

Bargain Excursion Fares Offered For Off Season Travel

Amtrak is offering bargain fares on 21 routes beginning January 31, with savings up to 46 per cent off regular fares. Still other excursion fares go into effect February 10.

The excursion fares, most of which apply only to round-trip coach travel, are intended to boost ridership during the late winter and spring months, usually a light travel period.

Some of the fares are new while others are extensions of fares already in effect, or reinstatements of fares which expired last November. Most of the discounted fares are not offered during holiday periods such as the Washington's Birthday or Easter weekends.

Amtrak stresses that many of the excursion and special fares contain restrictions on dates and conditions of travel and that trip planners should check with an Amtrak travel or reservation agent on which of the new fares best meets their travel needs.

Following is a route-by-route description of each type of fare. Unless noted otherwise, the excursion fares expire on May 25.

Lake Shore Limited — Passengers traveling round-trip between Boston/New York and Chicago, or between several other long-distance city-pairs, can ride for only \$5 more than the one-way fare. The round trip must be completed within seven days of the date of first travel and the discount does not apply between March 18-26. For passengers traveling the farthest distances, the discount adds up to a savings of 46 per cent.

Lake Shore passengers may also qualify for Night Owl fares, which are round-trip coach fares for selected cities served during the "wee hours" of the night. Night Owl

tickets are 33 per cent off regular round-trip coach fares and may be used within 32 days of the first travel date. Night Owl fares will not apply from February 17-20 or March 18-26.

Broadway Limited and National Limited — Passengers on both routes may take advantage of a seven-day round-trip coach excursion fare for only \$5 more than the one-way fare. The excursion fare applies between end point cities, and stations from

Harrisburg through Pittsburgh to all other stations on both routes. Harrisburg fares apply to points west only.

Silver Meteor, Silver Star and Palmetto — Round-trip coach excursion fares already in effect for New York-Florida and Baltimore/Washington-Florida passengers will remain in effect until October 29. Passengers from New York to any Florida destination pay only \$109 for a round-trip coach ticket, while pas-

Garelick Named Executive Vice President

Martin Garelick, vice president of operations for the Milwaukee Road, has been appointed to the new position of Amtrak's executive vice president and chief operating officer, effective February 1.

Garelick, 53, will report directly to Amtrak President Paul H. Reistrup and will coordinate the activities of four major departments: the Northeast Corridor, national operations, marketing and operations support. He will also be responsible for the company's mechanical, engineering, police and security, and safety functions.

Said Reistrup, "We are delighted to have a man of Marty Garelick's broad experience and capabilities join the Amtrak staff.

"His joining Amtrak enables us to bring our marketing department, plus all of the company's major operating elements under one person, a break

with traditional railroad organizational structures."

Reistrup stressed, "Our aim in this coordination is to bring improved service to our passengers."

Except for a two-year period as general manager of the Des Moines Union Railway, Garelick has been with the Milwaukee Road since 1947, where he started with the line's engineering department after graduation from college.

Garelick subsequently rose through the operating ranks as trainmaster, superintendent at various locations, assistant general manager at Seattle, assistant vice president of marketing development and pricing, vice president of transportation and, finally in May 1976, vice president of operations.

Garelick was born in Rochester, New York, and was graduated from Purdue University in 1947 with a bachelor of science degree in civil engineering. He has also attended management training courses at Northwestern University, University of Salt Lake City, Harvard and the University of Wisconsin.



Martin Garelick

sengers from Baltimore and Washington pay only \$99. Discount tickets do not apply during several peak travel periods. Agents have the specific dates.

The New York-Florida excursion fare is being cut even further, to \$87, or \$1 over one-way, on Mondays, Tuesdays and Wednesdays only from February 10 through June 15.

New Florida "inter-route" excursion fares, designed to encourage travel to Florida by passengers from other Amtrak routes, became effective on January 31. Passengers from New England states may connect with Florida trains in New York and pay only \$129 for a round-trip coach ticket from their origin city to any Florida destination.

The \$129 fare also applies to passengers originating at stations from Columbus, Ohio through Terre Haute, Indiana, on the *Naitonal Limited* route; from Canton, Ohio, on the *Broadway Limited* route; from Muncie, Indiana, on the *Cardinal* route; and from Erie, Pennsylvania, on the *Lake Shore Limited* route.

Florida-bound travelers from Amtrak routes in Pennsylvania (west of Philadelphia), Maryland, West Virginia and Kentucky are now able to purchase excursion tickets for \$119. Ohio cities served by the *Shenandoah* also qualify for the \$119 fare. This, fare include passengers from the *National or Broadway Limiteds* connecting with Florida

trains in Philadelphia or Washington, or those from the *Shenandoah, Cardinal* or *Blue Ridge* connecting in Washington.

Connecting passengers from any city in Virginia can purchase the inter-route tickets for \$99.

Inter-route excursion tickets are being offered through October 29, with certain exceptions, details of which are available from Amtrak ticket and travel agents.

Within Florida itself, Amtrak will have available a special intra-state, 17-day excursion fare of \$5 over regular one-way fares from February 10 through June 15.

Passengers on the *Silver Meteor, Silver Star or Palmetto* traveling between Savannah and New York, Trenton, Baltimore, Washington and Richmond can also save on round-trip coach tickets. The 30-day excursion fares, in effect February 10 through May 25, vary in savings and the tickets will not be honored February 17-20 or March 18-26.

More service will also be available to and from Florida, beginning February 26, with the reinstatement of the *Champion*, linking New York with Tampa and St. Petersburg.

Floridian—A special one-way \$60 coach fare, currently in effect between Chicago and Florida, will be extended for only \$5 more to cities on the connecting Detroit-Chicago, Minneapolis-Chicago and Cleveland-Chicago lines, between February 10

and October 29. A person from Minneapolis can thus travel to Miami for \$65.

Montrealer — Amtrak now offers a 25 per cent discount on coach round-trips between Montreal and stations from New York through Washington. The excursion does not apply to travel beginning on Fridays or Sundays and the fare is being extended indefinitely.

Effective April 1 through May 25, *Montrealer* passengers between Montreal and stations south of Philadelphia through Washington will be able to ride round-trip in coach for \$5 more than the one-way fare. Travel must be completed within four days of the first travel date. By the time this fare goes into effect, the *Montrealer* should be operating with Amfleet equipment plus rebuilt sleeping cars.

Adirondack — Beginning January 31, Amtrak is offering a new "custom class" on the *Adirondack*. The new service will cost \$3, in addition to basic coach fare between any two points on the route, and will guarantee the passenger a seat in the Turbo-club. First-class club service, with at-your-seat food and beverage service, will not be offered. Custom class offers a passenger the convenience of a guaranteed seat on an otherwise unreserved train, plus the extra comfort of the roomier Turbo-club seats.

The *Adirondack* already offers two excursion fares: a 30-day round-trip excursion between any two stations for 25 per cent less than the regular round trip fare; and a three-day round-trip excursion for \$33.50, which can be used between the end point cities and any other two stations for which the excursion fare offers a saving. Custom class may be purchased in conjunction with the 30-day excursion.

Blue Water Limited — A new round-trip off-peak coach excursion fare for travel between any points on the Chicago-Port Huron route began January 31. The excursion fare offers a saving of 25 per cent off the regular round-trip coach fare. It can be used by passengers boarding trains that are

U.S.A. Rail Pass Goes On Sale

Amtrak's unlimited travel U.S.A. Rail Pass goes on sale between February 10 and May 15 at prices that make it one of the best travel bargains in the United States.

Cost of the 14-day U.S.A. Rail Pass drops from \$185 to \$159, the 21-day pass from \$250 to \$215 and the 30-day pass from \$295 to \$255.

Children under 12 pay approximately one half the new adult

rate.

The sale-priced passes will include those purchased both in North America and overseas, and are good for unlimited coach travel on any non-Metroliner train throughout the 28,000 miles of Amtrak's and Southern Railway's systems.

Passes can be purchased at any Amtrak station or ticket office or through Amtrak-authorized travel agents.

scheduled to depart during off-peak periods. "Peak" periods are defined as 11 a.m. to midnight on Fridays and Sundays. Excursion fare tickets must be used within 30 days in addition to the date of sale.

"Custom class" was also introduced on the *Blue Water* on January 31. For \$3 plus one-way coach fare, a passenger can reserve a seat in the Turboclub.

Empire Service — The three-day round-trip coach excursion fare, already in effect between Albany and Buffalo, will be extended to include travel between Albany and Detroit. Round-trip excursion is \$3 more than the one-way fare.

The 30-day round-trip excursion fare, currently in effect between Albany and Buffalo, will be extended to include Detroit. Peak restrictions now in effect for excursion fares to Detroit will be lifted, and the ticket may be used any day of the week. The 30-day excursion ticket saves passengers 25 per cent off regular round-trip coach fare. Excursion tickets will not be honored February 17-20 and March 18-26.

Chicago-St. Louis — A 25 per cent discount on regular round-trip coach tickets will be offered between all points on the Chicago-St. Louis route. The discount will be offered in connection with a newspaper ad campaign between January 31 and February 28. Passengers must present copies of special newspaper or flyer coupons to qualify for the discount.

Los Angeles-San Diego — A 20 per cent discount for round-trip coach travel Monday-through-Thursday between the two cities is being offered for the first time beginning January 31. Passengers must present a newspaper or flyer coupon to qualify for the discount through February 28. Round-trip excursion tickets on this line must be used within 29 days in addition to the date of purchase. Discounts will not apply for travel on February 20 and March 27.

North Coast Hiawatha and Empire Builder — Both Chicago-Seattle routes are offering a 30-day round-trip coach excursion fare at 25 per

Special Corridor Fares To May 15

Prices for round-trip excursions in the Northeast Corridor drop substantially between February 10 and May 15 as part of the off-season rail bargain package being offered by Amtrak.

One example is an unrestricted \$40 round-trip coach excursion between Boston/Providence and Baltimore/Washington. The round trip must be completed within 17 days but there are no restrictions on days of travel. The new fare replaces a \$50 fare which had a 35-day time limit.

Other new 17-day coach excur-

sion fares also become effective the same day between most other cities in the Corridor. These are "off peak" fares which are not available between 11 a.m. and midnight on Fridays and Sundays, or on February 20 and March 27.

The new fares drop the price of a Boston-New York round trip from \$26 to \$20 and a Boston-Philadelphia round trip from \$36 to \$30. Comparable savings apply between other cities.

The excursion fares are good on all Amfleet trains but not on Metroliners.

cent less than the regular fare. Excursion tickets may be purchased between any two stations on the route but they will not be sold for February 17-20 and March 18-26.

Night Owl fares are also available on both the *North Coast Hiawatha* and the *Empire Builder*.

The Cardinal — Sleeping car passengers traveling from Washington to any station between it and Cincinnati will be eligible for bargain rates from January 31 through April 29. The 25 per cent discount applies to the total round-trip fare, including accommodations charges, but will not apply March 18-26.

Night Owl fares are also available for selected cities on the Washington-Cincinnati-Chicago line.

Panama Limited — Amtrak will renew the round-trip coach excursion fare on this train. The excursion fare is \$64, or \$10 over the one-way coach fare between end points. It can also be used between any two cities, if the fare is less than the regular round-trip fare. To qualify for the excursion rate, passengers must complete their trips within five days of the first date of travel.

Night Owl Fares — Night Owl excursion fares, with a 33 per cent discount off regular round-trip coach fares, are also available on the following routes: the *Floridian*, the

Inter-American, the *Lone Star*, the *San Francisco Zephyr*, the *Southwest Limited*, the *Sunset Limited*, the *Coast Starlight*, and the *Pioneer*.

For every type of excursion ticket, children under 12 may ride for half of the adult excursion fare. All excursion tickets must be purchased from an Amtrak ticket agent or travel agent before boarding the train.

Troop Train Special

What probably was the first military train since the Korean War moved over 700 soldiers from Fort Jackson, South Carolina, to New York City just before Christmas. The all Amfleet train consisted of seven Amcoaches, two Amcafes and a baggage car.

Stops were made enroute to allow the men to make connections to other Amtrak trains.

The Fort Jackson Special returned to Columbia on January 5.

Buses moved the men between camp and the rail station. Arrangements for the troop movement were made by Earl Eargle, senior sales representative for South Carolina, who with Don Mouzon, lead ticket clerk at Columbia, personally ticketed the 700 military passengers.

Weather, Snow Create Problems, Floridian Frozen In Indiana

Record snow falls combined with bitterly cold temperatures and high winds in late January to turn much of the Midwest into a series of frozen-in and isolated communities.

The initial heavy snow of January 25, plus drifting over the next several days, forced Amtrak to annul and terminate many trains. Few operated out of Chicago to the East or South for several days, and trains like the *National Limited*, *Broadway Limited* and *Cardinal* operated over only a portion of their routes.

Most dramatic example of the impact of the blizzard on Amtrak passengers occurred to those traveling on the *Floridian* that left Chicago on January 25.

The southbound train ran into extremely heavy snow drifts in Roachdale, a small community south of Indianapolis. Drifts were so deep and winds so fierce that the train was completely snowed in. Passengers spent over 30 hours on board, the last several without heat when the

locomotive boilers ran out of water. It could not be refilled because the train was inaccessible to outside help because of the heavy snow.

A Louisville and Nashville freight locomotive, with 15 volunteers from the nearby town of Bainbridge aboard, was able to get close enough to the *Floridian's* lead diesel unit so the "Bainbridge Brigade" could shovel a tunnel through the drift to the *Floridian* locomotive's nose.

Passengers then walked through the *Floridian's* two locomotives and the snow tunnel to the L&N locomotive to be ferried to Bainbridge where they were fed and housed in a local church.

Residents of the town took the passengers into their homes the following day and hosted them until Amtrak was able to secure motel space on Saturday in Indianapolis.

For those who would fly, the three-day ordeal ended on Sunday when Amtrak arranged to have them flown south to their destinations.

In another case, some passengers that left Florida on Wednesday, January 25, on the northbound *Floridian*, were unable to proceed any further than Lafayette, Indiana, where they were stranded as transportation there ground to a halt. With no local hotel space available and access to hotels further away impossible over the snow-packed roads, the passengers just stayed aboard the train which was well stocked with food and had adequate power and heat.

Eight-foot-high drifts, some one thousand feet long, were reported over the railroad tracks and highways, so passengers accepted their lot and just settled down for an extended wait on board the equipment.

By Saturday, Lafayette's road condition improved enough to allow Amtrak to move the passengers to a Lafayette hotel where they enjoyed the luxury of beds for the first time in four days.

On Sunday, two charter flights flew the passengers out of Lafayette.

Florida Ticket Seller Raises Arabian Horses

When Kathy Teitrick isn't selling tickets at Amtrak's Winter Haven, Florida, station, she can usually be found on Greenland Farms, her 25-acre ranch in Lakeland, tending to an unusual family-owned business: raising and breeding Arabian horses.

Teitrick said when she and her husband, David, an engineer for Seaboard Coast Line, moved to central Florida in 1974, they acquired a pair of purebred Arabian horses for family recreation purposes. The hobby turned into a business venture three years ago, and the population of the Teitrick stable now has increased to 11 horses. Caring for nine mares and two stallions has become a family endeavor, and the work has made proficient stable hands of the Teitrick's three children.

In February, the Teitricks expect to see the fruits of their first efforts to

breed the horses.

"The colts we're expecting will be the first ones to be bred and foaled at Greenland Farms," Teitrick said.

In addition to breeding and selling the horses, the Teitricks also enjoy showing them. They are charter members and active participants in the Florida Arabian Horse Association, and they also belong to the International Arabian Horse Association headquartered in California.

Kathy Teitrick, Amtrak ticket seller and Arabian horse breeder.



Canine Star, Stowaway Take To The Rails

Although Amtrak officially has a "no pets" policy, except for seeing eye dogs accompanying blind persons, two canine riders did manage to travel Amtrak recently.

The first was Sandy, the mixed-breed dog that is one of the stars of Broadway's hit musical, *Annie*.

He accompanied the cast of 55 when they came to Washington in late December to entertain at the White House.

The group left Penn Station aboard the 10 a.m. *Bankers*, occupying an Amfleet coach. They returned to New York aboard a Metroliner that evening.

Two 45-minute performances were held in the East Room of the White House. Several scenes from *Annie* were presented and Christmas carols sung.

President Carter personally introduced each presentation and then hosted a buffet dinner.

Arrangements with the White House were made through Amtrak's government affairs department and escorting the group was Bill Keim, manager of sales for New Jersey.

When asked his opinion of Amtrak service, Sandy simply said, "Arf."

The other four-footed rider was Hutch, a stowaway Labrador retriever that ran away from his home in New Berlin, Illinois, about eight miles from Springfield.

Hutch's owner told newspaper reporters that his dog was "fancy free" and roamed the local countryside at will.

He said, "Hutch usually runs away for two or three days at a time but he always comes home."

The last time he disappeared, he didn't come home and the family suspected he might have been dog-napped.

What did happen was that Hutch made his way to Springfield — obviously lured by Amtrak ads — where he leaped aboard the *Inter-American* as it left for Chicago.

A passenger who saw the dog board the train interceded with the conductor when he tried to evict Hutch at Bloomington, the first stop. The passenger tended to Hutch and then turned him over to the Anti-Cruelty Society when they reached



Reed Clayton, who plays Daddy Warbucks; Andrea McArdel, Little Orphan Annie; and Sandy get ready for their trip on the Bankers to Washington, where the cast of Annie entertained at the White House. The group of 55 returned to New York later in the day via Metroliner.

Chicago's Union Station.

The group housed the dog for a few days and then two employees took Hutch back to Springfield where his photograph and the story of his ride appeared in the local newspaper.

Some people from New Berlin saw the picture and informed the family which quickly claimed the dog.

Hutch's comment on the entire affair was that the auto trip back to Springfield was "all right," but he enjoyed the train ride more.

Amtrak Appoints

Alan H. Gellis has been appointed **Counsel for the Northeast Corridor Improvement Project**.

He previously had been with the Boeing Company for 15 years, the last eight as senior attorney at its Vertol plant in Philadelphia handling international, administrative and corporate law.

Gellis holds a bachelors degree in mechanical engineering from Massachusetts Institute of Technology and a law degree from Harvard.

He is a member of the bar of Pennsylvania and Washington State and a practitioner before the U.S. Supreme Court. He also is a member of the American Bar Asso-

ciation.

Richard P. Orman has been named **Manager-Research and Administration for the Northeast Corridor**. He reports to the assistant vice president-labor relations and personnel and will be headquartered in Philadelphia.

Orman started his railroad career in 1955 with the former Pennsylvania Railroad and has worked in labor relations and personnel work since 1965. Prior to joining Amtrak, he was supervisor-labor relations for Conrail.

He is originally from Indianapolis and attended Butler University and the University of Pennsylvania.

Crossing Dangers

Enclosed with their 1978 license renewal applications, residents of Virginia received a sharp reminder warning them of dangers present at railroad crossings. The card points out the extremely long distances that trains need to stop and offers advice on safe practices to be used at crossings.

Keeping Track

Restore Post Road Line

Construction of a new rail line between Post Road and Rensselaer, New York, was approved by Amtrak's board of directors at its January 25 meeting.

The 12.6-mile track, of the former Boston & Albany passenger mainline, was abandoned in 1972 by the Penn Central railroad. It is part of the traditional Boston-Chicago rail passenger line.

Congress earmarked \$4.1 million of Amtrak's capital funds for restoration of the track and Amtrak management recommend that the project be approved subject to the route's inclusion in the basic national rail passenger system. The special Department of Transportation report on the nation's future rail passenger needs is due for completion and submission to Congress by March 1.

Amtrak's *Lake Shore Limited*, the only train now using the Boston-Springfield-Albany line, at present must undergo a back-up movement

that requires 45 minutes. Restoration of the Post Road connection will reduce operating time to approximately 13 minutes, thus shortening the train's schedule by 32 minutes.

Work includes grading and brush removal; acquisition of materials such as rail, tie plates, ballast and ties; and laying track over the entire restored line.

Functions Reassigned

Former administration department functions at Amtrak have been reassigned as of mid-January.

Operations support department has assumed responsibility for general office services, forms control, graphics and the consolidation of the word processing function.

Labor relations and personnel department has taken over the pass bureau, travel office, corporate medical department, PAR administration and employee relations.

The police and security function now reports to the new executive vice president and chief operating officer.

Safety Winners Named

Winners of the President's Safety Contest for 1977 were the Piedmont district, the Central region and Rensselaer's maintenance facility.

Piedmont ended the year with a 1.7 injury ratio, Central with a 6.1 ratio and Rensselaer with a 6.0.

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

For the month of December, Piedmont, Twin Cities and Bay districts tied with no injuries and a resultant zero ratio. Central took the month's honors in the regional category with a 5.3 ratio and Brighton Park followed the district winners lead with no injuries and a zero ratio in the shop group.

The December figures were added into the total for the first 11 months to determine the winners for the year.

Says Joe Bonelli, Amtrak's director of safety, "Hard work is what did it for the winners. It's just like the Super Bowl. The Cowboys weren't just handed their crown, they had to go out and earn it."

Presentation of awards will be made in the near future.

Bonelli notes, "It's not easy being

Lake Shore Limited Equipment To Be Electrified

A conversion program to reequip 59 cars and nine locomotives to all-electric heating and air conditioning was approved by Amtrak's board of directors at its January 25 meeting.

Amtrak plans to use the equipment on the *Lake Shore Limited* between Chicago and Boston/New York.

The \$11.9 million program will be subject to availability of funds since it is not currently included in Amtrak's capital budget allocation for fiscal year 1978.

The upgraded locomotives will be four-axle F40PHRs, similar to those already in Amtrak service, which will be converted from the six-axle SDP40Fs. A similar program is already in progress to provide motive power for the new Superliners.

Passenger cars to be rebuilt will be

selected from those already designated for retention after completion of the Superliner order. The conversion work will be performed along with a heavy overhaul of the cars at Amtrak's Beech Grove shops.

The passenger car conversion work will consist of removing the steam heat system and the old axle-driven electric generators plus associated equipment, and then replacing them all with all-electric heating and air conditioning systems that will be powered by generators in the locomotive.

In addition, new kitchens will be installed in the dining cars, using refrigerator, oven and storage units of the type already being built into the Superliners.

Last winter proved that Amtrak's

new all-electric equipment was able to cope far better with the severely cold weather than the old steam-heated cars. The conversion program also means that steam-heated cars and locomotives will be removed from a northern route that is particularly susceptible to cold weather.

The conversion program includes nine locomotives, five baggage cars, four baggage/dormitory cars, six lounge cars, five diners, eight sleeping cars, four Slumbercoaches and 27 coaches.

Completion of the first train set of 13 cars, with spares, is expected about 41 weeks after the start of the program. The entire project, including work on all four train sets, should be completed about one year after the program's inception.



Darrell Trapp, of Yankee Holidays travel agency, picks the winner of an Amtrak Laurentian vacation promotion cosponsored by the city of Montreal and the Canadian government. Winner, from 2,000 entrants, was Deannie Moore, Lancaster, Pennsylvania. Helping are, left to right, Mary Murray, tour desk agent, Penn Station; F. Paul Weiss, Eastern region sales manager; Trapp; Pat Lopinski, supervisor, reservations office; and Ken Karchinski, manager, CRO, New York.

a winner in our contest. Everyone has to get involved and make sure he or she and their fellow employees follow the rules, engage in safe work practices and keep from getting hurt."

Turboliner Meals

Complimentary meal service is now being provided first class passengers on Turboliners operating between New York, Syracuse, Rochester and Buffalo.

The new service, which includes an entree, vegetables, salad and a non-alcoholic beverage, is now available without cost to Turboclub passengers on the *Salt City Express* between New York and Syracuse and on the *Empire State Express* between New York and Buffalo.

Menus, which will change monthly, at present include, as entrees, beef with Burgundy sauce, egg noodles and sweet peppers, breast of chicken or a club salad. The meals are available for lunch or dinner.

Breakfast entrees include a chive omelet and Canadian bacon, or pancakes with smoked sausage, along with chilled orange juice and coffee, tea or milk.

The complimentary meal program is an experiment to introduce New

York State passengers to the premium club car service.

Calendar Stardom

Amtrak is prominent on the June page of the Bay Area (California) Girl Scout calendar, a first-time-ever, locally-produced calendar that features sketches of scouts from the five counties of San Francisco, San Mateo, Marin, Contra Costa and Alameda.

The calendar measures 17 by 11 inches overall, the top half of each month consisting of the pen-and-ink drawing of girls busy in scouting activities.

The June art work consists of a montage, one facet which shows girl scouts getting off an Amtrak train, with the Amtrak logo much in evidence.

The calendars can be purchased by mail for \$1.25 each, including postage, from the Bay Area Girl Scout Council, 670 McCormick Street, San Leandro, California 94577.

Lone Star Wedding

The marriage of Mr. and Mrs. William G. Kitchen, Oklahoma City,

got off on the right track on December 6, because they were married aboard a lounge car on Amtrak's *Lone Star* somewhere between Oklahoma City and Guthrie.

Kitchen, an admitted rail buff, got the idea to be married aboard a train some time back but his future bride, the former Elayne Bashara, didn't take to the idea originally. However, after much discussion they decided it might be an interesting change from a traditional church wedding.

A wedding party accompanied the couple to Guthrie, where they and the minister, Reverend Bonner Teeter, got off. The couple continued to Chicago for their honeymoon.

Amtrak supplied a wedding cake, champagne and rice to be thrown at the bride and groom. All lounge tables were covered with linen for the ceremony and topped with flowers.

Insurance Reassignment

In keeping with its affirmative action policy, Amtrak asked for a reinsurance contract between Connecticut General, policyholders of Amtrak's management life insurance plan, and North Carolina Mutual Life Insurance Company, a minority business firm based in Durham, North Carolina.

An agreement was reached between the two and 10 per cent of Amtrak's total life insurance was reinsured to the minority firm starting January 1.

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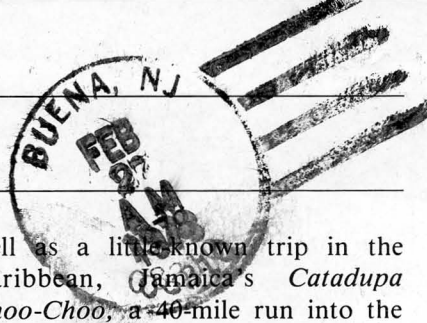
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Book Reviews



\$5.78, Available from Maryland Historical Press, 9205 Tuckerman St., Lanham, Maryland 20801.

Fodor's Railways of the World: Varied authors, Foreword by Paul Theroux; Consultant Editor, Rogers E.M. Whitaker; 374 pages, 6 3/4 by 10 inches, soft cover, \$9.95, Published by David McKay Co., Inc.

The book opens with essays by Theroux and Whitaker on the pleasures of train travel. The rest of the book then describes train travel in the countries of the world.

In the United States section, the authors tell the history of Amtrak, detail various routes, and also describe the non-Amtrak passenger roads, Auto-Train and commuter train travel. Also mentioned are last year's Freedom Train and the various steam tourist operations around the country.

The Canadian section describes the routes of the *Canadian* and the *Super Continental*, Canada's prime cross-country trains.

Mexico is covered thoroughly as

well as a little-known trip in the Caribbean, Jamaica's *Catadupa Choo-Choo*, a 40-mile run into the colorful countryside, as well as regular service between Montego Bay and Kingston.

Western Europe is covered from Austria to Switzerland, and Eastern Europe from Albania to Yugoslavia, with a good description of equipment, routes and name trains.

Other chapters deal with the Middle East, South and Southeast Asia, Eastern Asia, Africa and South America.

The book is a valuable guide to those contemplating train travel abroad, as well as a vehicle for the armchair traveler who wants to ride the rails around the world.

The Architecture and Engineering of Amtrak's Washington-New York Corridor, A Pictorial History: By Earl P. Williams, Jr., 50 pages, 8-1/2 by 11, horizontal format, soft cover,


Williams' task is to explain Amtrak's line from Washington to New York but the subject is too vast for just 50 pages.

He begins at Union Station — or more properly the Visitor Center — and describes the major points on the line in pictures and short text. He shows pictures of a Metroliner, GG1, tells about the electrification, and has photos of the various Baltimore tunnels and the three major river bridges (Gunpowder, Bush and Susquehanna) that the trains pass over.

He also shows the Hudson river tunnels, Hell Gate bridge, and then ends his volume with the Pelham drawbridge in the Bronx.

Missing, for example, are maps that show exactly where all the tunnels are located and pictures of the major stations enroute.

But, for someone who wants a quick overview of what the Northeast Corridor is, this book does provide a savory sample.



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