

Canceled, Reduced Train Service To Be Restored By Amtrak

All trains that were cancelled or reduced in frequency during September and October because of the funding squeeze will be restored.

Amtrak's management described the details of the restoration plan in a letter sent in mid-December to all members of Congress representing districts affected by the cutbacks. The restorations are in keeping with the instructions of a Congressional conference committee that intercity train service remain substantially unchanged until Congress reviews a Department of Transportation study of Amtrak's national route system that is due March 1.

Some trains will resume operation on January 8, but others are not slated for full operation until next summer when new equipment will be available.

Also, some services cannot be restored exactly as they were operating because times of connecting trains have been changed. Amtrak will work closely with the respective states to make sure schedules are agreeable to them.

The following services are to be restored or kept at their pre-September service levels:

The Palmetto—The New York-Savannah train was reduced to four-times-per-week operation in September; was restored to daily service shortly before Thanksgiving.

The train will continue in daily service instead of reverting to quad-weekly in January.

The Champion—This service between New York and Florida, via Raleigh and Columbia, is to be restored "as soon as practicable," possibly as late as March 1. It currently is combined with the *Silver Meteor* on a route through

Charleston. An immediate shift to the Raleigh line would disrupt travel plans of large numbers of passengers.

New Haven-Springfield—This service will be restored on January 8 to pre-October levels, although minor changes will be required to maintain connections with other trains on the New York-Boston line through New Haven, including commuter trains not operated by Amtrak.

The Clamdigger—The New Haven-Providence service is to be restored

January 8 with a new schedule that is expected to attract considerably more riders.

Chicago-Milwaukee—One daily Turboliner round-trip is to be restored on January 8. This service cannot run exactly as it was operated before September because Chicago-Seattle trains through Milwaukee have been rescheduled.

San Joaquin—The San Francisco-Bakersfield train was scheduled for

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Beech Grove Funds Approved

At its December 14 meeting, Amtrak's board of directors approved funding for the third phase of a modernization program at the Beech Grove shops in Indianapolis.

The five-part/five-year modernization program, estimated to cost \$29 million, will result in a facility that can handle all present, as well as future, requirements for heavy overhaul and specialty work.

The refurbished shops will also be able to rehabilitate car components for the entire Amtrak system as well as provide a warehousing and distribution point for car components.

Phase III, estimated to cost \$6.4 million, will increase the productive capacity of the shop to handle all present overhaul programs of the passenger car fleet.

Specifically, the program provides:

- Rehabilitation and construction of 17,000 linear feet of track;
- Rehabilitation of the coal-fired boilers;
- Parking lot improvements;
- Acquisition and installation of production machinery and tools, plus environmental equipment to comply with federal and state codes; and

• Structural and other improvements to wheel, paint, coach, forge and maintenance shops, and other buildings.

When Amtrak purchased the Beech Grove shops from the bankrupt Penn Central railroad in April 1975, the physical plant was in very deteriorated condition resulting in frequent production breakdowns and higher operating costs.

A five-year construction program was planned to minimize conflict with production schedules at the shop.

Phase I, which began in fiscal year 1976, covered repairs and improvements to the power plant's heating and distribution systems, electrical transmission lines, employee facilities and the car transfer table.

Phase II, which began in fiscal year 1977, provided for purchase of new machinery and tooling for the production line and supporting shops, and for continued rehabilitation of existing facilities.

Beech Grove shops were constructed between 1907 and 1927 and were operated as a heavy car repair facility by the New York Central railroad and, after 1968, by PC.

Rensselaer Facility Dedicated, Maintenance Moved To New Building

Amtrak's new Turboliner maintenance facility at Rensselaer, New York, was dedicated on Wednesday, November 30, with a ceremony that was attended by some 150 state and local government officials, news media people and local employees.

During the ceremony, John Piet, Eastern region vice president, said that the new facility "will contribute to the reliability and comfort of the Turboliners and other equipment that Amtrak operates in New York State."

Piet pointed out that the new facility is the result of 18 months of hard work by Amtrak engineers and local contractors.

Said he, "Amtrak is dedicated to improving intercity rail service in this state and it is very gratifying to have the strong support of the state

government through its Department of Transportation."

He also contrasted the new building with the previous work environments. "Until now our Turboliners have been maintained outside, under all kinds of weather conditions. But even under these circumstances, our crews have done a tremendous job keeping the equipment running smoothly.

"That's proven by the fact that since the Turboliners began operating here in autumn 1976, they have had a 98 per cent mechanical reliability factor."

Piet continued, "This new facility will now provide our personnel with the most modern equipment, technology and working conditions they need to do their jobs well."

Also participating in the ceremony

were John Downing, executive deputy commissioner, New York State Department of Transportation; Joseph P. Mink, mayor of Rensselaer; Thomas Frey, member of the New York State Assembly; and Jim Roseman, assistant vice president/corporate mechanical officer, and Robert Lawson, assistant vice president/chief engineer, both of Amtrak, Washington.

Lawson told the group, "We're quite proud that the total design and construction management of this facility was handled 'in house' by our own engineering staff. We're also gratified the work was completed on schedule and within the budget."

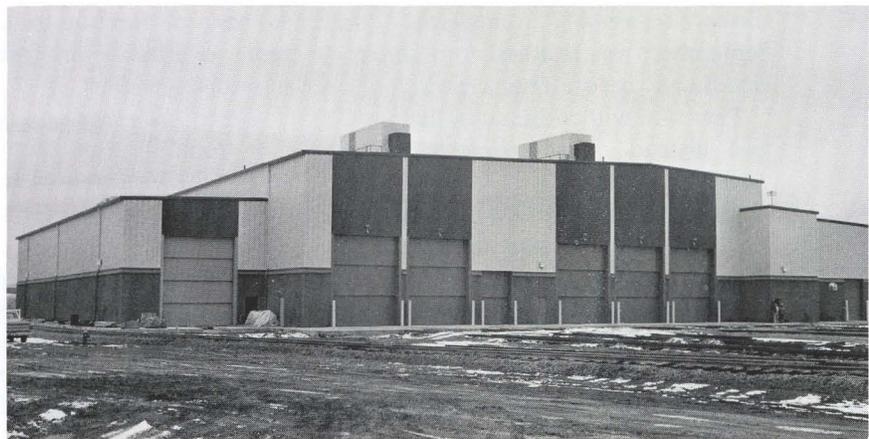
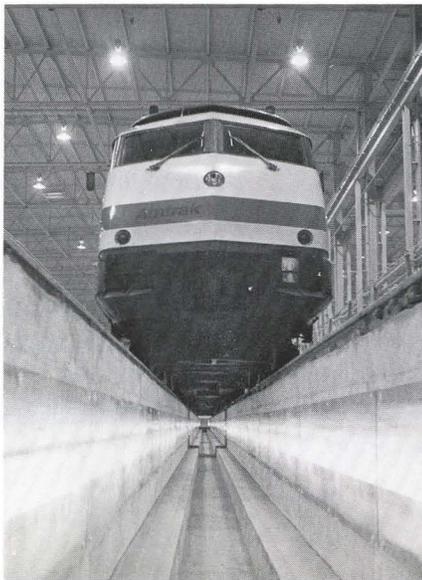
A short reception followed the ceremony featuring coffee, soft drinks, a special cake decorated with a Turboliner, and products of New



(Left) Paul Baker, superintendent of maintenance, acts as master of ceremonies at dedication. (Below) Employees applaud comments of one of the speakers.



(Right) Turboliner straddles inspection pit that allows access to train's trucks. (Far Right) Exterior of north end of building shows entry doors. Enclosed car washer is on extreme left.



York—wine and cheese—supplied by the state's Department of Agriculture.

Paul Baker, superintendent of maintenance, who was master of ceremonies, reported most of the maintenance operation was transferred inside the new facility early the following week. Later that same week, the area was hit with 12-13 inches of snow and temperatures dropped to 15-17 degrees, which along with stiff winds resulted in a wind-chill factor of minus 15-20 degrees.

"Our timing was pretty good," he admitted.

The \$15 million facility will now be the maintenance point for all Tur-

Fire Problems

Numerous underground fires were discovered in excavating for the new structure. These were left over from the days when the site was used as an ash dump for steam locomotives by the New York Central railroad.

The fires died down each winter, then reignited in the spring as the water table receded.

Before construction could begin, Amtrak had to remove over 3,000 cubic yards of burning material, as well as old concrete turntable foundations.

The land was then restored with fill and the new building begun.

boliners operating in New York State. Early in 1978, the maintenance of locomotives used in New York service will be moved from Harmon to Rensselaer.

The facility is also capable of maintaining Amfleet and other types of passenger equipment that may be added to New York State service in the future.

The facility begins operations with 135 employees. As more maintenance functions are added employment will rise to 175 in 1978.

Potentially, the facility could have as many as 350 employees over the next five years.

Amtrak Named Official Carrier For 1979 Special Olympics

Amtrak has been named the official carrier for participants and visitors to the 1979 International Special Olympic Games in Brockport, New York. The announcement was made by Amtrak and Joseph P. Kennedy, Jr. Foundation, creator and sponsor of Special Olympics for the mentally retarded, at a press conference aboard an Amcafe in Washington Union Station on Tuesday, December 13.

As the "official carrier" Amtrak has agreed to provide attractive rates for groups of 15 or more traveling on regularly scheduled Amtrak trains. Some chartered trains may also be provided for the International Games in August 1979.

Participating in the announcement were Al Michaud, Amtrak's vice president of marketing; Robert M. Montague, executive director of Special Olympics, Inc.; and a group of young Special Olympians from the Washington metropolitan area.

"We're very honored to have been chosen the official carrier for the 1979 Games," said Michaud, "and we're looking forward to serving many groups of these courageous Special Olympians over the next two years.

"I think all of us at Amtrak who come in contact with these amazing young people will be richer for the experience."

Montague remarked that for many of the young people, as well as their chaperones, the Amtrak trip to the Olympic Games will be their first train ride. "It will be exciting," he said, "as well as educational, and a highlight of their Special Olympics experience."

Amtrak's sales force will work closely with Special Olympics organizations across the country to determine the most convenient and economical travel options, including the use of other travel modes combined with rail transportation.

The 1979 International Special

Olympic Games will attract more than 3,500 participants and 1,000 coaches and chaperones from every state and over 20 countries throughout the world. About half of the state Special Olympics chapters have already indicated an interest in using Amtrak trains for all or part of their trips to and from the Games site.

The 1979 Games, which will be held on the campus of the State University of New York at Brockport, will consist of competitions in track and field, swimming, diving, gymnastics, basketball, volleyball, bowling, floor and poly hockey, wheelchair races and, for the first time in 1979, soccer.

Special Olympics was founded in 1968 by Eunice Kennedy Shriver, executive vice president of the Joseph P. Kennedy, Jr. Foundation. Since then it has grown from a single track and field event held at Soldier Field in Chicago to a network of year-round sports training programs and competitive meets in which over 750,000 mentally-retarded athletes take part throughout the world.



Two Special Olympians display a prototype departure sign for the proposed special trains.

National Operations Restructured, Seven Districts Form Three Regions

Amtrak's national operations department was restructured, effective December 1, to create seven districts within the existing three regions.

The new districts are:

Eastern Region

Empire district, headquarters in Albany-Rensselaer; Edward Morris, superintendent.

Southern district, headquarters in Miami; William Grimmer, superintendent.

Central Region

Great Lakes district, headquarters

in Chicago; Richard L. Tower, superintendent.

South Central district, headquarters in New Orleans; O.W. Brookes, superintendent.

St. Louis district, headquarters in St. Louis; Richard P. Fahey, superintendent.

Western Region

Northwest district, headquarters in Seattle; John M. Acken, superintendent.

Southwest district, headquarters in Los Angeles; James L. Cira, superintendent.

There is no change in the location of regional headquarters. They will continue in San Francisco, Chicago and Arlington, Virginia.

Robert A. Herman, vice president, national operations, said that several objectives were taken into consideration before the restructure was effected.

These included:

- To delineate more clearly responsibility and authority between management involved in day-to-day operations and those persons who are primarily involved with planning and

controlling Amtrak activities on a longer-term basis,

- To gain greater efficiency without sacrificing service by eliminating unnecessary layering and broadening individual responsibility,

- To have reporting relationships that ease the flow of technical expertise and guidance between line and staff functions, and

- To gain control of mechanical activities that most directly affect Amtrak's day-to-day activities by consolidating responsibility for locomotives and cars under regional management.

"This refinement," said Herman, "will bring national operations closer to realizing these objectives."

Herman also noted that the con-

solidated field maintenance activities will now be under the jurisdiction of the regional director-equipment maintenance and that district managers, on-board service will now report to and receive guidance from the regional director, on-board service.

Herman noted, "This new relationship between the regional directors, in both maintenance and on-board service, and their counterparts in the districts will provide an easier flow of technical guidance and ensure greater uniformity in attaining departmental objectives."

Corridor's Rathvon, Shoemaker Promoted

Jack W. Rathvon has been appointed vice president-operations of the Northeast Corridor. Succeeding him as assistant vice president-operations will be John K. Shoemaker, formerly the Corridor's director of intercity passenger operations.

Rathvon reports to Albert M. Schofield, vice president and general manager, NEC, and will be responsible for the operation of the railroad from Boston to Washington over which more than 900 passenger, commuter and freight trains are dispatched daily.

A native of Harrisburg, Rathvon began his railroad career there in 1936 in the former Pennsylvania Railroad's Enola shops. After spending much of his early career in maintenance of equipment, he became an assistant trainmaster in 1948.

He held numerous other positions with the Pennsylvania and its successor, the Penn Central. When the latter was merged into Conrail, in

1976, he continued in his latest position as chief safety officer. Rathvon then joined Amtrak in April 1976 as assistant vice president-operations.

Shoemaker is a 31-year railroad veteran, also starting with the Pennsylvania Railroad at Enola as a brakeman. He worked his way through the ranks and, in 1968, was appointed assistant superintendent-Philadelphia with responsibilities for the region's passenger train operations. He later held that position in New Haven where he assisted in moving the New Haven railroad into the Penn Central merger in 1968.

He then held numerous other managerial positions with the Penn Central prior to joining Amtrak in July 1975 as district superintendent in Washington. Several months later, he was named manager-Corridor planning and, in that capacity, assisted in the over all planning and implementation of Amtrak's acquisition of the Northeast Corridor.

Christie Named Assistant Vice President

Henry C. Christie has been named assistant vice president/chief maintenance officer, national operations, effective December 1.

Christie reports to Robert A. Herman, vice president and general manager, national operations, and will be responsible for monitoring and coordinating system car and locomotive maintenance activities to keep out-of-service time at a minimum.

He will also be accountable for the development of maintenance standards and specifications for field use.

Christie joined Amtrak in

September 1975 as manager, car planning and engineering, in the operations support department. In April 1976, he transferred to the national operations department as director of running maintenance.

Christie came to Amtrak from the Rock Island Lines where he was general superintendent of motive power after working his way up the ranks from his first job as a rail detector car operator.

A native of England, he began his railroad career there on Southern region of the British Railways.

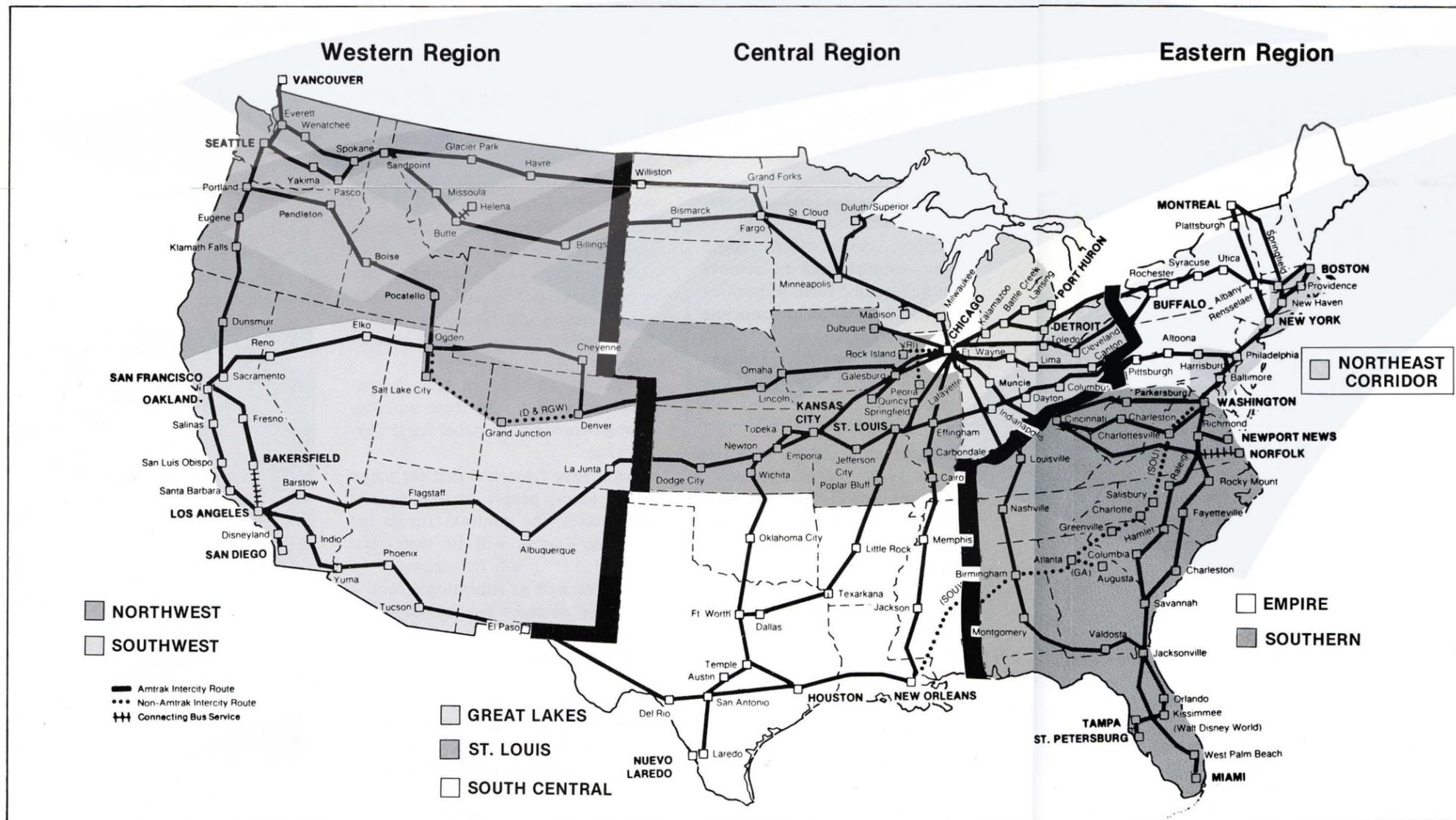


Table Service, Refurbished Sleepers Begin Operation On Panama Limited

The first table service on an Amfleet train began December 9 on the southbound *Panama Limited*.

The dining service was initiated on the train's Amdinette in conjunction with the restoration of sleeping car service on the Chicago-New Orleans route. Sleeping car and regular dining service began on the northbound *Panama*, from New Orleans, on Sunday, December 11.

Four of the eight available tables in the Amdinette are now set with linens, tableware and fresh flowers. These are attended by a specially-designated waiter during breakfast and dinner hours and diners select what they want to eat from new menus.

Signs posted in the Amdinette distinguish the waiter service section from the other booths, which continue to be used for eating food purchased at the counter or other passenger activities requiring a table.

Two dinner entrees and three breakfast meals are offered in addition to regular sandwich and snack items. Convection ovens, similar to ones used to heat Metroclub meals, will be used for most of the meals.



Photo by Mike Koch

Demonstrating the new service prior to Chicago departure are, left to right, Henry Moore, on-board service attendant; Preston Powell, on-board inspector, Chicago; Thomas P. Thomas, on-board inspector, New Orleans; and Willie Holder, Central region trainer.

All items on the new menu are available to anyone regardless of whether or not they sit in the special dining section.

"Enthusiasm and cooperation on the part of on-board service personnel in the Central region has been exceptional," says Bruce Heard, manager, on-board service, who is overseeing implementation of the upgraded service.

Heard also reported that passengers on the inaugural runs of the new service, both southbound and northbound, reacted "enthusiastically" to the table service.

If the new service proves successful in the long run, Heard noted, similar arrangements may be instituted on other long-distance Amfleet trains.

Lounge facilities are another innovation introduced to the *Panama*

Magic Kingdom Sweepstakes Open To Employees

Amtrak employees can help celebrate the Walt Disney Magic Kingdom Club's 20th Anniversary by entering a special anniversary sweepstakes being offered.

Among the 2,500 prizes which will be awarded are an expense-paid vacation for four at either Disneyland, in California, or Walt Disney World, in Florida; a seven-day Caribbean cruise aboard a Norwegian-American Lines ship; and a travel trailer built by Fleetwood.

Prizes range to shorter vacations, radios, television sets, Mickey Mouse watches, books and record sets.

Although there is an official entry blank which is available from

regional personnel officers, Amtrak employees can also enter by simply handprinting "MKC 20th Anniversary Sweepstakes" on a 3-by-5-inch piece of paper. Also included must be one's name, address and either the words "Amtrak chapter" or the chapter number, 52945.

Entries must be mailed to MKC 20th Anniversary Sweepstakes, P.O. Box 8, New York, New York 10046.

Employees may enter as often as they wish, but each entry must be mailed in a separate envelope.

Entries must be postmarked by December 31, received by January 15.

Although any employee—club member or not—can enter the

sweepstakes, membership in the club, which is free, does carry benefits.

These include special ticket books at both attractions that are not available to the general public, discount admissions at Cypress Gardens, discounts at the Disneyland hotel, in California, and at the Lake Buena Vista hotel plaza, in Florida, special travel programs and a 10 per cent discount on double-occupied rooms at over 400 participating Howard Johnson motor lodges throughout the country.

Membership in the club is available from Missie Truban, Amtrak's club director, 5th Floor, 400 N. Capitol, NW, Washington 20001.

Limited on December 9. The coach end of the train's Amdinette has been arranged in groupings of four, creating a lounge car effect. Amtrak's design group is currently working on plans to equip the four-seat groupings with small tables.

Working with Heard in implementing the *Panama's* upgraded meal service is Murl H. Bonesteel, director, on-board services, Central region. Service representatives will be riding the train during the next two months to observe how the new dining service is working out.

Sleeping cars now assigned to the train are from the fleet of 25 that are being rebuilt at Amtrak's Beech Grove heavy overhaul facility in Indianapolis to be compatible with Amfleet equipment.

At the same time, each sleeping car receives a complete interior refurbishing.

The *Panama Limited* has been without sleeping car service since Amfleet equipment was substituted

on it for conventional equipment last winter.

Other trains that have already received the converted first-class sleepers are the *Night Owl*, between Washington and Boston, and the *Cardinal*, between Washington and Chicago.

Because of the Holidays, the next issue will be dated January 15.
Happy Holidays.

Scheduled for the "Amfleet-plus" sleepers in January and February is the *Montrealer*, between Washington and Montreal.

Holiday Greetings From Baltimore

Amtrak passengers riding between Baltimore and Washington on the Northeast Corridor are being wished a happy holiday by the Baltimore division employees with a 20-foot-high Christmas tree.

The tree, donated by Mrs. Raymond Woodward of Baltimore, was erected on railroad property midway between the B&P tunnel and the south end of the station platform. A large red, white and green sign, placed in front of the tree, wishes everyone a "Merry Christmas from Amtrak."

Costs for decorations and to have

the tree trimmed were paid for by the Baltimore division employees.

An official tree lighting ceremony was held on Monday, December 12, with Mike Klima, assistant division engineer, who spearheaded the tree idea, throwing the switch.

A 30-foot-high tree will be transplanted to the site next year to become the division's permanent Christmas tree, according to George Sharp, division superintendent.

The tree is not only visible to passengers on trains but to those waiting on the platforms as well as to pedestrians on the overhead streets.

TRAIN RESTORATIONS

(Continued from page 1)

quad-weekly operation in September but the State of California agreed to fund the remaining three days of operation each week. Therefore, the service is still operating daily. Amtrak will resume full funding of the operation on a date agreeable to both Amtrak and California.

The Inter-American—Amtrak now plans another season of experimental daily service on this line between St. Louis and Laredo, from approximately Memorial Day through Labor Day.

Empire Builder-North Coast Hiawatha—Service changes on these two trains were not made solely for budgetary reasons. Amtrak no longer has sufficient conventional steam-heated equipment that is reliable enough to operate daily in the severe winter conditions along these northern routes.

Amtrak's intention is to offer daily service when new equipment is available, hopefully by summer. A work

stoppage at Pullman-Standard, builder of the new cars, makes it impossible to predict when the new bi-level, Superliner equipment will be available.

Amtrak may operate some trains on these two routes with older equipment at least through the first part of the summer season.

Service through Butte, Montana—Although a rerouting of the *North Coast Hiawatha* through Helena, Montana, has been under study, Amtrak now intends to defer any conclusion on moving service from Butte to Helena until the Department of Transportation completes its study of Amtrak's system.

Service through Dayton—Amtrak will continue to operate the *National Limited* through Dayton, Ohio, and Richmond, Indiana, until the completion of the Department of Transportation study.

Train service had been reduced because of the fiscal squeeze. Amtrak needed \$545 million to maintain the national system as operated during

summer months. Actual appropriation for fiscal year 1978 was \$488.5, a shortfall of \$56.5 million. Congress recently completed action on a supplemental appropriation of \$18 million to keep services operating at the pre-September level until it could review the upcoming Department of Transportation study.

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