

# Amtrak NEWS

A NEWSLETTER FOR AMTRAK EMPLOYEES

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## Amtrak's Board Issues Mission Statement, Proposes Operating "Contract" With Congress

Amtrak's board of directors has proposed that Amtrak make a "contract" with Congress to run the nation's intercity passenger rail system. Congress should decide the basic level of service the nation needs and Amtrak would agree to run the trains at a specified cost.

The recommendation was part of a new Amtrak "Statement of Mission" which was made public at a press conference held in Washington on Wednesday, December 13, by Amtrak President Alan S. Boyd and Dr. Donald P. Jacobs, chairman of Amtrak's board. Boyd is also a member of the board.

If the board's recommendations are adopted, Amtrak "will function essentially as an operating entity with Congress establishing basic structure

and financing."

Essential to Amtrak's proposed new relationship with Congress and the Executive Branch must be a general understanding that Amtrak is a "public service" rather than a "for profit" enterprise, Boyd and Jacobs stressed.

"Once this fact is recognized, and once some serious political judgments are made with respect to the nature of the service to be provided to the American public, then funding levels can be realistically established."

In the mission statement, Amtrak's board members cited their strong belief that Amtrak can make a significant contribution to the nation's transportation needs, but they emphasized that the seven-year-old quasi-public corporation faces prob-

lems and works under daily handicaps that make its future uncertain unless changes are made.

"If the present situation persists without substantial improvement, there is no reason to believe that Amtrak will survive for much longer in its present form," the board members said in their statement.

The board rejected the possibility that the intercity rail passenger system would perish completely, but added, "It is more likely that Amtrak will be 'nationalized' if it is unable to improve on existing operations.

"But there is no reason to believe that Amtrak will run better under the weight of another federal bureaucracy."

The 12-page mission statement is  
*(Continued on page 11)*

## Amtrak To Take Over Southern Crescent

Amtrak and the Southern Railway have reached agreement that Amtrak take over operation of the *Southern Crescent* beginning February 1.

The agreement is contingent on Southern's being relieved, by the Interstate Commerce Commission, of its obligation to provide the passenger service.

Final agreement came on Wednesday, December 13, when Amtrak's board of directors, at its regular monthly meeting, approved a contract with the Southern for the *Crescent's* takeover. Both companies' management teams had agreed earlier on the terms which had been worked out over months of negotiations.

The *Southern Crescent* operates daily between Washington and Atlanta, with tri-weekly service on to New Orleans.

"We recognize that the *Crescent* is an institution in the area it serves," said Amtrak President Alan S. Boyd, "and we intend to see that it remains one of America's finest long-distance

trains."

Boyd said that initial changes to the *Crescent's* operation and staffing would be minimal and that the train  
*(Continued on page 10)*



Southern Railway Photo

SR's Southern Crescent is the last overnight train to be operated by a private railroad.



# Chicago Yard Work Continues, Significant Results Highlight Year

As 1978 comes to a close, work done this past summer during Chicago's multi-million dollar yard upgrading program has produced some significant results.

What has happened in Chicago is:

- A portion of the new coach yard consisting of seven servicing tracks has been completed and is in use.

- Work is about 90 per cent complete on the diesel locomotive repair facility.

- Work has begun on construction of the car shop building.

- The old engine house—the original structure in what will now be a three structure complex—was reroofed.

Bids will soon be asked for the car washer, the wheel truing machine and for the warehouse-commissary building.

Says Ted Jordan, resident engineer on the project, "We've been pretty busy here in Chicago during the past few months and the results of our efforts are beginning to show."

## Disco To Montreal

Some 200 New Yorkers climbed aboard Amtrak's *Montrealer* in early October to "disco" their way to Montreal.

Added to the normal consist of the train were three Amcoaches, a sleeper plus an Amlounge to accommodate the dance fans.

The Amlounge was rigged with professional disco audio equipment and the all-night party was hosted by three professional disc jockeys.

Amlounge attendants were Paula Hornbaker and Larry Cullop. Accompanying the dance fans were Sherman Hill, sales representative, and Sam Johnston, district sales manager, New York.

The tour was arranged by Yvon-Maye Travel, of New York City.

The seven servicing tracks, on the east side of the yard and stretching south from Roosevelt Road, each will accommodate approximately 16 cars. As trains come into Chicago, their cars are switched to the new coach yard for cleaning and servicing. Small repairs are made on the spot, although cars with major troubles are switched to another portion of the facility.

The cars are accessible to work personnel via new concrete platforms between the tracks. These can be used by motorized vehicles.

Each platform has electrical and water cabinets providing 110 and 220 volt a.c., compressed air for testing brake systems and potable water. There are separate electrical stations for the 480 volt current used as standby power for Amfleet cars and, later, the new *Superliners*.

About all that remains to be done in this area is completion of the main north-south drive just east of the tracks. This is being held up because of city work on a local flood control program.

Work began in August on the new 140-by-320-foot car repair shop. This building will be a multi-story structure with a portion of it one story high while the rest rises three stories. Locker rooms and shower facilities for personnel, as well as offices, will be located in the elevated portion of the building, as well as the operating tower for the entire yard.

The masonry and metal building will have three through tracks, one stub track, accommodate nine cars and handle all major car repairs in Chicago. The facility will also have two drop tables for use in changing wheel sets.

The 80-by-250-foot diesel repair facility should be open for use by January. Work has been slightly delayed on this project because of a shortage of concrete in the Chicago area.

The building will have three run-through tracks in the repair section and be able to do most of the heavy repair work needed by Amtrak's diesel locomotives.

The building is served by three overhead cranes. One is rated at 35-ton capacity, the other two at 15 tons each.

The shop is also equipped with a drop table to facilitate changing of locomotive truck assemblies.

The new building is directly east of the new refueling facility, opened earlier this year.

Also, the original engine house was reroofed during this past summer. The old arch type roof was removed and replaced with one that matches that on the new structures.

At the same time, new lighting and a new heating system were installed which include heat recovery units. These, as part of the ventilation system, capture a portion of the heat from diesel exhausts and recycle it to help heat the building.

Another facet of the project is the construction of a new pollution control building. Work on this was begun in July and should be completed by the end of the year. When finished, the building will process drainage from the car and diesel shop areas as well as waste from the car washer.

Additional funding will be made available in fiscal years 1979 and 1980 for the completion of the project, targeted for June 1981.

At that time, all of Amtrak's Chicago car and diesel repair and maintenance work—for trains using the south side of Union Station—will be centered in the upgraded 12th and 16th street area.

Amtrak maintenance of way employees have constructed all of the new tracks and have made the necessary modifications to various facilities to keep the yard in operation during the reconstruction period.





*A portion of the new coach yard, stretching south of Roosevelt Road and consisting of seven tracks, has been completed and put into use.*



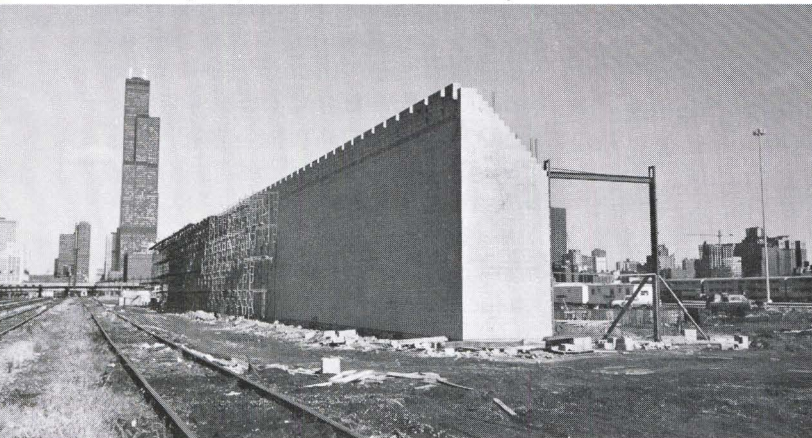
*Mobile units use concrete ramps between tracks to reach cars for servicing. Roy Simmons works on an Amfleet car.*



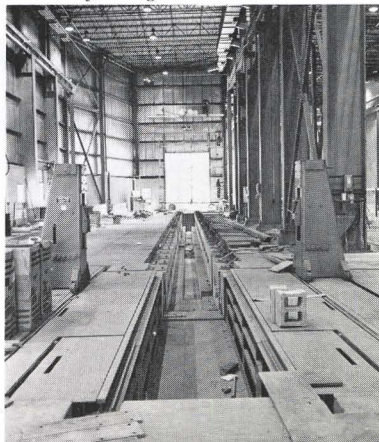
*The new diesel repair building will do most of the heavy repair work on Amtrak's diesel fleet.*



*Ted Jordan, resident engineer, checks ventilation units on reroofed engine house.*



*The car repair shop, only the west wall standing here, will accommodate nine cars and handle all major repairs in Chicago.*



*A drop table will facilitate changing of locomotive truck assemblies*



# Mickey Mouse Picks Amtrak To Celebrate 50th Birthday

Amtrak's most famous passenger in November was, without doubt, Mickey Mouse who rode the rails all the way from Los Angeles to New York to celebrate his 50th birthday.

Mickey left Los Angeles on Monday, November 13, aboard the *Southwest Limited* after a rousing party in Union Station attended by several hundred friends and media personnel.

Union Station was only a sample of what was to come because at every station along the line—including stops in the wee hours of the morning—crowds came out to see Mickey.

Because Mickey was using regular Amtrak service, the stops had to be limited to normal station time.

Crowds out west were typical of those all along the entire trip.

Some 800 persons showed up at Winslow, 2,000 at Albuquerque, over 3,000 at Las Vegas, and between 1,500 and 2,000 at both Raton and La Junta.

Over 40 showed up at Needles, at 2:05 a.m., and nearly 20 at Kingman, at 4:19 a.m.

The same held true in Kansas with nearly 600 at Garden City, 200 at Hutchinson and another 200 or so at Emporia.

The crowds crammed alongside the tracks to catch a glimpse of the famous mouse as he waved to them from the train. Where station stops were long enough—Albuquerque, Cincinnati and some others—Mickey got off the train and mingled with the people.

From Chicago, Mickey traveled aboard the *Cardinal* to Washington where welcoming ceremonies, hosted by Amtrak President Alan Boyd, were held in Union Station.

Those completed Mickey sped off to the White House for a birthday party hosted by Amy Carter and attended by her dad, President Jimmy Carter.

The following day, Mickey continued his journey to New York aboard the *Minute Man*, waving to crowds at Aberdeen, Baltimore, Philadelphia, Trenton and Newark before arrival at Pennsylvania Station.

In New York he was greeted by a fife and drum corps, the Piscataway High School band and a crowd of about 4,000 persons. Although no formal ceremony was planned, Mickey walked through the crowd shaking hands with his fans.

On arrival in Chicago, the scene resembled near chaos. Members of the press met Mickey at trackside, then accompanied him to the ceremonies in the large waiting room of Union Station. The crowd cheered and waved while media people stumbled over one another to get the best angle for just another picture.

Dorothy Collin, writing in the *Chicago Tribune*, said, "I don't believe this. Reporters and public relations men were swept along. Later the scene would begin to take on legendary qualities. It was named The Battle of Union Station."

In Chicago, at a reception in his honor, Mickey made his way through the crowd holding on to Mayor Michael Bilandic's hand. After welcoming Mickey to the city and presenting him with an "I Love You Chicago" T-shirt, the mayor led the crowd in singing "Happy Birthday." Mickey, in turn, began to dance, with the mayor quickly joining him.

Mickey rode across the country—18 states, 57 cities—in style. He occupied the *Marguerite del Oro*, the private car of West Coast Travel Agent "Tad" Findlay on the *Southwest Limited*, and car "Ten Thousand" on the *Cardinal* and the *Minute Man*. Car "Ten Thousand," it should be noted, was used by ex-President Gerald Ford during the 1976 Presidential campaign.

In picking the *Southwest Limited* for the first leg of his journey, Mickey used both good taste and tradition.

This is the train of Hollywood stars. Many have traveled on this train over the years as well as on its predecessors, the *Chief* and *Super Chief*.

Ever since 1892, when the Santa Fe put the *California Limited*, called "the King of Limiteds," into operation, there have been luxury trains between Southern California and the Midwest.

Amtrak's *Southwest Limited* remains one of America's finest trains. Its mini-cruise atmosphere, as it makes its way through the colorful southwest deserts paralleling, at times, the old Santa Fe trail, makes it a highly popular train throughout the year.

Traveling with Mickey was one of his own creators, Ward Kimball, of San Gabriel, California. Kimball joined Disney in 1934 straight out of art school. Now retired, Kimball is a rail buff of long standing and even owns a small railroad he operates on the grounds of his home. He calls it the first full-size backyard railroad museum in the country.

Kimball appeared with Mickey at all stops on the trip clad in a vintage conductor's uniform, large pocket watch in hand and an old lantern hanging from his arm.

Mickey, it might be noted, was conceived on a train traveling from New York to Los Angeles.

Walt Disney, Mickey's creator, had been in New York talking to some financial backers who wrested control from him of his first cartoon character, a rabbit named Oswald.

Disney, then 26, and with an active cartoon studio going in Hollywood, quickly needed another character to star in his productions.

(Please turn to page 6)



# Mickey's Amtrak Journey



Los Angeles/Tony Mastrangelo, station supervisor, drives Mickey to trainside.



Los Angeles/Mickey leaves town under a blaze of floodlights.



Galesburg/Crowd sings Happy Birthday to the mouse.



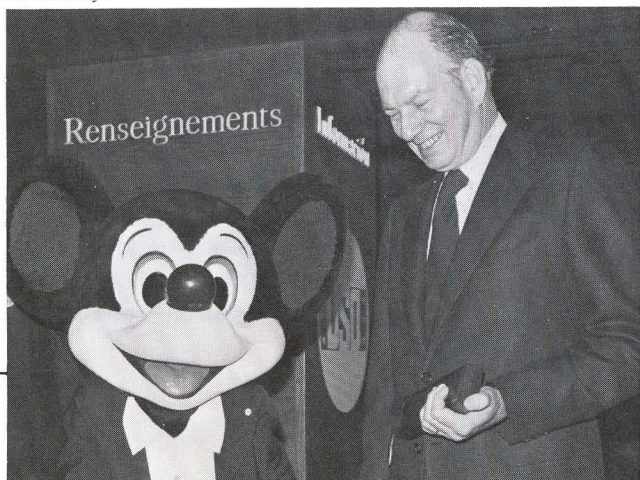
Albuquerque/Two thousand people crowd lower level as Mickey acknowledges their cheers.



Chicago/Tom Gambrel, station supervisor, left, helps Mickey through station crowd. Lou Maxberry, train manager, is directly behind Mickey.



Peru/Mickey greets his friends from rear of car "Ten Thousand."



Washington/Amtrak's President, Alan Boyd accepts a gift from Mickey on his arrival.



Disney recalled later, "Mrs. Disney and I were coming back on the train and I just had to have something. So, I had this mouse in the back of my head because a mouse is sort of a sympathetic character in spite of the fact that everybody's frightened of one."

Disney spent the return ride conjuring up a little mouse in red velvet pants and named him Mortimer. By the time the train reached Los Angeles the dream mouse had been rechristened. Walt's wife, Lillian, thought the name Mortimer was too pompous and suggested the name Mickey. A star was thus conceived.

Mickey's birthday, however, is credited to the day that *Steamboat Willie*, the first synchronized sound cartoon, opened in New York at the Colony theater on November 18, 1928.

One of Mickey's chores in 1978 was to dedicate a plaque at the ex-Colony theater, now the Broadway, where 50 years ago to the day he was "born."

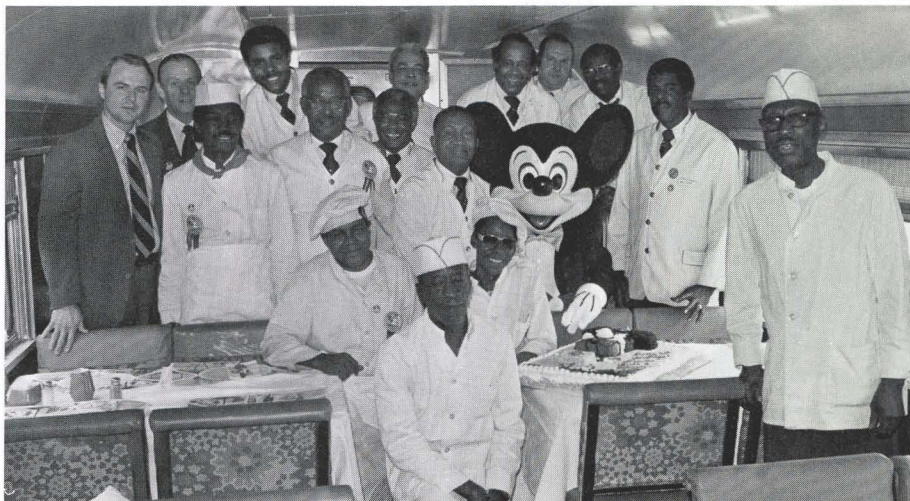
Among other major events tied in with Mickey's cross-country train trip were a special tribute to the little guy at the Chicago International Film Festival, an exhibition of Mickey Mouse memorabilia at the Library of Congress in Washington and a retrospective at the Museum of Modern Art in New York.

Winner of the "Travel With Mickey" sweepstakes that was conducted prior to the trip was a 13-year-old Altadena, California, boy, Edward Gholar, Jr., an eighth grader at Elliott School there.

Gholar was unable to accompany Mickey on the trip because of school and his dad's work schedule. He will make the Los Angeles-Chicago trip, along with three members of his family, at a later date.

Although Mickey hasn't made a movie in 25 years—he did make 118 of them—he still is the major Disney symbol.

From that first primitive cartoon evolved the present-day Disney empire with its stable of prize-winning feature cartoons, live movies, suc-



On-board service personnel meet with Mickey during the transcontinental trip. In upper picture, Southwest Limited dining car attendants and Steward Tom Ryan pose with the famous mouse. In lower, photo, the Cardinal's crew, along with John Woolridge, supervisor, get acquainted with Mickey. Also in photos is Bruce Heard, manager, on-board services, Washington.

cessful theme parks in California and Florida, television's Mickey Mouse Club, and a host of other merchandising successes.

Disney was fond of pointing out, "I hope we never lose sight of one fact . . . that this was all started by a mouse."

## Kansas City Sleepers Back On National

Amtrak restored sleeping car service on the full route of the *National Limited* on Sunday, November 12.

The sleeping cars had been running only on the New York-Indianapolis portion of the route until more cars were rebuilt to be compatible with Amfleet by Amtrak's Beech Grove shops.

Other improvements were also made in the cars, such as upholstery and painting work.

Amtrak recently began operating a

section of the *National Limited* on a daily basis from Kansas City to Washington, D.C.

## Minority Business

Roland Jones has been named manager of minority business development succeeding Susan Straus who recently was named director of affirmative action programs.

Jones reports to J. Ken Lyons, managing director, procurement.



# Cooperative Effort Results In Kirkwood Station Refurbishment

Amtrak's Kirkwood, Missouri, station was refurbished this year with money supplied by Amtrak and the city of Kirkwood's federal revenue sharing budget.

The old station's historical significance had saved it once before. When the Missouri Pacific railroad announced plans to tear down the station in the mid-1940s, Kirkwood residents protested vehemently.

The 19th century depot was remodeled instead and no one has mentioned a need for a "modern" station since.

Restoration of the station with its 18-inch thick, grey stone walls was necessary again this year. The station's 1978 facelift included repainting, refurbishing and relandscaping with \$33,000 from Amtrak and \$65,000 from Kirkwood.

Inside, the station was repainted while benches and ceiling beams were revarnished. New carpeting and quarry tiles, new light fixtures and new furniture completed the interior re-decoration.

Outside, an elevated planter was built and filled with flowers and 36 new trees were planted on the adjacent lawn.

In keeping with the old-time spirit of the 1893 station, concrete walks were replaced with brick, matching the color of the exterior brick.

C.J. Weingartner, ticket agent, has worked in the station for 20 years. Says he, "There's a nostalgia for the old-fashioned, and that means people are interested in this ancient station."

Kirkwood's birth, in 1853, was due to the construction of the Missouri Pacific, originally called the Pacific Railroad. The town was named after James P. Kirkwood, the line's chief civil engineer.

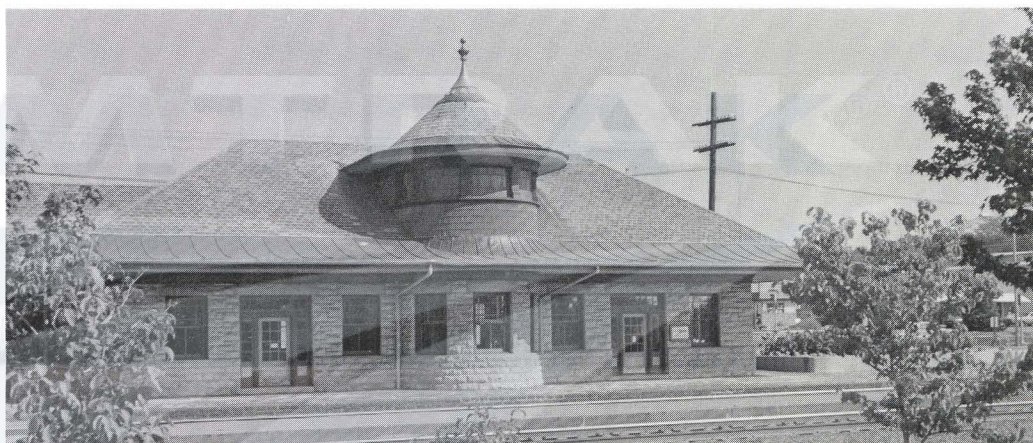
Historic documents show that the station still occupies the same three acres acquired by the Pacific Railroad in 1853 and which were the site of a

former stagecoach stop. The original building was made of wood and was replaced by the current stone structure 40 years later.

Other changes over the years included removal of a canopy on the southeast corner of the station, conversion of separate men's and women's waiting rooms into one main room, and installation of a central heating system in 1940 to replace an antique coal stove.

Commuter service linking Kirkwood with St. Louis was the Pacific Railroad's first source of income. That service reached its peak in the 1880s when the station had more than 20 trains arriving and departing daily. MoPac continued its commuter trains until the 1960s when expressways and automobiles drew away the patronage.

Today, Kirkwood is served by Amtrak's *National Limited*.



Photos From Missouri Pacific



(Above) Kirkwood's station sits on the site of a former stagecoach stop. (Left) Curtis Weingartner, ticket clerk, describes Amtrak service to potential customer. (Below) The old station was repainted inside and all benches and ceiling beams re-varnished.





# Keeping Track Of Amtrak

## Safety Statistics

Dallas-Fort Worth and Kansas City continued their injury-free record into October in the mechanical facilities category of the President's Safety Contest. This record now spans 10 months.

Other mechanical facilities that were injury-free for the month of October include Brighton Park, New Orleans, Houston, St. Louis, Minneapolis, Detroit, Jacksonville and Buffalo.

Beech Grove led the shops in October with a 7.4 safety ratio, while St. Louis led the divisions with a zero ratio, indicating an injury-free month.

For the year to date, St. Louis leads the divisions with a 2.6 ratio, Beech Grove leads the shops with a 12.5 and Dallas-Fort Worth and Kansas City lead the mechanical facilities with

their zero ratios.

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

## More Concrete Ties

Amtrak crews began laying an 8.9-mile-long concrete tie test track on the Corridor mainline near Aberdeen, Maryland, on Monday, November 13. Crews worked with the automated track-laying machine that is being used for the first time in this country on the Northeast Corridor Improvement Project.

The P-811 track laying machine, built by the Canron Rail Group, had been working since June in Rhode Island where it has laid 35.1 miles of concrete ties and 26.2 miles of continuous welded rail.

The nearly nine miles of concrete

tie track in Maryland will permit Amtrak and Federal Railroad Administration officials to observe the effect of heavy rail traffic, including freight trains, on concrete ties before beginning the 200-mile-long tie program that is planned for the southern portion of the Corridor.

Concrete ties were chosen over wooden ones for the high-speed tracks because it is believed that the greater weight of concrete ties, plus the rigid fastener and support structure of the resultant track, results in better stability and a smoother ride for passengers. In addition, the service life of concrete ties is estimated to be 50 years, about twice as long as that for wood.

## Need A Winter Coat?

All female Amtrak employees now have the opportunity to purchase an attractive winter storm coat.

Employees whose work takes them outdoors can purchase the coat at half price, with the company paying

## Dallas Station Now A Tourist Attraction

If you travel to Dallas these days, chances are you'll visit Union Terminal, whether or not you make the trip by rail.

Amtrak's station, along with the adjoining 50-story Reunion Tower and Hyatt Regency hotel, is part of Big D's newest major tourist attraction, the 53-acre Reunion complex which also includes a park complete with waterfalls and fountains. The hotel and station are connected by an underground, carpeted corridor.

Union Terminal, used by Amtrak trains serving Dallas, is a beaux arts structure built in 1914 and now listed on the National Register of Historical Places. As developed by the Woodbine Corporation, an affiliate of Hunt Investments, it is also the city's official Visitor Information Center and home of eight lively restaurants, night clubs and bars.

Dallas, which for a time was the country's largest city without rail passenger service, now is served by Am-

trak's *Lone Star* and the *Inter-American*. Amtrak's facilities in the station are in process of being refurbished.

The Visitor Information Center, operated by the Dallas Chamber of Commerce, is stocked with maps and

brochures and manned by travel counselors from 8:30 a.m. to 5 p.m., daily except Sunday. Terminal restaurants are open from 6:30 a.m. to 3 a.m. Foods range from lobster flown in daily to Texas barbecue and fresh fruit milkshakes.



Photo By: Ken Walters

Dallas Terminal's second floor is crammed with a variety of restaurants. Amtrak facilities on the lower level will be completed soon.





Joyce Costa, analyst, manuals and procedures, models the winter storm coat.

the remaining 50 per cent. All other employees can purchase the storm coat at its regular price of \$65, plus applicable sales tax.

Made of 100 per cent woven polyester, the coat is tailored in the popular double breasted model. It features set-in sleeves, slash pockets and leather-like buttons.

There is also a high-pile plush collar as well as a stitched plush pile body interior with flannel-backed satin lining in the sleeves.

The coat is rain and stain repellent, comes in navy blue and is available in even-numbered sizes from 4 through 18. Manufacturer is the Best Coat Company, Boston.

Instructions for ordering the coat have been posted in all crew bases and stations as well as with division managers. Further information, as well as actual ordering, can also be done through either Sue Gaede or Charlie Sutter, at corporate headquarters in Washington, extension 2318 or 2368.

## On-Board Attendant Feted by NARP

Charles Ford, veteran dining and sleeping car employee, was honored at the annual meeting of the board of directors of the National Association of Railroad Passengers in late October.

Ford, who attended the luncheon with his wife, Helen, received a plaque that called attention to his "42 years of service through 1978 as waiter, bartender extraordinaire, serving travelers from Mickey Mouse to Diana Ross."

The plaque continued, "Let your past be a beacon of better things to come."

Ford has been spotlighted earlier in a column by the *Chicago Tribune's* Bob Greene, who is also syndicated nationally.

Wrote Greene, "He was good at his job. He liked to serve people. It was almost an outmoded calling in the 20th century, but it is what he did. He yearned to work for the railroad

that he thought best—the Atchison, Topeka and Santa Fe—and before long he did. He was hired to be a waiter on the *Super Chief*, the queen of the Santa Fe.

"He waited tables on that train, and his superiors recognized his skill. He was promoted from waiter to valet, then to bartender. Soon he was promoted again, this time to the first-class section of the train. It was the epitome of accomplishment for a man like Ford."

Ford's wife wrote George Falcon, a NARP board member from California and the driving force behind Ford's award. Said she, "Thank you for the high honor you paid to Charles. We are extremely proud to have this beautiful plaque.

"He does love the railroad and has spent his life in excellent service. Bob Greene and you are responsible for making this big step in our lives a most glorious event."

## October On-Board Winners Picked

Winners in the on-board services recognition contest have been chosen for October.

Winners in Category I, on-board employees dealing directly with the public, are:

**Boston:** Linda Duffaney.

**New York:** Michael Zega.

**Washington:** Calvin Pierce.

**Jacksonville:** A tie between James Howard and Vincent Williams.

**Miami:** A tie between Cassandra Hewitt, James Joseph, Arthur Rembert, Milton L. Smith, Odell Townsend, Richard Walczak, Edgar Hanson and Willie Watson.

**Chicago:** Richard E. Morris.

**St. Paul:** A tie between Thomas Braddock and Robert Creighton.

**New Orleans:** John Broussard.

**Los Angeles:** A tie between William Bradley and Tollie Newsome.

**Oakland:** A tie between Michael

Amaral, Ramon Colley, Guy Hancock, John Merritt, Michael Monroe and Walter Woolf, Jr.

Winners in Category II, employees not dealing directly with the public, are:

**New York:** Eddie Evans.

**Washington:** Homer Coney.

**Jacksonville:** A tie between Harvey Gilford and Carl Green, Jr.

**Miami:** Wesley Thompson.

**Chicago:** Allen Prioleau.

**St. Paul:** William Campbell.

**New Orleans:** A tie between Louis Cotton, Anthony Thomas, James Peoples and Claude Evans.

**Los Angeles:** A tie between Frank Ruth and Herman Burton.

**Oakland:** A tie between Ulysses Harper, Milton Nelson, Cornelius McDowell, Delmar Woods, Lawrence Bishop and John E. Johnson.



## SOUTHERN CRESCENT

(Continued from page 1)

would continue to operate with Southern locomotives, cars and employees.

L. Stanley Crane, Southern's president, added, "We are pleased that the negotiations have culminated in agreement so that the *Southern Crescent* can continue to operate. The train has been our 'flagship' for many years and we have taken great pride in maintaining it as a quality train.

"While we deeply regret that a way could not be found to continue the train under Southern's auspices, Amtrak can count on our full cooperation to keep it one of America's finest long-distance trains."

Under the agreement, Southern will pay Amtrak \$6,674,812 to be divided into eight monthly installments. The payments will begin in February and continue through September 1979.

Basic operating costs to be assumed by Amtrak are similar to costing arrangements Amtrak has with other railroads that operate its trains.

Equipment requirements will be covered by a lease arrangement for locomotives and a lease-purchase program for cars required by Amtrak

## Book Review

**Amtrak Car Diagrams:** By Robert Wayner, 92 pages, 8-1/4-by-10-1/2 inches, horizontal format, soft cover, \$5.75 postpaid, available from Wayner Publications, Box 871, Ansonia Station, New York, New York 10023.

This is a book with no plot, no pictures and no lengthy narrative. It is simply a collection of seating and room diagrams of various Amtrak cars as well as broadside drawings. It is well detailed and reproduced with good quality printing.

What the book does do is give a comprehensive sample of a large

to operate the service.

Under the approved contract, Amtrak's statutory right of access for additional service on the Southern Railway—subject to ICC approval—is preserved. It also establishes a procedure for compensating Southern for such services, although no such additional service or new routes are contemplated at this time.

For the remainder of fiscal year 1979, Amtrak and the United States Department of Transportation esti-

mate the *Crescent's* operating costs will be about \$11 million, including equipment rental, local taxes and insurance.

Revenues for the same period are estimated at about \$5 million, leaving a deficit of approximately \$6 million. The Southern's contribution of nearly \$6.7 million is expected to cover the operating deficit for fiscal year 1979, which ends next September 30.

variety of cars in Amtrak's fleet from the various ones inherited from the railroads at Amtrak's inception to the latest Amfleet equipment.

Excluded are Metroliners, Turboliners and RDCs because Wayner felt they were in the motive power category rather than being cars per se.

A short history accompanies the illustrations of each particular car grouping.

On the minus side, the book does not have the cars in either numerical order or grouped in types of cars making it difficult to find a particular car.

However, despite this shortcoming, the book is a valuable addition to any railroader's library of passenger rolling stock.

Under the agreement, Southern will pay Amtrak \$6,674,812 to be divided into eight monthly installments. The payments will begin in February and continue through September 30.

The *Southern Crescent*, one of America's most historic trains, was the only overnight luxury train in the nation that was not discontinued or taken over by Amtrak when it began operations on May 1, 1971.

The train runs over a 1,154-mile route that includes intermediate stops at such cities as Charlottesville, Virginia; Greensboro and Charlotte, North Carolina; Greenville, South Carolina; Atlanta; Birmingham; and Meridian, Mississippi.

It includes a transcontinental sleeping car three days a week between New York and Los Angeles and also carries through cars between New York and New Orleans.

The Southern had petitioned the Interstate Commerce Commission last April to discontinue the train's operation. However, the ICC had ordered continued operation at least through August 4, 1979.

### Crescent, Predecessors Are Historic

Today's *Southern Crescent* is the descendant of the *Washington and Southwestern Vestibuled Limited*, inaugurated in January 1891 by the Richmond and Danville Railroad. This Washington-Atlanta train was soon nicknamed the *Vestibule* because it was the first all-year train operating in the South with vestibuled equipment.

Operation of the *Vestibule* continued after the Southern Railway Company was incorporated in 1894 by the purchasers of the R&D and when vestibules became common on other trains, its name was shortened to the *Washington and Southwestern Limited*.

The train was renamed the

*Crescent Limited* in 1925 but that name vanished from the timetable during the depression although the train continued in operation.

In 1934, it was officially discontinued but resurrected in 1938.

In 1949, the train was re-equipped with new stainless steel equipment but the post-war years, with their erosion of rail traffic to auto and air, had arrived.

In 1956, the *Crescent* and *Augusta Special* were consolidated. Then, in 1970, the *Crescent* was consolidated with the *Southerner*, renumbered as trains 1 and 2, and renamed the *Southern Crescent*.



## MISSION STATEMENT

(Continued from page 1)

the work of Boyd, who took office on June 1, and a 13-member board which has five members who began their service only this past summer. In recent months, Boyd and his fellow board members have turned their attention increasingly to what they believe are the root causes of Amtrak's failure to meet its full potential.

The board statement, and the research and discussion which went into it, has helped to focus the attention of the new Amtrak team on the basic elements of the task before it and will guide the board and Amtrak's management in future discussions with Congress and the Executive Branch.

The mission statement was presented in three parts:

1—Policy problems with recommended solutions,

2—Major obstacles to Amtrak's success, and

3—Reasons why board members believe Amtrak merits continued public support.

Among the major policy issues which the board cited as being of the "highest priority" were selection of routes, financing, control of productivity, track improvement, replacement of equipment and the entire area of Amtrak's relationships with Congress and federal agencies.

Charging that Amtrak cannot be managed rationally as long as its management is chronically unsure of each year's funding level, or even of the route system which it will be required to operate, the board asked for a new "contractual relationship with Congress."

"Under such an arrangement, the board would operate the mandated basic system for an agreed-upon grant of funds," the board proposed. It emphasized that funds approved by Congress would be based on the cost of providing a "quality product" by an "efficient management."

"This new form of contractual relationship would provide clear efficiency incentives to Amtrak and clear indications of management's performance to Congress," the board

said in its statement.

The board proposed turning to Congress for the establishment of Amtrak's "basic" system based on criteria already in law which consider social as well as cost benefits.

Amtrak should have the leeway to add service if no additional federal funds are involved or to come back to Congress if a promising new service would require additional funding. In any case, the board felt it has a responsibility to advise Congress as to the optimum basic network.

Other policy problems, which the board felt must be attacked soon, included the rail passenger company's present limited ability to control its own efficiency and productivity.

Amtrak needs more control in the operations of its trains and in negotiation of labor agreements which affect its operations, the board said.

The board also noted that "poor service is often attributable to poor track" and that although the directors understood the difficulties of funding improvements for track controlled by railroads "... such upgrading is a necessity if Amtrak is to provide effective service."

Another major policy problem, the board felt, was the need for new equipment and the question of where to get it.

"A major problem is the lack of a strong United States railroad passenger equipment supply industry. Amtrak's equipment situation would be appreciably improved if ... the government gave better support to the development of new (passenger) technology ... or if Amtrak was not constrained to buy only from an American supplier," the board said.

On the subject of commuter services, the board felt that "the provision of commuter service will degrade Amtrak's basic service." But, if the policy decision is that Amtrak shall carry commuters, the board felt that commuter costs must be covered fully and not siphon funds away from intercity passenger service.

In underlining the real partnership which exists between Amtrak and the railroads over which it operates in

most of the country, the board noted, "In many circumstances, poor service is directly traceable to the contracting railroads." The board called on the nation's railroads for a greater participation in Amtrak's development.

With all of Amtrak's problems and resultant shortcomings, the board, veterans and newly-appointed members alike, concluded that Amtrak is needed by this country and that "real and substantial public benefits accrue from the operation of Amtrak."

In its statement, the board cited several contributions Amtrak is making or could make with expanded public use. Among these were energy savings, particularly petroleum; some relief from air and highway congestion and the need for continued expansion of these modes; the factor of safety and the long-term value of a rail passenger system as a national resource on both a continuing basis and in times of national emergency.

The board cautioned, however, that "no intercity rail passenger system will ever fully capture the potential market in this country until we cure the problems of poor track, obsolete equipment, inadequate funding and the like.

"If and when funding is fixed to achieve a realistic service goal, then and only then will Amtrak be able to chart a meaningful course for the future."

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## A Bit Of Christmas Whimsy



Photo From AAR


Tw'as the night before Christmas, And down at the depot,  
Three feet of fresh snow, Were hampering people.  
Baggage was lined, On the platform with care,  
In hopes that the Limited, Would soon arrive there.  
Suddenly, an old gent, Walked in from the storm,  
With his white beard and red suit, He must have been warm.

He said, It is foggy, Rudolph has a cold in his nose,  
The highways are blocked, And the airport did close.  
Ten family plan tickets, For my elves and for me.  
The nation awaits, All my presents, you see.  
Said the agent, I'm sorry, We have Holiday peaks,  
The train that you want, Has been sold out for weeks.

I'll ride in the diner, Or even the club car,  
I've got some nice gifts, For near and for far,  
The clerk called his super, Who called operations,  
We need a nice train, To take gifts to our stations.  
They assembled a train, Within half an hour,  
But the train could not move, For there was no power.

Said Santa, I've a dark secret, But I'll give it away,  
I have a new loco, Hid away in my sleigh.  
So, off to Altoona, Topeka and Denver,  
The presents must get there, By the end of December.  
So, the story is told, Again and again,  
How Santa was grounded, And thus rode the train.

Submitted By Tom Papadeas, Author Unknown

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