

## Paul H. Reistrup, ICG Senior Executive, Elected to Head Amtrak

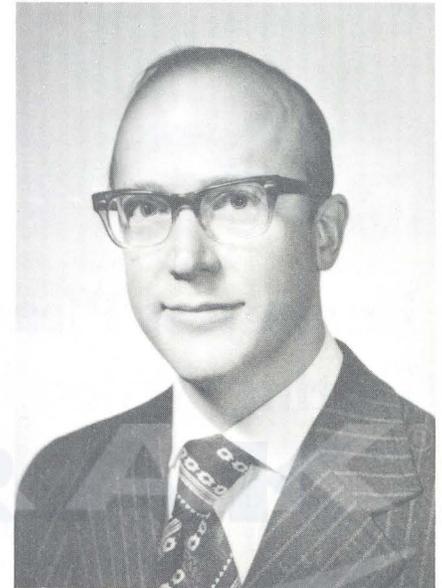
Amtrak's Board of Directors has elected Paul H. Reistrup, Senior Vice President for Traffic of the Illinois Central Gulf Railroad, to be the Corporation's new President and Chief Executive Officer. He will assume Amtrak's top position on March 1.

Mr. Reistrup's selection by the 13-member Board followed his recommendation by an Executive Management Subcommittee of the Board headed by Gen. Frank S. Besson, Jr. (Ret.). Reistrup, 42, will succeed Roger Lewis, who has been President and Chief Executive Officer since Amtrak's formation in 1971. Mr. Lewis will continue to serve as a member of the Board of Directors.

After the Board action, Reistrup issued the following statement: "I am very pleased that the Board of

Directors has given me this vote of confidence and an opportunity to lead Amtrak as the corporation continues to revitalize rail passenger service for America in a time when the demands of energy, economy, ecology and convenience demand such progress. I look forward to working with the men and women of Amtrak and with the Administration, the Congress, the railroad industry, and the labor organizations. I believe in teamwork, and it will be my purpose at Amtrak to run a teamwork railroad from top to bottom with the indispensable goal of providing Americans the best passenger train service attainable."

A 1954 graduate of the U.S. Military Academy, Reistrup began his railroad career in 1957 as a management trainee with the Baltimore &



Paul H. Reistrup

Ohio Railroad. While with B&O, he held positions of assistant division engineer, general yardmaster, trainmaster, general superintendent-car  
*(continued p. 2, col. 1)*

## Amtrak Fleet Grows As Four Turbos Arrive

Amtrak's Turboliner fleet is growing by over 1200 seats this month with the arrival of four additional French turbine trains. Two sets will arrive on February 4 at Port Elizabeth, N.J. aboard Atlantic Container Lines ship "Atlantic Cognac." Two other Turboliner sets will arrive later in February.

The new equipment will proceed to Amtrak's Brighton Park maintenance facility near Chicago for outfitting with newly-designed Amtrak seats, carpeting and food service equipment.

In a recent acceptance run between Orleans and Vierson, France, one of the Turboliners set a new high-speed

record on that inter-city stretch, reaching a maximum speed of 132.6 miles-per-hour.

Joseph J. Schmidt, Amtrak's Director of new equipment facilities, was aboard the train when the record was set. He came away impressed with the train's excellent ride characteristics.

"The four Turboliners being delivered from France are essentially duplicates of the original two, but they incorporate Amtrak-developed improvements in seat design, interior carpeting, food service facilities, and mechanical modifications developed

through experience, which will further improve the already high reliability of these trains," Schmidt said.

No final decision has been made about the exact routes or schedules of the new Turboliners except that all six trains will be maintained at Brighton Park and should be in service in the midwest by April.

The four new train sets, when equipped with Amtrak's new reclining seats, will have a capacity for 308 passengers per train. Each new train will feature a newly-developed food service center, automatic doors and electric heating and air-conditioning.

(REISTRUP, from p. 1)

utilization and distribution, and Director of Passenger Service.

In the latter post, he made a considerable reputation because of his innovative moves to improve passenger service. These innovations included experimenting with discount fares, overhauling the food service program, instituting movies on board

the trains, an extensive refurbishing program, and an auto ferry service between Washington and Chicago.

In 1967 he went to the Illinois Central as Vice President of Passenger Service. Since then, he has been Vice President-Intermodal Services, and is now Senior Vice President for Traffic and a member of the railroad's Board of Directors.

In this position, he is responsible for marketing and selling the ICG's railroad services. As head of the traffic department of the railroad, he was responsible for more than \$500 million in revenues in 1974.

Reistrup was born in Sioux City, Iowa, on May 24, 1932. He and his wife have four children, and now reside in Olympia Fields, Illinois.

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## Employees Please Passengers During 'Worst Blizzard'

In a recent emergency produced by a blizzard, snow drifts and cold winds in Minnesota and North Dakota, Amtrak and Burlington Northern employees responded with dedication and perseverance in the performance of their duties.

During the second weekend in January the area suffered what the U.S. Weather Service called "the most devastating cold-snap of the century" as the wind-chill factor dropped to 85-below and winds were gusting up to fifty-seven miles-per-hour.

At the height of the storm Amtrak and Burlington Northern held passenger trains in stations equipped with steam heating facilities for the safety and comfort of passengers and crews.

"It was a real emergency. Employees at Grand Forks, Willmar and Minneapolis performed untiring and relentless efforts in keeping passengers informed, fed and comfortable," said Frank Strecker, Amtrak's Manager-Station Services in Minneapolis.

### Grand Forks, N.D.

On Saturday, Jan. 11, the westbound Empire Builder pulled into the Grand Forks station only after Burlington Northern section men went into the frigid, windy night to clear the

ice and snow filled switches.

"As the train sat there for the next 25 hours, the dining car crew, under the direction of Duane Nelson, served hearty, free, hot meals to all 96 persons on board," Strecker said.

Grand Forks Ticket Clerk Norma Rittal and Baggage Agent John Hormann were confined to the station from Friday night, Jan. 10, until Sunday afternoon, Jan. 12. They described the scene:

"Passengers were great. They accepted their plight in good spirits. Most understood the gravity of a North Dakota blizzard and were grateful to be warm and well fed. Conductor Arnold Johnson and his brakemen Henry Volenchenko and Clayton Sundre said they had the question 'When do we go?' pitched at them at least a thousand times."

Meanwhile, the engine crew moved the train back and forth every thirty minutes to keep the wheels from freezing.

### Willmar, Minnesota

A similar situation existed in Willmar when the eastbound Empire Builder, carrying 112 persons, was stopped in the station and connected to the steam heating facilities.

Ticket Agent Joe E. Bresnahan reported that automobile traffic was

at a standstill and food was brought to the train by a snowmobile club which had volunteered to help during the emergency.

"Under existing Amtrak policy passengers were supplied with free meals. On-board activities were under the coordination of Supervisor Henry Castro. Burlington's NRPC Operations Officer, Richard Mossman, was aboard and he helped keep passengers in good humor," Bresnahan said.

Passengers were further comforted by Bresnahan's cheerful willingness to send messages to their friends and relatives. He also served coffee, soup, cocoa and tea to employees who helped keep the train warm during the night.

### Minneapolis

On that same Saturday two trains out of Chicago, the North Coast Hiawatha and the following Empire Builder, were held in Minneapolis. Burlington carmen attended the trains throughout the night and both trains departed by Sunday afternoon.

"All personnel in Minneapolis and the on-board service crews were on duty for their shifts and remained beyond as circumstances required," Strecker said.

"Of special mention I would commend Baggage man Thor Lewis who is always on hand during emergencies, whether on scheduled service or not, with his pick-up-plow attachment keeping the station accesses open," concluded Strecker.

# Chicago Crew Base: Biggest Of All

Hours before the "All aboard!" is given for any Amtrak train departing Chicago Union Station, the crew base is buzzing with activity as hundreds of crew members check in for duty and receive briefings on what to anticipate during the runs.

"We're the largest crew base in the Amtrak system with over 900 on-board personnel assigned to us who staff 18 outgoing trains per day," said Ted Wiktor, Manager-on-Board Services. "These personnel include sleeping car porters, service attendants, food specialists and dining car stewards."

Major tasks facing the crew base are to ensure that the operation runs smoothly, that comprehensive reports are filed with Amtrak's Washington office, and most importantly, that crew members are fully conversant with the on-train tasks they are assigned to perform. An experienced team of Shift Supervisors and Traveling Service Supervisors is the mainstay of the operation.

## Growth

"Chicago is the hub of our Central Region on-board services operation," said James E. Munn, Regional Manager-On-Board Services. "Amtrak is growing out here by leaps and bounds because of new regional routes in and out of Chicago. Examples are the Black Hawk to Dubuque and the Blue Water to Port Huron."

It may seem simple for a crew base to staff a train with the right number of people and supplies, but in reality it is very complicated.

Base managers have to be certain that personnel on board are qualified for the position they are assigned, that services advertised are available on the train, that the diner is not over- or under-supplied, and that the crew's performance en-route is at the proper standard.

## Getting Things Ready

A crew member is officially on duty when he signs in. At this time the supervisors perform a uniform inspection. The uniform must be clean and pressed and consist of a white shirt, red jacket, navy blue trousers and black bow tie. Socks and shoes must both be black. A nametag must be worn on the jacket.

"An absolute necessity, and something we're always watching for, is good grooming. It makes the passenger feel at ease in the presence of an Amtrak employee. That's our job—in every way possible make the passenger feel comfortable," Wiktor said.

## Pre-trip Briefing

Another duty, according to General Supervisors Verne Hutson and Ernie Mnichowski, is to keep crew members informed of special circumstances which will exist on their train.

"As soon as they check in, we tell them of anything unusual they may expect. A good example would be the boarding of a special group downline which would require special arrangements anywhere on the train," said Mnichowski.

When the inspection and briefings are complete, a crew member must wait in the base—which is now located adjacent to the Amtrak Services Office—until train time. He then proceeds directly to his train. A crew member is not permitted to lounge in any of the station's restaurants or waiting rooms.

## Ready Crew

Until recently, the on-coming crew provisioned the train with the proper quantity of supplies. In a recent change in policy, Amtrak "Ready

crews", more officially called "Ground Support Crews", now stock the train.

A ready crew consists of people on call, ready to go on a trip should that be necessary for any reason. In each crew is a chef, food specialist, and three service attendants.

## Proper Stocking

These personnel have to be certain that the train is stocked with the right amount of food, beverages, linen, pillows and so forth.

"Our people stocking the trains have received a lot of help from Claude Thompson, Manager-Commissary Operations, and Paul Batt, Purchasing Agent for the Central Region," said Wiktor.

*(continued p. 6, col. 1)*



Ted Wiktor, Manager-on-Board Services (top) and James E. Munn, Regional Manager On-Board Services.

# Pacific International

## Celebrates 25th Anniversary

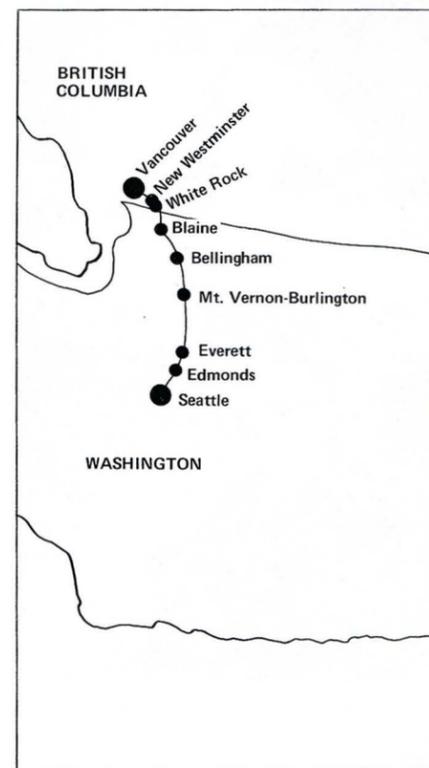
Few rail trips in the United States introduce the traveler to so varied a scene in so short a distance as does the route of the Pacific International.

For nearly half of the 155 miles separating Seattle and Vancouver, the rails skirt the pebbled beaches of Puget Sound, often referred to by natives as the "great inland sea" of the Pacific Northwest.

The Pacific International dips beneath the tall buildings of downtown Seattle, penetrates the woodland of Larrabee State Park near Bellingham, crosses the International Boundary within a stone's throw of the famous Peace Arch and crosses over some of the richest delta land in the world.

### Silver Anniversary

Railroad passengers have enjoyed this ride for a long time. This year is the 25th anniversary of the first run of



"The International" by the Great Northern Railway. Other rail service, although less spectacular, existed before that.

When Amtrak began operations on May 1, 1971, this route was not included in the "Basic System Plan" for Amtrak as issued by then-Secretary of Transportation John A. Volpe. Consequently, the route was not operated by Amtrak.

Congress later amended the Amtrak Act permitting connections between the U.S. and its friendly northern neighbor by train. This resulted in the first run of the Pacific International as an Amtrak train on July 17, 1972.

### Medium Haul

With the exception of the Los Angeles-San Diego route which is 128 miles long, the Seattle-Vancouver route, at 155 miles, is the shortest Amtrak route west of the Mississippi.

"The train is a difficult one to describe," said Seattle District Sales Manager Bill Rittenhouse. "It's not a long-haul route nor is it a commuter run as some are in the east. I'd say it's a medium haul route which is an important feeder to the Coast Starlight and, to some extent, the Empire Builder and an important link to the Canadian railroads."

In a September study done by Ken

Clauson, Manager-Stations, Seattle, it was determined that 23.6 percent of the travelers arriving at Seattle aboard the Starlight transferred to the Pacific International.

### Shoppers and Skiers

"We also have people who ride into Seattle from Bellingham or Everett for a day of shopping. And some skiers ride to Vancouver heading for Grouse Mountain, a popular Canadian skiing area," Rittenhouse said.

Even though the Pacific International arrives in Vancouver late at night, a respectable number of passengers are aboard who will stay over in Vancouver and connect the next day to other Canadian cities.

In one recent survey taken by a reporter, passengers were connecting to Canadian trains bound for Montreal, Que.; Winnipeg, Manitoba and Prince George, B.C., operated by Canadian Pacific, Canadian National and British Columbia Railway.

### Customs

Because the train crosses the international boundary, it makes two stops, one in Blaine, Wash. and the other in White Rock, B.C., to permit U.S. and Canadian customs officials to survey passengers aboard the train.

The customs agents from both nations usually work together as a team to reduce the amount of time

required for a customs inspection of the passengers.

Al Moore, a Service Attendant on the Pacific International, said that some passengers "worry" about customs "even though there is very little to worry about. We help to put the passengers at ease by explaining when they have to be at their seats and what the customs procedure entails."

One way this is accomplished is by distributing a notice throughout the train which outlines customs procedures. One of the suggestions is that "Identification should be ready for inspection by Immigration officers, not stored in trunk or baggage."

The customs agents always try to establish the reason for trips across the border. The usual questions asked by the officials include, "Why are you taking this trip?" "When will you be making the return trip?" "Do you have anything purchased in another country that you must declare?"

### It's on Time

One of the joys of riding the Pacific International is that passengers know they will arrive at their destinations on schedule. During November, 1974, for example, the train had an on-time record of 91.7 percent. It has consistently operated with high on-time marks throughout all of 1974.

The Pacific International is a good train with its diner-lounge, friendly crew members and scenic route. The "little train", as some employees call it, has made international travel more pleasant in the Pacific Northwest.

### Pacific International

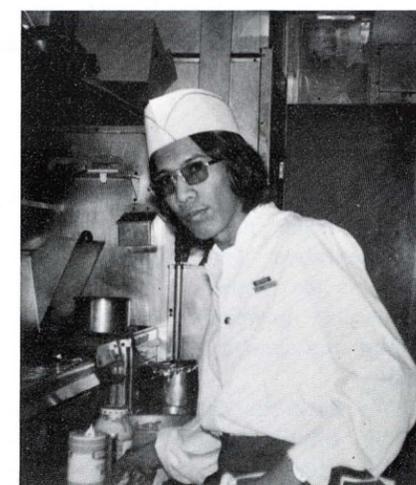
Train #793 southbound and #794 northbound  
Vancouver-Seattle route, 155 miles  
Two coaches, one counter-diner/lounge car  
Extra coach holiday periods  
One set of equipment utilized  
Home maintenance base is Seattle  
Also serviced in Vancouver  
Seattle connections with Coast Starlight and Empire Builder  
Burlington Northern and Canadian National trackage  
No checked baggage service  
U.S. Customs at Blaine, Washington  
Canadian Customs at White Rock, British Columbia

### Service Crew:

- 1 coach attendant
- 1 waiter-in-charge
- 1 waiter
- 1 food specialist



Ivan Alexander, Waiter-in-charge (above) and Ernesto Aguiluz, Food Specialist aboard the Pacific International.



## Dude Ranch Holiday

Amtrak's first dude ranch packaged vacations offer a choice of 10 guest ranches set in the mountains or desert around Tucson's sun country holiday center. They're called the Rail/Air Tucson Holiday.

Vacationers from the Middle West or Northeast take Amtrak's Southwest Limited to Albuquerque, for a quick connection via Frontier Airlines to Tucson. Returning from Tucson, there's a Frontier flight to Denver to board Amtrak's San Francisco Zephyr eastbound to Chicago.

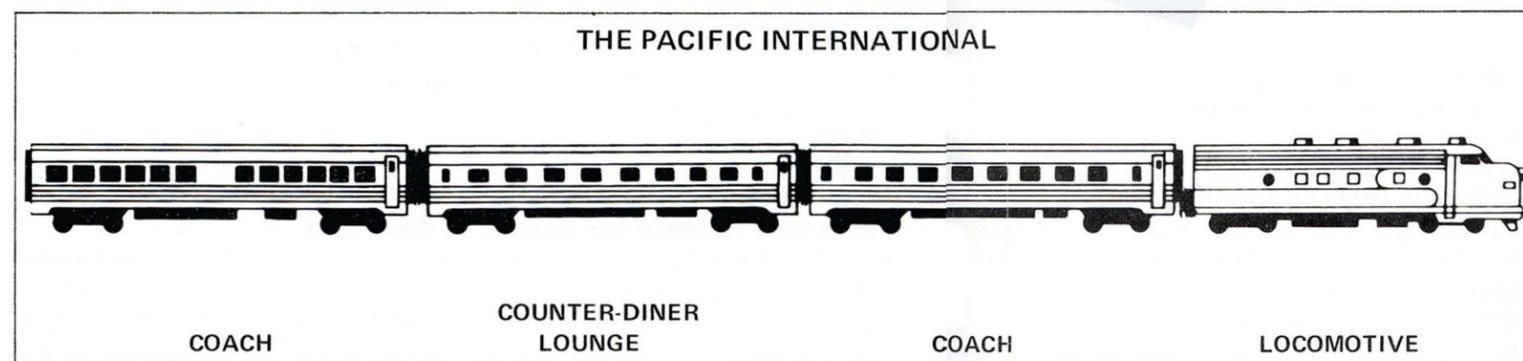
The Tucson area is popular with horse-oriented winter vacationers because of the 3800 hours of sunshine yearly, which the Tucson Tourism Bureau claims is the best in the U.S., and the many miles of trails and "wide open spaces."

Amtrak's brochure describes the ranches: One offers "unlimited beautiful scenic rides in the Coronado National Forest." Another ranch says, "Experienced wranglers will guide you to Indian ruins, a ghost town, or you may wish to try your hand at rounding up cattle..."

The current rates, Dec. 15 to May 1, average about \$200 each, double occupancy, for seven days and six nights, including meals and ranch activities. (After May 1, rates often are lower.) Rail and air fares are extra.

## Amtrak Appoints

**Mark Miller as Regional Manager-Station Services, Northeast.** Responsible for all activities taking place within stations, with the exception of ticketing functions in several large terminals, in the territory from Washington, D.C. north to Montreal and Pittsburgh east to Boston. He reports to Jim Larson, Manager-Station Operations in headquarters. Miller has been with Amtrak since May 1972, having held several positions in the services and marketing departments. Most recently, he was Regional Manager-Station Services in the Central Region.



(CREW BASE, from p. 3)

Besides supplies, base managers are concerned about cleanliness. It is expected that each crew member check his car when first boarding and continually do so en-route.

"A passenger wants things in order. No Amtrak car should be dirty inside, or out of paper towels, or pillows, or anything like that. A crew member gets paid to see that things are ship-shape. That's one big reason he's there," declared Wiktor.

### Crew Staffing

The train in Amtrak's system that requires the largest crew is the Southwest Limited, staffed out of Chicago. On its average consist, 36 people are needed on each train set to provide the public with various services.

One reason for the large number is that on this train, unlike others, there is a Service Attendant for each hi-level coach because of its 72-passenger capacity. The train also carries two diners.

Munn said that all of the crews are made up of "seasoned railroaders." Even the younger people working out of Chicago have been with Amtrak long enough to understand the operation of their train and of Amtrak generally.

### Scheduling

The one job at the base which probably requires the greatest patience, because it must be done precisely within union contract con-

straints and company policy, is in making crew assignments.

"Scheduling personnel into certain crews is done under set procedures," said Vern Stein, Chicago's Supervisor-Crew Scheduling and Planning. "First, an employee bids on the route he wishes to work. The bids are then awarded based on seniority."

A service attendant, for example, might want to work the Southwest Limited, staying away for six consecutive days, but do so only a few times per month.

Or, if he wants to be away for shorter durations, he will bid on the Black Hawk. This means he will work to Dubuque one day and be back on the next, but will make more such trips per month.

### Hiring

According to Hank J. Engle, Personnel Administrator-On-Board Services, many people are interested in working for Amtrak because the company is new and has received considerable publicity.

"I do all the initial interviewing and screening in Chicago and I look for people with certain experience. For example, a steward must have had previous food experience. We also want people to be physically healthy and strong to be able to handle heavy bags, and at least 5'6" so if he's in a sleeping car he can handle the bunks," Engle said.

"He must also be personable and be able to express himself well. After

all, he deals with passengers and he must be able to present himself well," continued Engle.

### Good Cooks

Finding qualified cooks can be difficult at times. The most qualified that Engle finds are people with military experience. He stays in touch with trade schools and especially with the Veterans Employment Bureau. This bureau sends candidates to Amtrak when they're released from the military.

One out of every five people interviewed by Engle is seen by Munn who makes the final decision on whether to hire.

### Bright Future

"Most of our people are middle-aged with their future still ahead of them," Munn said. "I think both our new and old people have applied themselves to Amtrak's problems. We have people here from all roads—Milwaukee, Santa Fe, Burlington, B&O, Penn Central, and ICG. With that talent we should be able to provide good service and solve our problems."

Munn concluded: "An example of this talent is Ted Wiktor. He came with Amtrak as a Service Director and, because of his energy and zeal, has received three promotions in one year. The fact that he's now a manager speaks well for anyone in this company applying himself to his job."

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## Fix 'em Up

Amtrak has broadened its efforts to overhaul passenger cars by establishing a maintenance base at Rocky Mount, N.C. The facility, operated in conjunction with the Seaboard Coast Line (SCL) Railroad, is staffed with employees who have had experience in passenger car maintenance.

"These people, and their Shop Supervisor Frank Taylor, do a

magnificent job," said Chester Wilson, Amtrak's Resident Mechanical Representative. The priority at the shop is to repair "underneath mechanical problems", thereby ensuring maximum operating reliability.

"We have the capability to completely rebuild running gear, air conditioning, steam heat, and elec-

trical systems on passenger cars," said Wilson. Each car is also given an extraordinary cleaning, commonly referred to as an "E-cleaning" (where everything is scrubbed, including the car's ceiling), and spot painting. Rocky Mount has a production line capability—the number of cars that may be worked on at one time—of 10 cars.

# Sales Manager Ron Rhodes Is Sold On South

"We may not have the scenery of the west, but there's nothing more exciting to an easterner or mid-westerner than to see our orange groves, our lakes, or our man-made attractions like Disney World."

That's Ronald H. Rhodes talking, Amtrak's ebullient District Sales Manager for the Southeast. Visitors to his Orlando office are quickly convinced that he is enthusiastic about Amtrak and is "sold on this area."

What are Florida's attractions? Rhodes can tick them off one-by-one: Marineland, St. Augustine, Walt Disney World, Sea World, Busch Gardens, Cypress Gardens, Ringling Circus Museum, Miami's night clubs, good boating, fishing, beaches and, of course, that terrific sunshine.

## South's Potential

"My thrust to my fellow employees through Amtrak News is to assert the importance of the Southeast in the overall picture of Amtrak," said Rhodes. "We who work here are sold on this area and where it fits in with Amtrak. We want the entire system to know the size and scope of our business; to be aware of the potential for this area."

The Southeastern Sales District includes the States of South Carolina, Georgia, Florida, Alabama, and the eastern sections of Tennessee and Kentucky.

Thumping on volumes of reference data, Rhodes, said: "We're talking about a growing market for Amtrak in the south. Large businesses have moved into the area as can be verified

by the number of industries that have located along Seaboard Coast Line and Southern Railway. We also have more working people, retirees, college students and visitors."

## New Records

One example of the visitor boom is the experience of Walt Disney World which reported a record-smashing 439,906 visitors for the week ending Dec. 28, 1974. Despite the cloudy economic climate in the nation, this count shattered an older record set in April 1973.

Another indicator of visitor growth is a survey done by the "Kiplinger Forecast" which showed that the number of travelers to the Orlando area in 1974 was up 26 percent as compared to 1973. Orlando is now Amtrak's busiest Florida terminal.

Rhodes is pleased with the strength in visitor travel because Amtrak is "entrenched" in the market. He understands the business after having spent 25 years in railroad passenger work with the Seaboard Coast Line Railroad where he was District Manager-Passenger Sales in West Palm Beach. He's also held various passenger posts in Richmond, Sarasota and Tampa over the years.

## Tour Success

The Southeastern District is enjoying success with practically every Amtrak program, according to Rhodes. Package Express is running "strong". Travel Agent business (360 agents now have ticket stock) is growing. Tour business is booming.

"Our biggest tour operator is Cosmopolitan Travel in Jacksonville, headed by Bill Bailey, another former SCL passenger man. He's noted for operating educational tours to Washington, D.C. and Williamsburg," said Rhodes.



Ron Rhodes, District Manager for the Southeast

The biggest group move is an annual one between West Palm Beach and Washington, D.C. of 1500 youngsters who are in the Safety Patrol. This involves round trip moves of 750 each, amounting to \$100,000 in revenue for Amtrak. They are continuous rail users despite vigorous solicitation from airlines and bus lines.

The district also originated over 200 group moves last year, making it the second busiest district in the nation (after New York) for this business. Many of the groups are from Carolina, Kentucky and Tennessee moving into Florida.

## Future Factors

"We're now better able to handle all this business in Florida now that we have the Poinciana station. In view of the area's growth, both in tourism and permanent residences, this station will help relieve the growing congestion at Orlando," said Rhodes.

Another factor is the expanding route structure of Amtrak. For instance when the Montrealer began operation, it opened the railroad for Canadians, creating additional business for Amtrak. Of course, those tickets are not sold in Florida but Rhodes can see the passengers coming.

"Also, from past experience I know that restoration of the Norfolk-Cincinnati service on the Norfolk & West-

*(continued p. 8, col. 1)*

## AMTRAK NEWS

NEWS Staff

Joseph Vranich Ronnie Daly

Gayle Fedrowitz

(SOLD ON SOUTH from p. 7)

ern Railway will produce additional Florida traffic through the Petersburg connection. When I was with the SCL, the Roanoke-Lynchburg area was considered one of the top 'off line' sales areas for us. I hope that's true again," continued Rhodes.

#### The People

Spearheading the Amtrak sales efforts in other parts of the Southeast District are Manager Ralph Mangum and representative Eileen Urban

in Miami; Manager Reed Garcia in Clearwater; Manager Mike McElveen in Jacksonville; Representative Earl Earle in Columbia; Representative Brian Lee in Nashville; Representatives Pete Smith, Sr. and Dennis Gordon, and Secretary Ellen Hocken-smith in the Orlando office.

"We have an excellent sales force and the credit is due my predecessors, Myron Humphrey and Tom Fortier, who hired the majority of them. Our people are dedicated and are determined to produce. In three years

we've had just one resignation from our sales force and a total of eight promotions. That record speaks for itself," Rhodes declared.

For the first five months of the current fiscal year, the Southeast District had revenues in excess of \$5½ million which is 11½ percent beyond the quota set for the district. Sales in November 1974 are 20 percent over the same month in 1973. These figures do not include Alabama and the eastern part of Kentucky or Tennessee which were recently assigned to the district.

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## Trends In Railroading

To paraphrase the old General Motors slogan, "What is good for the railroads is good for Amtrak." While Amtrak was running up its best year in 1974 in terms of revenue passenger miles, total number of passengers and total revenue, U.S. railroads ended a busy 1974 with a "new all-time record in ton-miles of freight handled."

According to the Association of American Railroads (AAR) early data, with some statistics yet to be received, the traffic handled hit a high of 855 billion ton-miles. This is slightly above the 1973 level which was a re-

cord year. The AAR pointed out that these figures were most significant in view of the decline in truck traffic for the same year. "The railroads have increased their share of intercity freight traffic for the second straight year," notes the AAR.

At the same time, total operating revenues are estimated to have reached "an all-time high of \$17 billion," up 15 percent from 1973. Expenses also hit a new high but earnings showed "a significant improvement" to a rate of 4 percent, according to AAR statisticians.

Among other highlights of the year the AAR noted that employment on

Class I roads average about 525,000 or about 5,000 over 1973. This marks the first full year increase in railroad employment since 1951. With the increase in unemployment in almost every sector of industry, this is a most remarkable achievement. It underscores the basic health of the railroad industry, despite certain areas of serious problems particularly in the Northeast.

During 1974 the national freight car fleet increased for the first time since 1966 and about 1,300 new and more powerful diesel units were added, boosting overall horsepower by about 4 percent.



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