

# Amtrak NEWS

A NEWSLETTER FOR AMTRAK EMPLOYEES

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August 1978

## Board Approves Corridor Air/Rail Facility, Beech Grove Program, St. Louis Station

At its July 26 monthly meeting, Amtrak's board of directors approved a \$2.85 million appropriation for the country's first interconnecting air/rail passenger station, \$1 million for the next stage of the modernization program at Beech Grove, and \$784,000 for a temporary station in St. Louis.

### Air/Rail Station

Construction is scheduled to begin this fall on the facility near Baltimore-Washington International airport (BWI).

The site is adjacent to the Northeast Corridor mainline and about a half mile from the main terminal of the airport. Passengers will be transported between the two facilities by shuttle buses.

The concept of the intermodal station was initiated by the Maryland Department of Transportation and the plan was supported in Congress by Maryland United States Senators J. Glenn Beall and Charles McC. Mathias, and Representative Marjorie Holt whose congressional district includes both the airport and the intermodal terminal site.

Congress appropriated \$3 million specifically for the project.

The 2,850-square-foot building is designed for projected passenger usage in the 1980s, incorporating modern ticketing facilities, a passenger lounge and a vending area. The new facility will include barrier-free access and special provisions for the handicapped.

Two 350-foot, high-level platforms with 50-foot canopy shelters will be constructed at trackside. An under-track tunnel, accessible via stairs and

elevators, will lead to the trains.

Amtrak will be responsible for construction of the building, platforms, tunnel and track. The State of Maryland will provide the land, a parking lot and road access. The operation and maintenance of the facility will be jointly supported by Amtrak and the state.

The project is scheduled to begin this fall and the target date for completion is July 1979.

### Beech Grove Project

The latest portion of the program involves replacement of roofs and windows on six maintenance shops and a warehouse.

Much of the work funded by this board action was originally scheduled to be performed in later phases of the program. Severe tornado damage to the buildings this past June led to the decision to complete part of the upgrading now so that temporary repair costs of nearly \$700,000 could be avoided.

Phase III of the five-part/five-year \$29 million modernization program was begun last December at an estimated cost of \$6.4 million. It will increase the productive capacity of the

various shops at Beech Grove to handle all the present overhaul programs of the passenger car fleet.

### St. Louis Station

The new temporary station will be located between present Union Station and downtown St. Louis near the site proposed for the future permanent station. The move to the temporary building will allow the developer to proceed with his plans for renovation of Union Station.

Plans call for \$670,000 of the appropriated funds to be used for permanent improvements, including rail and track work which can be used as part of the planned permanent facility.

Amtrak estimates annual savings of over \$141,000 in reduced rents and operating costs when the temporary station becomes operational this fall.

Construction of the temporary facility will have no impact on pending litigation regarding the site selected for the new permanent station. The temporary structure will permit Amtrak to provide a safe and comfortable facility for passengers pending resolution of the litigation which has delayed construction of the new permanent facility.

## Conferees Agree On Amtrak Funds

House-Senate conferees reached agreement on August 3 on legislation that would guarantee the present Amtrak system until October 1, 1979.

Congressman Harley Staggers, principal sponsor of the freeze, said it would give Congress additional time to study the costs and benefits of each route the Department of Transportation wants to eliminate.

The compromise bill also says the final recommendations of the DOT's restructuring proposals, due December 31, could be invalidated by vote of either house of Congress.

The bill also authorizes \$600 million in operating funds and \$130 million in capital funds for Amtrak for the next fiscal year which begins on October 1.

# Rochester Gets New Station, "Amtrak Week" Proclaimed By Mayor

Amtrak dedicated its new passenger station in Rochester, New York, with special ceremonies at noon, Wednesday, July 12.

This was the third new facility opened in less than a month. Previously dedicated were stations at Miami, on June 20, and Canton, Ohio, on June 30.

Speakers at the dedication included Thomas Ryan, mayor, Rochester; William Hennessy, commissioner of transportation, New York State; Bob Herman, Amtrak's vice president and general manager, national operations; and David Lovenheim, administrative assistant to Congressman Frank Horton.

Rochester is in Congressman Horton's district.

Master of ceremonies for the event was John Lombardi, Amtrak's director, state and local services, Washington.

Music for the occasion was

provided by *The Mighty Liberators* brass band. The color guard came from Headquarters, 209th Field Artillery Brigade, New York Army National Guard.

Commissioner Hennessy, who represented New York's Governor Hugh Carey, stressed the state's interest in high speed rail transportation in the New York-Albany-Buffalo "Empire Corridor."

Hennessy pointed out that some \$60 million in state rail bond funds are currently being used to improve intercity passenger service, including inauguration of high speed service between New York City and Schenectady.

He explained, however, that "funds are not available under the current program to install the signal system necessary to operate high speed trains the entire length of the corridor (to Buffalo/Niagara Falls)."

He did note that Carey "would

find a way to fund the extension" when the first phase was completed.

Herman thanked the city and state for their contributions to the station project.

The city provided the land for the station, valued at \$307,000, while New York State contributed \$557,560 to construction costs. The remaining \$1.2 million was funded by Amtrak.

Herman noted, "Amtrak is making history today by moving into a station that is perfect for rail travelers now and in the future as we envision it. Passenger trains have an important future as petroleum resources dwindle.

"We're grateful to the city of Rochester for helping us plan for the years ahead and congratulate New York as one of the most progressive states in preparing for the future of rail travel."

The new \$2.1 million station accommodates 150 persons. The



(Above Left) *The Mighty Liberators* play at station opening. (Above) Cutting the traditional ribbon are, left to right, Mayor Ryan, Commissioner Hennessy and Bob Herman, Amtrak's vice president, national operations. (Right) The new station accommodates 150 persons at present but can be expanded if needed.



(Left) A large crowd participated in the open house that followed the ribbon cutting. Cake, soft drinks and coffee were served. (Below) Ticket Clerk Bud Raymond has a brightly lit and large office.



structural steel and masonry building features modern ticketing facilities and a spacious, carpeted waiting room with vending area.

Canopies protecting the 1,200-foot-long platform have been renovated. A circular entrance leads to the station with access to a 75-car parking lot.

The new barrier-free facility was designed to make rail travel more convenient and attractive to handicapped and elderly passengers.

Two plaques were placed in the new station to serve as reminders of western New York's rail history. One was taken from the old New York Central station which was dedicated in 1882. The other came from the following station on the site, designed by architect Claude Bragdon, which began operation in 1914.

A third marker is being designed to commemorate the new Amtrak building. It will be a gift from the

project's architect, Lozier-Architects, Engineers, and the general contractor, Raymond LeChase, Inc., both of Rochester.

The conceptual design and construction management for the new station was done by Amtrak's architects and engineers.

Interestingly, the three new stations—Miami with a capacity of 300-350 persons, Rochester with 150 and Canton with 50—represent the three basic stations designed by the engineering department. Each can be expanded to handle substantially more passengers should future needs warrant.

Working in the new facility are Mike Cerone, Peter Tarana, Tom Chudoba, Larry Jehle and "Bud" Raymond, ticket clerks.

Following the speeches and official ribbon cutting, the visiting public was invited into the station for an open house. Cake, soft drinks and coffee

were served.

Rochester is a busy point on Amtrak. Some 5,600 passengers now board or leave Amtrak trains every month, a 20 per cent increase over last year's ridership. This upward trend is expected to continue with the opening of the new station.

As part of the festivities marking the opening of the station, a railroad exhibit was held in Midtown Plaza, one of the city's major shopping areas. In cooperation with local merchants, Amtrak sponsored a drawing for two free trips for two to Boston and Walt Disney World.

Additionally, in honor of the occasion, Mayor Ryan proclaimed the time as "Amtrak Week in Rochester."

Rochester is presently served by three trains daily in each direction. They are the *Lake Shore Limited*, the *Empire State Express* and the *Niagara Rainbow*.

## Hearings On DOT Restructuring Completed

The Interstate Commerce Commission virtually completed its more than 50 hearings on the Department of Transportation's restructuring plan of Amtrak with a major session in Washington on Monday, July 24. Only one last late-scheduled meeting was held in Columbia, South Carolina, on August 3.

The series of hearings, which began on June 26 in Washington, was set in various cities along the routes of trains proposed for discontinuance in DOT's report.

Each meeting was presided over by an ICC hearing officer, aided by a representative of the ICC's Rail Services Planning Office. Anyone could testify, pro or con, on the proposed restructuring.

Witnesses, generally, were overwhelmingly in favor of keeping the present system. Many even advocated expanding it. Public interest in Amtrak's future was evidenced by the large crowds that attended many of the meetings.

The DOT report was criticized by many of the witnesses as having been too hastily conceived and being based only on budget considerations without really seriously addressing Amtrak's problems.

Many of the witnesses were officials from various levels of government. Numerous states supported increased Amtrak service, offering, in many cases, specific plans.

Virtually all opposition to Amtrak, both on the specific routes involved and as a national rail passenger system, came from the bus line industry and, to a lesser extent, the National Taxpayers' Union.

News coverage of the hearings was heavy, although many of the stories tended to feature only the negative side of Amtrak rather than the actual heavy support given it by witnesses.

The ICC will now formulate a report of the hearings and submit it to the Department of Transportation. DOT will use the material to adjust its preliminary restructuring report. It

must submit its revised plan to Congress by December 31.

Congress, in turn, will review the recommendations and ultimately determine what changes might be made in Amtrak's current system.

## Board Officers

Amtrak's board of directors reelected Donald P. Jacobs as its chairman for another year. Jacobs, who was named to the board in 1974, is dean of the Graduate School of Management of Northwestern University, Evanston, Illinois.

The board also elected Charles Luna, of Dallas, for a one year term as vice chairman. He replaces Mrs. Mary J. Head, of Norfolk.

Luna, a former president of the Brotherhood of Railroad Trainmen and the United Transportation Union, was first appointed to the board in 1971. He was reappointed by President Carter last year.

# Track Laying System Operational, Demonstration Set For Press, Civic Officials

Some 30 reporters from newspapers, television stations and the trade magazines, plus civic and government officials, came to Kingston, Rhode Island, on Monday, July 25, to witness the first official demonstration of Amtrak's new Track Laying System, the TLS.

The system is comprised of a series of machines, stretching one-and-one-half miles down the track, and a team of 160 workers, that can renew track three-and-one-half times faster than conventional methods.

The new system is being used for the first time in the United States on the Northeast Corridor.

The TLS incorporates 15 major kinds of machines, from undercutters and ballast regulators to track liners and tampers, but the major unit is the Track Laying Machine, the P-811, costing \$1.5 million, which replaces

rail and ties in one continuous automated operation.

The huge machine — 222 feet long and weighing 168 tons — is capable of putting down new track at a rate of 1,200 feet per hour. Thirty-six track workers are assigned to the P-811.

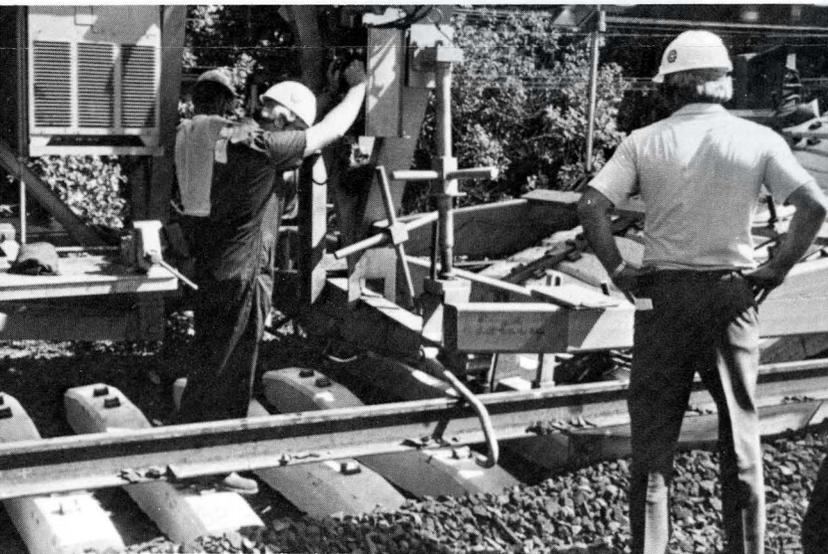
Before being transported to the work site, five miles west of town, the press assembled at the Kingston station to be briefed by Bob Lawson, Amtrak's vice president and chief engineer, and Senator Claiborne Pell, of Rhode Island. Pell is generally conceded to be the moving force, in pre-Amtrak days, for the establishment of high speed rail service in the Northeast Corridor.

Working ahead of the P-811 are an undercutter/ballast cleaner, plus men and other machines that pull spikes and rail anchors and load the scrap metal into rail cars.

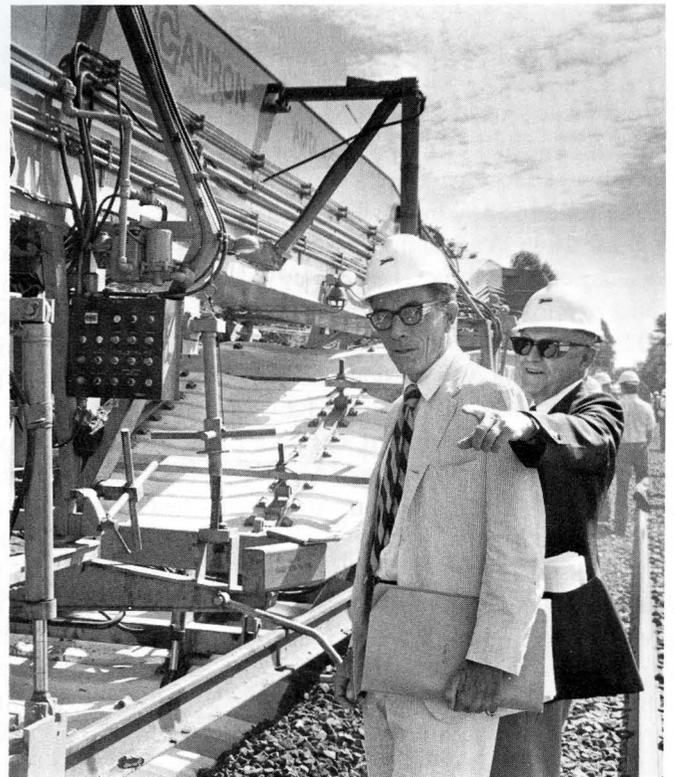
Next in line, and coupled to the P-811, are 15 special rail cars holding enough concrete ties to cover one mile.

Three small gantry cranes trundle back and forth, on special rails attached to the side of the cars, to and from the P-811 carrying new concrete ties forward to the machine and the old wooden ones back to the emptying cars for later shipment to a disposal site.

As the P-811 keeps moving forward, a series of operations begins. The old rail is pushed to the side of the roadbed and the old ties picked up and conveyed to the tie exchange car in front of the machine for pickup by the gantry crane. At the same time, the new concrete ties are fed down another conveyor to the roadbed and set in place. Simultaneously, the new welded rail is threaded into place.



(Below) Bob Lawson, Amtrak's vice president and chief engineer, right, points out specific operations of the P-811 to Rhode Island's Senator Claiborne Pell.



(Above) Ties come down the ramp to be inserted in precise order on the smooth road bed. (Right) Members of the press and civic and government officials crowd the tracks to watch the P-811 operate.



As the machine progresses, the front of the P-811 rides on the old track, while the rear end rides on the new.

One environmental note—since the machine removes the old ties from the site, there are no unsightly piles of old ties left on the shoulders of the right of way to be removed later.

Amtrak's Track Laying System is expected to lay 424 miles of ties and 219 miles of new rail during the next four years.

The end result will be a smoother ride for the passenger.

Concrete ties were chosen for portions of the Northeast Corridor because they are estimated to have a service life of about 50 years compared to a 15-35 year life span for

wooden ties. The difference in the projected life expectancy of wooden ties depends on the type of wood, the chemical treatment of the tie, track maintenance, climate, track configuration and traffic density.

Track using concrete ties also provides better vertical and lateral track stiffness because of the greater weight of concrete ties and the more rigid fasteners and support structure.

Rail is held onto the concrete ties with special clips rather than conventional spikes.

Also, track with concrete ties settles more uniformly, providing the smoother, more comfortable ride for high speed passenger traffic.

The Track Laying Machine began operation on June 26 south of

Kingston on the westbound mainline and had completed about four miles of tie replacement up to the day of the press demonstration.

Numerous adjustments and modifications are constantly being made as the machine and crews experience different track conditions such as straight track, curves and bridges.

"We expected progress to be slow at first," said Lawson. "But, now we are up to about four-tenths of a mile each day and expect to be at full production of a mile a day within the next few weeks."

The press demonstration was a cooperative project of Amtrak and the Department of Transportation, which administers the Northeast Corridor Improvement Project.

## Marketing Department Photo Contest Announced

Amtrak employees now have a chance to show off their photographic talent by entering the marketing department's first photo contest. Titled "Next Stop, F Stop," the competition seeks to uncover the hidden photographers in Amtrak's employee force.

Subject matter for the contest are pictures that capture the flavor of rail travel. The marketing department would like to see interior and exterior shots of Amtrak equipment, various Amtrak trains, as well as scenic location shots of sites either served directly by Amtrak or used in Amtrak tour packages.

Submitted photos can be recent ones or from an employee's file. There is no time limit on when the pictures were taken but all equipment pictures must show equipment that is still in use at the location in the photograph.

For example, an otherwise excellent picture of the *Adirondack* in its old conventional equipment would not be eligible.

### Categories:

Two separate categories, black and white and color. In the black and white category, only 8-by-10-inch

prints are acceptable. In the color category, only color slides mounted in 2-by-2-inch mounts are eligible.

### Rules:

- Each entry must be clearly marked with contestant's name and address.

- Each picture/slide must be accompanied with the proper identification as to name of train, location, date, and all other pertinent data.

- Original color slides must be submitted. Black and white prints only. Do not send negatives. They will be requested of the winning pictures.

- Contestants wanting the return of non-winning entries must enclose a stamped self-addressed envelope along with their entries.

- Release forms must accompany any pictures or slides that show identifiable persons.

- All winning entries become the sole property of Amtrak.

### Prizes:

Grand Prize (for the top picture selected from both categories)

- A four-car, electric, French-manufactured HO model of an Amtrak Turboliner.

- A copy of "The Book of Photography."

- A 16-by-20 enlargement of the Grand Prize photo.

- Publication of the photo in Amtrak literature, with the by-line of the winning photographer.

### First Prize (One in each category)

- Copy of "The Book of Photography."

- An 11-by-14 enlargement of the winning photo.

- Publication of photo, with by-line credit.

Second Prize (Two in each category)

- An 11-by-14 enlargement of the winning photo.

- An Amtrak coffee mug.

- Publication of photo, with by-line credit.

### Honorable Mentions (Unlimited)

- An Amtrak coffee mug.

- Publication of photo with by-line credit.

Entries should be submitted to "Next Stop, F Stop," c/o Amtrak Marketing Services, 400 N. Capitol St., NW, Washington, D.C. 20001.

Entries must be received no later than September 29. Winners will be notified by October 15.

Further information can also be received from the above address.

# Goal Of Operation Lifesaver: Greater Rail-Highway Safety

Amtrak's board of directors has authorized spending \$404,000 to improve rail-highway safety and train operating efficiencies between Lakeland and Tampa, Florida.

The funding was contingent upon the route being included in the U.S. Department of Transportation's restructured rail passenger system and upon a final agreement between Amtrak, the Florida Department of Transportation and the Seaboard Coast Line railroad for additional funding.

This project also includes financial participation by the Federal Highway Administration and the affected counties and cities. Total cost of the Lakeland-Tampa program is estimated to be \$1.4 million.

Some 44 grade-crossings between the two cities will be closed, improved or upgraded.

Applying the findings contained in a 1974 study by the California Public Utilities Commission, it is estimated that such improvements can reduce the number of rail-highway accidents by up to 70 per cent.

Not only are the grade crossing improvements expected to reduce the number of accidents, fatalities and injuries, they are expected to also reduce claims expense and equipment and property damage costs by about \$385,000 per year. When safety improvements have been made, train speeds are expected to be increased through the elimination or alteration of city-imposed (state-regulated) speed restrictions and improved track banking of certain specified curves.

Amtrak trains have been involved in 129 grade crossing accidents in the state of Florida during the past three years—almost 18 per cent of Amtrak's total grade crossing accidents systemwide. Almost half of all Florida accidents have occurred in the 30 mile stretch between Lakeland and Tampa.

There are several ways to improve safety at grade crossings, such as:

- Close the crossing. Public and private roads that cross the railroad may be closed to through traffic if alternate access is available or provided and if there is evidence of little or no use.
- Separate the grades by constructing an over or underpass.
- Install traffic control devices such as gates, flashing lights, highway traffic signals, bells, crossbucks or stop signs.
- Eliminate, remove or relocate physical obstructions within the crossing quadrants to improve

visibility for vehicle drivers.

- Improve the road surface over the tracks for smoother, skid-resistant movement of vehicles.
- Provide illumination, such as street lamps, for better visibility at night.

One or more of these improvements will be considered at each grade crossing.

Physical improvements at crossings are part of a bigger Amtrak-adopted program called *Operation Lifesaver*. That program, developed originally by the Union Pacific Railroad in 1971, takes a three pronged approach to grade crossing safety: Education,



*Each time I approach a crossing, I signal loud and clear that my train is coming. I only hope that the drivers see and hear me in advance.*

*At most crossings there are other warnings—lights, gates, bells—of my approach which almost always is at high speed.*

*One should always exercise the utmost caution when approaching any railroad crossing. One owes it to him or herself and their loved ones to stay alert, use good sense and stay alive.*

*In my job I see too many drivers trying to beat the odds just to save a few seconds. To most people, unfortunately, crossing accidents are something they read about in the paper. It's something that might happen to 'the other guy' but not to them.*

*But, that's exactly what 'the other guy' was thinking too.*

*I don't understand what gets into people. I've seen them ignore warning lights, drive right through stop signs, zoom around lowered crossing gates and drive right onto the tracks directly in back of another stopped car with no chance to get out of the way if a train came along.*

*I certainly can't explain their actions, but I can tell you one thing.*

*I've never seen a grade crossing accident that couldn't have been avoided if somebody just took a moment to think and then avoided doing a foolish thing.*

Engineering and Enforcement.

The educational phase focuses on a multi-faceted public awareness campaign to instill in the public the need to approach and cross rail-highway crossings with caution. This phase involves TV public service announcements, radio spots, newspaper ads and instructional presentations to organized groups.

The engineering phase involves an assessment of the necessity and/or adequacy of an individual crossing and then a recommendation to either eliminate the crossing entirely or to design an adequate warning system for installation at the site.

The enforcement phase, first, involves the recognition by appropriate law enforcement agencies of the need to apply uniform and consistent enforcement of laws regarding rail-highway crossings. Such agencies then must be committed to issuing warning tickets and traffic citations to violators who ignore state laws regarding signs and signals at rail intersections.

Since Amtrak had no previous ex-

perience in *Operation Lifesaver* programs, the Seaboard Coast Line provided program leadership, guidance and direction in Florida.

This program was launched on October 1, 1976, with a proclamation by Governor Askew. After the first year, the number of Amtrak rail-highway crossing accidents had decreased by 52 per cent, with a comparable decrease in fatalities. In the year prior to the start of the program there were 55 accidents and 25 fatalities, and in the first year of the program's implementation there were 26 accidents and 12 fatalities.

Federal, state and local governments, safety associations, as well as the operating railroads, are the essential elements needed to achieve maximum results. Although the railroads own and maintain the rail property, the states, counties and cities own and maintain the roadways. Therefore, if the program is to be successful, all parties must cooperate to engineer adequate warning systems, assist in educating the public of their responsi-

bilities at crossings and enforce the laws and regulations regarding grade crossing safety.

All states qualify for federal funding assistance in the installation of improved crossing signs and signals under the Federal Aid Highway Acts of 1973 and 1976. Amtrak acts as a catalyst to get the states and railroads actively and vigorously involved in the program.

The National Transportation Safety Board has recommended *Operation Lifesaver* programs, with support from the AAR, International Chiefs of Police and federal agencies involved in transportation and safety.

Florida is not the only state participating in an *Operation Lifesaver* program. Thus far, Amtrak is working with ten other states which are now participating in the program. These are Illinois, Texas, Colorado, Oregon, Missouri, South Carolina, Kentucky, North Carolina, Ohio and Arizona. Eleven other states are considering implementing the program in the near future.

## On Board Services Training Includes First Aid

Each year Amtrak hires additional on board services employees to staff trains for the increased ridership of the summer.

Before being put into service, all are given extensive training designed to provide them with an orientation to the company and a comprehensive introduction to on board services duties. Demonstrated are various customer service skills, understanding of safe working procedures and sanitation, as well as the basic technical skills that each one needs for his or her particular job category.

This year, for the first time, along with their regular training, all of the 180 new employees were put through an eight-hour American Red Cross first aid course.

The first aid training was administered at the six crew bases participating in the new hire program.

These were Washington, Miami, Chicago, Seattle, Oakland and Los Angeles.

Says John Lindinger, manager, national operations training, "First aid training is a vital part of our continuing effort to provide quality service to our passengers.

"After this initial phase, we plan to include CPR (Cardio-Pulmonary Resuscitation) training as well. Our intention is to give on board services personnel the best training possible so they can be confident in their abilities to handle any major first aid emergency situation that might occur on their trains."

Plans are being formulated to extend the first aid training, after Labor Day, to all on board services employees, beginning with supervisors, stewards, chefs and lead service attendants.



Photo by James Fornwalt

Dan Votava, then a trainer, supervises proper application of a splint during the session in Los Angeles. Votava recently returned to ticket selling at Spokane.

# Petersburg, Trenton Employees Win Champion Amblitz Competition

Personnel at two Amtrak stations—Petersburg, Virginia, and Trenton, New Jersey—were recently rewarded for outstanding performance in an incentive program in connection with the *Champion Amblitz*. New York's Penn Station placed a close second in the Corridor division of the contest. The contest was divided into two categories; Corridor stations and national operations department stations.

The Amblitz, Amtrak's newest promotional campaign, seeks to boost ridership along selected rail routes by informing consumers there about Amtrak's various services and how Amtrak is making rail travel more attractive to its riders.

To initiate this new promotion, Amtrak chose to Amblitz the route of the *Champion*, one of Amtrak's three New York-Florida trains. The *Champion* had been suspended at times because of seasonal fluctuations in ridership, therefore this particular Amblitz was staged to increase public awareness of the train's restoration to year-round service.

For a period of one month—April 17 to May 15—stations along the entire *Champion* route participated in the incentive program during which they competed with each other.

When the results were finally tabulated, Petersburg was designated the national operations winner. Hence, on July 10, Phil Weck, district manager, presented congratulatory certificates to all of the five Petersburg employees. Each certificate was signed by Martin Garelick, executive vice president and chief operating officer; Al Michaud, vice president, marketing; and Bob Herman, vice president and general manager, national operations.

A drawing was held for awards for the ticket sellers. Winners included Danny Best, a stereo radio; Bob Nugent, Kodak Handle camera; Tom

Gilbert and Michael Ages, portable radios; and Robert Reid, digital clock radio.

In the Northeast Corridor division, Trenton won first place, with New York City's Penn Station a very close second. Employees at both facilities received the certificates of appreciation.

Trenton personnel, in addition, were treated, on July 13, to a small party at the station. Mark Miller, assistant division manager of stations, New York, then picked names from a hat for the seven available prizes.

Winners included Jim Chapman, lead ticket clerk, blender; Fred Hodges, ticket clerk, digital wrist watch; Sandy Cowell, ticket clerk, digital clock radio; and Vince McCoy, stationmaster, Wheeler Miles,

baggage/cleaner, and Mary Milius and Steve Chicosky, ticket clerks, portable radios.

The employee incentive program was just one portion of the inaugural Amblitz. Other campaign programs included a consumer sweepstakes, special dollar day fares and various other promotional drives.

The sweepstakes, also called the "Return of the Champ" contest, offered vacation package trips to contestants who merely filled out an entry blank and placed it in a box.

Frank Popoli, of the Bronx, New York, won the grand prize, a choice of five-day vacations for a family of four in either Florida or New York. Popoli picked Florida and while there will be able to take advantage of some extras that Amtrak included in his tour. He will also receive admissions



*(Left) Trenton prize winners included Vince McCoy, stationmaster; Sandy Cowell and Mary Milius, ticket clerks; and Jim Chapman, lead ticket clerk. (Below) Petersburg winners were Danny Best, lead ticket clerk; and Bob Nugent, Michael Ages and Tom Gilbert, ticket clerks.*



to Walt Disney World and other Disney attractions in the complex, a visit to Sea World and admission to the Kennedy Space Center.

Ten sweepstakes first place winners will receive 14-day unlimited travel U.S.A. Rail Passes and pairs of round-trip coach tickets to various western cities will be given to 25 second place winners. Some 3,000 third place winners will each receive Amtrak travel bags.

A third component of the *Champion* Amblitz included special dollar day fares—on April 17-18—when passengers could ride selected segments of the *Champion's* route for only \$1.

Amtrak also produced and distributed promotional material to advertise the various scheduled events. Posters, counter cards, press releases and local advertising effectively spread the word that the *Champion* was back in service.

## Honor MacDonald

Amtrak's board of directors, at its July meeting, ordered that a sleeping car used on the *Montrealer* be named in honor of their fellow board member, Joseph V. MacDonald, who recently died. Another car will be named in honor of his wife, Beatrice.

MacDonald was a member of the board from his appointment by President Nixon in 1974 until almost the time of his death this past June.

The *Montrealer* was one of MacDonald's favorite Amtrak trains. He, with a handful of fellow Vermonters, organized the campaign in 1972 that resulted in Amtrak picking the route through Vermont for its new U.S.-Canadian service.

MacDonald's concern for "his" *Montrealer* never flagged. He campaigned for better service and equipment and just a few days before his death, after he had been succeeded on the Amtrak board, he wrote a long letter to a fellow rail supporter in which he set down in detail arguments he thought would be most effective if his favorite train was ever threatened.

## Pollution Control Aided By Environmental Handbook

In continuing efforts to be good neighbors to the community, Amtrak has launched a campaign designed to curb pollution through employee education.

The program, developed by Amtrak's office of environment and pollution control, consists of a 70-page employee manual which will later be supplemented with a series of classes.

The manual, entitled the "Environmental Control Handbook," was released after 16 months of writing and editing by three members of the engineering design and construction department.

Herb Gall, assistant chief engineer, design and construction; Bob Noonan, manager, environmental and pollution control engineering; and Carl Smink, environmental engineer, combined their knowledge to come up with a handbook which describes various forms of pollution common to railroads and then outlines step-by-step directions for their cure.

According to the authors, this is the first such handbook in the railroad industry that targets problems peculiar to railroads and says what must be done to control them.

Written in terms to cover a broad spectrum of employees, the manual also contains some useful advice on legal affairs concerning pollution along with a glossary of pollution terms.

To allow information to be added or deleted as necessary, the manual has been produced in looseleaf style. Noonan refers to it as a "living notebook" as technical briefs concerning legal, governmental and scientific affairs will be produced and distributed quarterly to keep districts informed of advancements and changes in the field of pollution control.

Because the book alone is not enough to instruct employees sufficiently about pollution, regional

classes will supplement its contents. The book will then serve, in effect, as a textbook.

Gall, Noonan and Smink, who will teach the classes, hope to begin scheduling them for late summer or early fall. They have received favorable responses from recent letters of inquiry to regional vice presidents.

The two-day classes will consist of lectures supplemented by movie and slide programs, posters, flyers and visits to pollution sites.

Although only a limited number of employees will directly participate in the program, Noonan stressed a desire for total personnel involvement in pollution control.

Therefore, the campaign is geared to all levels of employees because "everyone has a role in pollution control" and "every kind of pollution hurts," according to Noonan.

The combination of this new instructional package, together with other aspects of Amtrak's "Good Neighbor Policy," has led the trio to unequivocally declare that the company has "the best environmental policy of any corporation of comparative size in the world."

## Back To Normal

The *Empire Builder* returned to its normal route between Spokane and Seattle, serving Ellensburg, Yakima and Pasco, beginning July 23.

The train had not operated over its normal route over the Burlington Northern's Stampede Pass because of severe washouts that occurred last December. For a while, it had run over the Milwaukee Road's Snoqualmie Pass route but because of deteriorated track conditions there the train was rerouted via Wenatchee (the *North Coast Hiawatha's* northern Washington route) pending completion of track work on the BN's route over Stampede Pass.

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# Keeping Track of Amtrak

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## Faster Montrealer

Beginning July 30, the schedule for the *Montrealer* was speeded up by almost an hour southbound between Montreal and Washington.

As a result of a new operating contract with the Central Vermont Railway, departure time from Montreal is now 55 minutes later and the running time shortened by approximately 20 minutes. Time required for customs inspection at St. Albans was also reduced from 35 to 10 minutes and some other time savings also made.

The trip from Montreal to White River Junction was reduced in total by 55 minutes, while the schedule from White River Junction to Washington remains the same.

## Blue Ridge Rangers

Following the lead of their western brothers who are riding on the *Empire Builder*, uniformed rangers of the National Park Service's National Capital region are riding the *Blue Ridge* between Washington and Harpers Ferry, West Virginia, every Saturday and Sunday as of August 5.

## ICC Says Crescent Must Continue

The Interstate Commerce Commission, on Thursday, August 3, in a 4-3 decision, ruled that the Southern Railway must operate the *Southern Crescent* until at least August 4, 1979.

The *Crescent*, the last long-distance train operated by a private railroad, traces a great arc from Washington through Lynchburg, Charlotte, Atlanta and Birmingham to the "Crescent City" of New Orleans.

The Rock Island, Denver and Rio Grande Western and Georgia Railroad still operate some intercity trains but those are much shorter runs.

The Commission expressed hope that the Southern can reach agreement with Amtrak to take over

They will continue the public service through the fall.

The park rangers distribute brochures describing Harpers Ferry National Historical Park which preserves the atmosphere of the mid-19th century village. They also answer questions about the route of the train which stops at Silver Spring, Rockville, Gaithersburg and Brunswick, Maryland, and parallels both the Potomac river and the Chesapeake and Ohio canal for most of the run.

## Safety Results

Leaders in the four categories, for the year to date, in the President's Safety Contest did not change with the June safety results, except for New Orleans. That mechanical facility was toppled from the ranks of those that had no injuries since the beginning of the year.

The June report showed that, for the month, four districts—Empire, Southern, St. Louis and Chicago Terminal—had no injuries with a resultant zero injury ratio.

In the mechanical facilities category, eight locations—Houston, Dallas-Fort Worth, St. Louis, Kansas

operation of the *Crescent* sometime during the coming year.

Amtrak rejected one bid from Southern earlier this year. Southern had offered Amtrak 81 of its cars, several locomotives and up to \$2.7 million in cash. Other conditions made the offer unacceptable.

Amtrak has not acted on a second offer under which Southern would keep the equipment but pay Amtrak \$4 million in cash. Further talks are expected.

About 165,000 passengers rode the *Crescent* during 1977. Southern says it lost \$6.6 million on the train last year in "avoidable costs," losses which would be eliminated if the service was dropped.

City, Minneapolis, Detroit, Jacksonville and Buffalo—had no injuries to be able to achieve the coveted zero injury ratio figure.

The Western led the regions for the month with a 9.55 ratio, while Beech Grove lead the shops with a 5.4.

For the year to date, leaders in the various categories are:

**District:** Empire, with a zero ratio, meaning no injuries since January 1.

Three districts—Northwest with 1.3, Chicago Terminal with 1.4, and St. Louis with 1.55—are close behind.

**Region:** Central, with an 8.8 ratio.

**Shops:** Beech Grove, with a 13.35, and

**Mechanical Facilities:** Three tied with a zero ratio. They are Dallas-Fort Worth, Kansas City and Detroit.

The injury ratio is a figure denoting the number of injuries per 200,000 man-hours of work. All injuries or on-the-job illnesses that require more than mere first aid counted in the statistics.

## Fahey Dies

Richard E. Fahey, manager of the recently expanded St. Louis division, died of a heart attack on Saturday, July 15.

Fahey was born in Port Jervis, New York, and began his railroad career as a fireman on the Erie Railroad in 1947. He was promoted to engineer in 1961 and to road foreman of engines in 1967.

He joined Amtrak in September 1974 as assistant superintendent of the Central region. He then became superintendent of the North Central district in June 1975, and of the St. Louis district, when it absorbed the North Central district, in April 1977.

Fahey is survived by his wife, Kay, and one son, Edward.

## Gamblers' Specials

Amtrak passengers who want to take advantage of the sudden appeal of Atlantic City, New Jersey, as a tourist resort because of legalized casino gambling, can now purchase

through rail-bus tickets as a result of an agreement between Amtrak and Transport of New Jersey bus line.

Seven daily round trips are scheduled between Philadelphia's 30th Street station and the seashore resort. Buses pick up Amtrak passengers at the station, then depart for a non-stop run to Atlantic City.

Fare from Philadelphia to Atlantic City is \$3.45 one way, \$6.60 round trip. Bus tickets can be purchased at any Amtrak ticket office or Amtrak-appointed travel agency at the time a passenger buys his rail ticket.

The new agreement was negotiated by Joe Bellino, manager, interline/intermodal sales.

## Williamsburg Change

Amtrak customers who travel to Colonial Williamsburg, Virginia, on weekends now can spend more time there, or at nearby Busch Gardens, because of the later departure on Sundays and holidays of the northbound train that serves Tidewater Virginia.

The schedule has been revised so

that on Sundays and holidays the train, formerly the *Senator* and now named the *Tidewater*, leaves Williamsburg at 2:05 p.m., arriving in Washington at 5:40 p.m., Philadelphia at 8:20 p.m., and New York City at 9:57 p.m.

In addition, travel time over the route of the *Tidewater* and the Monday-through-Saturday *Colonial* has been reduced by 10 minutes because of an improved track connection in Richmond.

Construction of the connection, financed by Amtrak, allows the train to bypass congested freight tracks.

## Theatre Discounts

Amtrak employees can receive a substantial discount on tickets to Broadway's top production, "On The Twentieth Century," by merely showing their Rail Travel Privilege Card when they purchase their tickets.

The hit show won five Tony awards — Broadway's equivalent of the Oscars — this past spring.

The discounts schedule is as follows:

Regular Price	Discount Price
\$19.50	\$14.00
16.50	12.00
14.50	10.00
11.00	7.00

The employee discount is available for all evening performances, Monday through Friday, and for Saturday matinees. Each employee can purchase up to four tickets, or for the number of dependents listed on the back of his pass.

Tickets are subject to availability while the offer remains in effect. Tickets must be purchased at the box office but do not have to be for that evening's performance. No sales can be made over the telephone or through the mail.

"On The Twentieth Century" is showing at the St. James theatre, 246 West 44th Street, New York. The story details events on board the train's run from Chicago to New York during the 1930s.

# Amfleet Equipment Assigned To National Limited

Amtrak began using Amfleet equipment on the *National Limited* in mid-August in place of the older conventional passenger cars. This is the first use of new equipment on this route in a quarter of a century.

*National Limited* ridership is expected to increase because of the greater comfort of Amfleet compared to the older cars which have an average age of 28 years.

The first westbound *National Limited*, equipped with Amfleet, left New York on Sunday, August 13. The first eastbound trip left Kansas City on Tuesday, August 15.

Sit-down dining, complete with waiter service, table cloths and flowers on every table, is provided to passengers.

Sleeping car service, using refurbished cars, is being offered at first only between New York and

Indianapolis. It will be restored to Kansas City in November as more cars are converted to be compatible with the electrical systems used on Amfleet trains for heating and air conditioning.

Coach passengers are traveling in 60-seat long-distance Amcoaches equipped with leg rests, reclining seats, individual tables and reading lights.

The Washington-Harrisburg portion of the train, operating three days a week in each direction, will continue to operate with older equipment until late October. For the time being, Washington and Baltimore passengers will make an across-the-platform change in Harrisburg.

On October 29, the Washington section will go into service daily with through cars operating via 30th Street

Station, Philadelphia. There they will be added to the New York section for the trip west, and taken off the eastbound train for Washington and Baltimore.

## AMTRAK NEWS

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### STAFF

Editor

Ed Wojtas

Circulation

Marguerite Broynhill

Reporter

Debbie Marciniak



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# Rhode Island Amtrak Station Honored, Kingston Entered In National Register

Amtrak's Kingston, Rhode Island, 103-year-old station was entered earlier this year in the National Register of Historic Places.

The building is the only surviving station erected by the New York, Providence and Boston railroad and was a campaign stop for every American president from U.S. Grant to Herbert Hoover.

The station played an important part in the travel plans of Americans at the turn of the century. One of the major attractions of the lower New England area was nearby Narraganset Pier and thousands used the station weekly to reach the pier.

After the automobile replaced trains in American travel habits, the station was left in disrepair.

In spring 1973, a group of local citizens organized themselves into the "Friends of the Kingston Railroad Station" and were able to get money from the Penn Central railroad for repair of the structure. Amtrak added its share later by patching the roof and replacing rotting wood.



The station still has its honey colored woodwork, carved benches and frosted glass ticket windows.

When it opened on June 1, 1875, the *Narraganset Times* described it as "tasty in style and architecture" with its "long spacious platforms and graveled carriage drives."

Today, the station is a dramatic reminder of the wooden architecture of railroading's early days.



(Above) Amtrak's Kingston station opened in 1875 to serve the New York, Providence and Boston railroad. (Left) The station's frosted glass ticket windows receive many compliments from passengers using the facility.

**Amtrak**  
National Railroad  
Passenger Corporation  
400 N. Capitol St., NW  
Washington, D.C. 20001

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