance plans, Travelers is the largest and one of the best industry insurance policies available in the nation.

Seniority: An employee newly-covered by BRAC will be credited with all time worked for Amtrak. In effect, the hire date becomes the seniority date.

Initiation Fee: The mandatory BRAC initiation fee of \$50.00 has been waived for an employee previously working for Amtrak who is now covered by the agreement.

\$29 Billion Spent On '74 Inter-City Transportation

For those of you who are interested in the use of public funds by Amtrak, the following will be informative to lend some perspective to the overall picture of government support of transportation across the board.

During the Fiscal Year 1974, government spending for inter-city transport systems and facilities **exclusive of railroads** was a whopping total of \$29,094,000,000. On the other hand, the federal government grant to Amtrak was \$149,000,000.

The cumulative total for Amtrak in federal grants since its beginning, May 1, 1971, has been \$374,300,000. At this rate for approximately every \$250 spent for other forms of transportation, each year, Amtrak gets one dollar.

In one year alone, Fiscal Year 1974, the government spent -- (inter-city transportation):

Airways	\$ 1,654,000,000
Airports	\$ 1,458,000,000
Airline Cash Subsidy	\$ 73,000,000
Highways	\$24,837,000,000**
Waterways	\$ 1,072,000,000

**Since 1921, the government has invested more than \$350,000,000,000 in the highway network, Harvard Business Review.

Special Amtrak Train To Serve Las Vegas

Las Vegas, Nevada will be served by Amtrak passenger trains starting September 20, 1974. An agreement has been signed with the Las Vegas Charter Service, Inc. a privately financed Nevada Corporation headed by Mr. Jack Melvin of Las Vegas to provide service two times a week on Fridays and Sundays.

The train will be known as the "Las Vegas Celebrity Train". It will be made up of equipment from Amtrak's Sunset Limited, which operates three times weekly and which does not operate on weekends. As planned, this special train will consist of seven coaches, one diner, one lounge and one sleeper; and it will leave Los Angeles on Fridays and Sundays at 2 p.m. and will leave Las Vegas that night.

The Las Vegas company has guaranteed a minimum of 400 passengers per trip. No local government money, financing or funding is involved. As presently planned, service will be provided through April 27, 1975, except over the Thanksgiving, Christmas and New Year's holiday periods.

Las Vegas Charter will advertise and promote a special three-day, two-night "fun" package which it will sell from its own offices in Southern California and in Las Vegas. The package will include rail fare, hotel and other items. A special feature of the train will be the presence on board of a film, radio or television personality as "host" on each trip.

Regular tickets for travel on this train will be available at Amtrak ticket offices. Employee passes will not be valid for passage on this special charter train.

Amtrak has asked contractors for bids to construct a new Richmond, VA rail passenger station. Construction is expected to begin in September.

According to Amtrak, the Broad Street Station will be retained by the State of Virginia as an office building and historic landmark.

Four Employees Process 6,400 Paychecks

The processing of their paychecks is one area of corporate endeavor which is of great interest to all Amtrak employees. Thanks to four persons in

Training Held On Joint CN Ticketing

Amtrak and Canadian National Railway training personnel recently underwent joint training programs in preparation for an upcoming interline ticketing agreement.

When signed by Amtrak and Canadian National, the agreement will make Amtrak ticket stock available to 14 Canadian National stations. Also, CRTs (Cathode Ray Tubes or "Scopes") will be installed at Canadian National reservation bureaus in Montreal, Toronto and Vancouver. In return, Canadian National ticket stock will be supplied to Amtrak ticketing locations in nine U.S. cities.

Roy Killin, Canadian National's General Supervisor of Training, and five members of his training staff spent six days in May at Amtrak's Jacksonville Central Reservation Office learning about Amtrak and ARTS (Automated Reservation and Ticketing System).

In June five Amtrak trainers (Marion Sewell-Jacksonville, Barbara Berwanger-New York, Tom Tennyson-Los Angeles, George Smirl-Chicago and Sheila Nebel-Washington) were instructed in Canadian National procedures and the PARRS system, CN's equivalent of ARTS.

Amtrak's training staff will eventually pass the knowledge they acquired along to Amtrak ticketing personnel in these nine cities: New York, Washington, Philadelphia, Miami, Chicago, Seattle, Portland, San Francisco and Los Angeles. Canadian National trainers are busy instructing personnel at the fourteen Canadian National locations chosen for Amtrak ticket stock: Edmonton, Halifax, London, Moncton, Montreal, Ottawa, Quebec, Saskatoon, Sydney, Toronto, Vancouver, Victoria, Windsor and Winnipeg.

Robert J. Dooley's Information Systems Department, production of the Amtrak payroll has proceeded smoothly and on-schedule despite a 300% increase this year in the number of paychecks issued per month.

In July of 1973, the Information Systems Department took over most of the payroll production function from The Riggs National Bank. Riggs' Service Bureau had been receiving the Amtrak time sheets; key punching, validating and correcting the computerized payroll lists, after which the paychecks were printed and signed. Amtrak took over this processing of employee payrolls by following the system designed by the Information Systems Department. The Amtrak Payroll Department, supervised by Isaiah Hillhouse, handles the validation and correction of payroll information and signs paychecks while the Payroll Systems staff of the Information Systems Department provides the necessary technical support to ensure a smooth operation.

In July of 1973, a total of 6,400 paychecks were issued for the combined payrolls. By June of 1974, that number had risen to 19,100. Not only has the Information Systems Department been able to accommodate this increase without assigning additional personnel to the Payroll Systems support staff but also the existing staff of four has been able to decrease total "production turnaround time" (time from submission of the time sheets to receipt of checks) from 48 — 72 hours at Riggs to a current 24 — 36 hours.

Besides increased efficiency, in-house production of the payroll has meant a net decrease in costs to Amtrak. According to Mary Lou Per-Lee, Systems Analyst, the average monthly cost per employee has decreased 56% over the last year, from \$2.60 to \$1.15, while the average monthly cost per check has decreased from \$1.01 to \$.53.

In addition, in-house production of the payroll has provided Amtrak with an important data base. Among the many invaluable management reports developed by the Information Systems



Director of Information Systems, Robert J. Dooley [left], and Robert E. Evanson, Director of Systems, watch Systems Analyst Mary Lou Per-Lee tally the latest payroll information.

Roger Foley, Jr. Photo

staff from this internal information are Accounting/Budget Statistical Comparisons and Personnel/Benefits Administration Statistics. Even Amtrak News benefits from this arrangement. The newsletter's mailing list is printed from payroll data.

A brief description of the types of payrolls currently produced by the Information Systems Department illustrates that issuing Amtrak's paychecks is not a simple matter. The corporate headquarters payroll is produced semi-monthly, on the 15th and last day of each month. Because state laws in New York, Massachusetts, Rhode Island and Pennsylvania make mandatory the issuance of weekly paychecks for employees working in those states, there are two different types of payroll for station service employees and on-board service employees -- a weekly payroll (issued every Thursday) and a semi-monthly payroll (issued on the 10th and 25th). In addition, Arizona state law requires that employees be paid on the 6th and 21st of each month, necessitating preparation of yet another payroll.

The four Information Systems employees charged with responsibility for operation, maintenance and development of the payroll system are: Mary Lou Per-Lee, Al Polinsky, Mike Shaw and Tom McDonough.

TURBO — continued from page 1

capacity of 308 passengers. They will feature a newly developed food service center, improved over the current French RTG trains and similar to those planned for advanced-design, Metroliner-type cars now on order by Amtrak from the Budd Company.

All of the new cars will feature Amtrak's new, more comfortable seats and automatic doors, and will be electrically heated and air conditioned.

When introduced to the New York-Boston route, the seven new Turbo-liners will join three TurboTrains, manufactured by United Aircraft, that are already in service there. Together, they will provide a new high level of speed and comfort on the nation's second most-heavily traveled route, and will provide regular Turbo-Metroliner service, with connections at New York, between Boston and Washington.

TOWNS — continued from page 2

and accessible on a major highway. When told Amtrak needed a photo of the station, they rented a plane to take aerial pictures of Walnut Ridge, "those little houses right over there along the railroad track" and they had contracted with the state university to make a market study of Walnut Ridge.

Then the decision became tough. Both towns were adamant. The committee said it needed commitments from each town to pay for repairs to their stations, Walnut Ridge \$13,500 and Newport \$12,000. Both agreed. The Walnut Ridge delegation called several times daily. The Newport city manager called in the middle of the night. Then the committee met again and before the close of business on Friday, July 12, a call went out to Congressman Alexander and to the Mayors of each town. Amtrak had decided to stop at Newport and at Walnut Ridge.

This is what builds a railroad. Those 200 people that day in Walnut Ridge wanted the train to stop. Other hundreds in Newport wanted rail service with Amtrak. True, at that time people were waiting in line for gasoline at gas stations and the burden of the Energy Crunch was on the land. But that wasn't it. They wanted the train to stop in their town. The chance to board the train right there at home and ride to St. Louis, to Ft. Worth and perhaps

New Amtrak Ads Feature Employees "born to the rails"



Tom Kennedy

When Amtrak was formed to create a unified national passenger network, many key railroad personnel elected to go with the new corporation. A new series of Amtrak ads acknowledges the contribution these railroad men have made to Amtrak's success.

The first ad ran in the July issue of *Modern Railroading/Rail Transit Magazine* and in the August issue of *Railway Age Magazine*. It pictured Amtrak's Tom Kennedy, "a man literally born to the rails," with the headline: "to head its computerized reservation system, Amtrak chose a man with 30 years of railroading."

As Manager of General Reservations at Bensalem, PA, Kennedy runs Amtrak's largest reservation center, servicing the entire northeastern United States and with the capacity to handle 30,000 calls a day.

His rail career began in 1942 as a ticket clerk for the Pennsylvania Railroad in Philadelphia. Before joining Amtrak in 1972, he was General Passenger Agent at Penn Station.

His grandfather, father and uncle were all railroad men. And, on his wife's side, eight more railroaders, spanning three generations.

According to James W. Mariner, Manager of Advertising and Sales Promotion, the next ad will feature John Piet, Amtrak's Superintendent Operations-Western. Like Kennedy, Piet has had over 30 years of solid rail experience.

He started with the Pennsylvania Railroad and worked his way up, from

a coach cleaner and a leverman to Superintendent Passenger Operations in Chicago and Assistant Director of Passenger Operations in Philadelphia.

He too has the railroad in his blood. His father was with the Pennsylvania Railroad and his uncle was a railroad director in Pittsburgh. Two other relatives work for Penn Central in Pittsburgh: his brother as Chief Train Director and his brother-in-law as Yardmaster.

"The supply of Amtrak people for this series is virtually unlimited," Mariner said. Key people with railroad backgrounds can be found in all departments. Art Featherstone, a railroad man with 28 years of New York Central/Penn Central experience and Assistant to Vice President of Operations, F.S. (Pat) King estimates that as many as 95% of Amtrak's Operations Department alone have rail backgrounds. Vice President King himself was with the Pennsylvania Railroad and Penn Central for 30 years.

Although the new ads cannot begin to acknowledge the contribution of all Amtrak's railroad men, it is important to realize that as a group, in the words of the Kennedy ad, they have "brought with them to Amtrak a wealth of understanding of railroad problems and railroad people."

MONTREAL — continued from page 2

tant consideration in reinstating this once popular rail passenger route."

Amtrak currently has four 403(b) services in the state of Illinois: Chicago-Quincy; Chicago-Dubuque; Chicago-Springfield, IL, and Chicago-Champaign/Urbana. Pennsylvania funds part of Amtrak's Philadelphia-Harrisburg service under the 403(b) provision, and Massachusetts covers two-thirds of the losses associated with Boston-Springfield, MA service.

New Port Huron, MI-Chicago service, sponsored by the state of Michigan, is tentatively scheduled for a September 15 inaugural.

Amtrak Mail Service Benefits Public

Amtrak is working with the U.S. Postal Service to put more mail on passenger trains. The program will add revenues to Amtrak while reducing postal costs.

Chief of Mail Service for Amtrak, Frank Kane, said, "The Postal Service is in the public interest. So is Amtrak. Our competitiveness is based on more effective levels of service compared to other modes with comparable rates.

"What we save the Postal Service in transportation cost contributes to decline in their deficit. Added mail revenue contributes to reducing Amtrak's deficit. Joint Amtrak-Postal Service programs therefore mean reduced government funding for both parties."

The mail business on Amtrak is already sizable. The company carries mail in cars traveling over 15½ million miles per year. This enables the Postal Service to reduce highway mail transport, and save four million gallons of fuel per year in accordance with their fuel conservation program, reducing environmental impact, and highway congestion.

Carroll Hines, Manager — Mail, Baggage & Express said, "Trains presently carrying mail include the Empire Builder, San Francisco Zephyr, Southwest Limited, Panama Limited, Night Owl, National Limited, Floridian, Broadway Limited, Lone Star and Silver Star.

Two cars operate coast-to-coast, running New York-Los Angeles and New York-Oakland, both via Chicago."

"Amtrak, as a national system, gives a higher level of service to the Postal Service than trucks which transfer their loads at gateways," said Kane. "We seek a preferential class of mail because, when it comes to time and long distances, the passenger train will always overtake the truck. This is one reason why we try to get the longest-haul we can."

Hines reported that Amtrak has another advantage: "A baggage car carrying mail has a capacity over one-and-one-half times larger than highway trucks and permits 'double-bottom' (trailers-in-tandem) capacity through states where these are prohibited on the highways. This means we can give the Postal Service more transportation at less cost and with less restraint."

Amtrak mail revenues have shown a continuous climb since 1971 because of Amtrak's efforts. In Fiscal Year 1972 (July 1, '71 to June 30, '72) Amtrak's mail revenue was \$1 million, in FY '73 it climbed to \$3 million. FY '94 was \$4 million, and the estimate for FY '75 is \$7 million.

"This revenue does a lot for Amtrak," Hines said. "It turns a non-revenue car into a revenue car. If all mail were off Amtrak, we'd still have to haul the baggage car. Therefore, we can cover some baggage costs by carrying mail. My goal is to pay for baggage service through mail revenue and insure that passengers have good baggage service."

Amtrak planners hope that the company will ultimately reach \$10 and \$12 million a year in mail revenue. To facilitate such growth, Amtrak and the U.S. Postal Service are testing containerization of mail. With mail to different destinations in separate containers, Amtrak is able to reduce the cost of carrying and transferring mail and serve additional cities not now possible.

Containerized mail is now carried on the Silver Star between Washington and Jacksonville. The next route for the program is between Chicago and St. Petersburg on the Floridian, followed by the Empire Builder.

"By 1975, with Postal cooperation, we hope to have all our mail containerized," continued Hines. "We're also studying the possibility of carrying containerized mail on short-haul routes, such as Detroit-Chicago."

While short-haul feeder routes would carry only a container or two, it is important to the Amtrak system because those containers would be fed into long-haul trunkline routes.

"This is important because, in carrying mail, the miles make the money. If a Detroit-Chicago feeder produces containers for the Chicago-Los Angeles run, then we're really building the mail business on Amtrak," said Kane.

Don Ensz, Director of Service, said, "I would like our field people to know that the mail should not be delayed under any circumstances. The Postal Service is very understanding about delays caused by floods or derailments. They are less tolerant, however, when mail is delayed because of human error."

"Every Amtrak employee working with mail should be sure the cars are loaded properly, within station time, with every sack or container in the proper place," said Ensz. "If not, delays will be incurred downline as fellow Amtrak employees search through a car to locate all their mail. Also, everyone should see that mail, when unloaded, is promptly placed in the hands of postal employees."

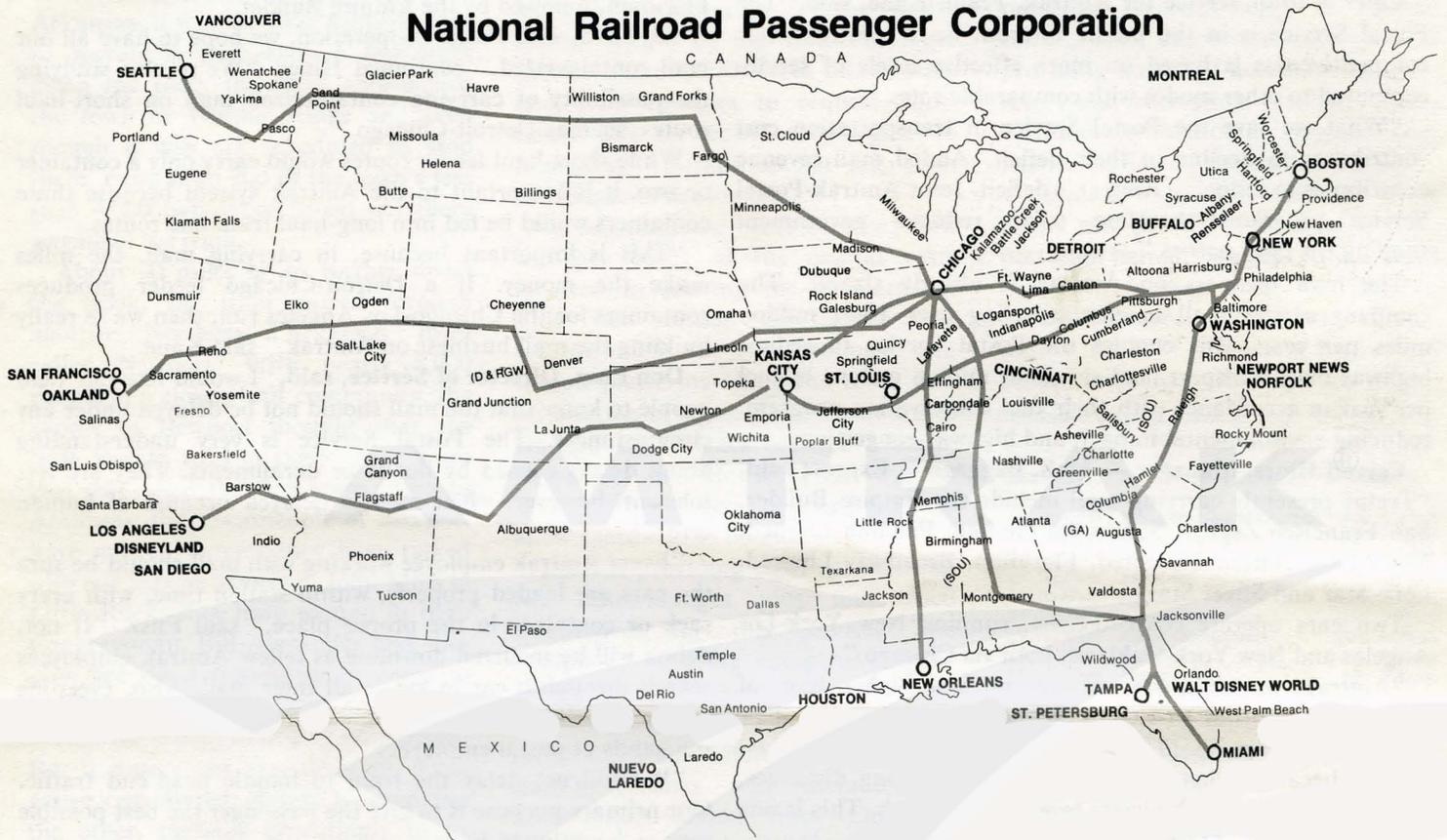
"We will not delay the train to handle head-end traffic. Our primary purpose is to give the passenger the best possible service," continued Ensz.

Ensz pointed out that several people in the field have been indispensable in building the reliability of the mail program. He mentioned Bob Ringnald, Manager — Station Service, South Central Region; and Tony Wagner, Regional Chief of Mail, Baggage and Express in Los Angeles. When Amtrak trains have been blocked by washouts or derailments, these men have arranged alternate mail transportation on short notice and have maintained close courteous liason with the regional postal districts on operating problems.

"The corporate officers, Bob Hopkins, Chris Wahmann, Harry Shepler, Morrie Andreasen, in Operations, along with Doug Willmott in Marketing, have been crucial to us when we're pulling together a new mail movement," said Hines. "We have to keep today's mail moving and we do it. This is a real team effort."

Amtrak's mail experts are looking forward to increased business in the future. In certain respects it is practical for Amtrak to gain additional mail contracts because many post offices are still located next to the railroad station. In Los Angeles and Denver, for example, the mail is transferred from the train to the post office on mail cars. In Seattle and Miami, the mail car is switched to the post office. In Washington, DC and New York, the post office is adjacent to the station, and electric conveyers and baggage carts move the mail to or from the Post Office.

Routes With Mail Service



NOTE: Temporary mail service on the James Whitcomb Riley not shown.



First Class Mail
U.S. POSTAGE
PAID 1 oz.
Permit 44651
Washington, D.C.