

Amtrak NEWS

A NEWSLETTER FOR AMTRAK EMPLOYEES

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February 25, 1979

Rail, Accommodations Fares Raised To Keep Pace With Inflation

A six per cent increase of most regular rail fares and accommodations charges will become effective on March 5. At the same time, New York-Washington fares will be raised 10 per cent.

Higher fares for the New York-Washington segment reflect the actual marketing conditions of the Northeast Corridor.

The total fare package is intended to keep pace with inflation. The rates are within the President's price guidelines.

Exceptions to the general fare increase include:

- The price of the U.S.A. Rail Pass will not be increased at this time.
- No fare increase for stations between New York's Penn Station and Princeton Junction, New Jersey, or for the Vancouver-Seattle route.
- No increase on sleeping accommodations on the *Broadway Limited* or the *Lake Shore Limited*.
- No increase in rail fares to and between points west of Cumberland, Maryland, on the *Shenandoah*. Fares to and from the end point cities of Washington and Cincinnati will increase to match the fare increase on the *Cardinal*. The fare increase will, however, go into effect for all points between Washington and Martinsburg, West Virginia.
- No increase for passengers traveling locally between Los Angeles and San Diego. Rail fares, however, will be increased for travel between the end points.
- No increase in accommodations charges on the *National Limited*, the *Cardinal* or the *Panama Limited*.
- No increase in slumbercoach charges for passengers between New York and Florida on the *Champion* or the *Silver Meteor*.
- No increase in rail fares or accommodations charges on the Washington-New Orleans leg of the *Crescent*. Fares will increase by two per cent, however, for passengers boarding at points north of Washington bound for any point on the *Crescent's* route south of Washington.
- No increase in custom class seat charge on the *Blue Water Limited*.
- Custom class seat charges will be raised from \$3 to \$4 for New York-Buffalo service and on the *Adirondack*.

Excursion fares and other special fare plans, such as the Family Plan and multi-ride tickets, will be adjusted to maintain their present relationship to the one-way fare.

Crescent Makes Inaugural Run

Gala inaugural celebrations at both ends of the route marked the addition of the *Crescent* to Amtrak's nationwide passenger fleet. Along with the takeover came a number of changes in operations.

Amtrak took over operation of the former *Southern Crescent*—the

"flagship" of the Southern Railway—on February 1 after an agreement on takeover terms was reached between the two railroads.

The first trains under Amtrak auspices departed northbound from New Orleans at 6:45 a.m., on February 1, and southbound from



The Olympia Brass Band plays at trackside after arrival of the first Amtrak-operated *Crescent* at New Orleans.

Photo By Debbie Marciniak

Washington at 7:20 p.m.

An extra lounge car, specially decorated for the event with multi-colored balloons and streamers, was added to each of the two trains. Special entertainment aboard also helped mark the occasion.

To help celebrate the premiere run of the northbound *Crescent*, Helen Hays, a pianist-singer at New Orleans' Bienville House, entertained passengers.

At Washington's Union Station, a bon voyage party was held that evening to highlight the departure of the first southbound *Crescent*.

The party, held on the station's upper level, featured the cast of "Storyville," who performed selections from the new musical currently playing at Washington's historic Ford's Theater. The musical deals with New Orleans' one-time legalized red light district at the turn of the century.

Guests at the reception included *Crescent* passengers, and Amtrak and Southern Railway employees. Amtrak President Alan Boyd joined the crowd and gave several informal in-

terviews to reporters covering the event.

Media coverage continued as more than 150 passengers boarded the train under the glare of TV film crew floodlights.

Headed by one of Amtrak's E-9 locomotives, the train left Washington to head south for Virginia, North and South Carolina, Georgia, Alabama, Mississippi and Louisiana, bringing Amtrak service to many southeastern cities for the first time.

On board the train were Ronald Nathan, member of Amtrak's board of directors; M.L. Clark Tyler, vice president, government affairs; and Al Michaud, vice president, marketing.

All along the entire 1,154-mile route, Amtrak paper engineer hats and promotional buttons were handed out to passengers and trackside visitors.

Adding to the merry atmosphere was Carmalita Krup, a signer-pianist formerly with Pat O'Brien's club in New Orleans. Krup had gained national fame for her singing and play-

ing on the *Peanut Special* which carried several hundred residents of Plains, Georgia, to Washington in 1977 for President Carter's inaugural.

An unexpected—and impromptu—singing performance was given by Rosa "Peaches" Reeves, an on-board services attendant on the train. Passengers liked her so much they coaxed her into several encores.

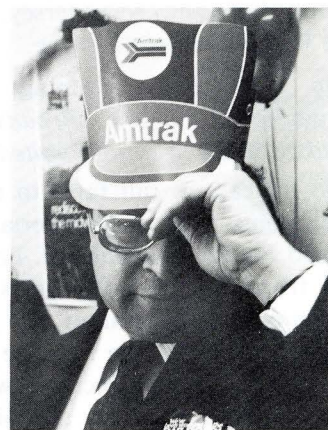
On arrival at New Orleans Union Passenger Terminal, on February 2, detraining passengers were greeted by the Olympia Brass Band, the city's top—and very well known—marching band. Everyone was escorted down the platform to the tune of "When the Saints Go Marching in."

During a brief reception on the station platform, New Orleans Mayor Ernest Morial told the assembled audience that he hoped Amtrak's takeover of the *Crescent* would mean a resurgence of rail service to New Orleans. "To see America as it really is," said Morial, "requires a ride on a train." Then, at his request, the Olympians began playing Duke El-

(Left) Amtrak's *Crescent* waits in Atlanta for a "highball" to continue its maiden run. (Below) New Orleans Mayor Ernest Morial tries on an Amtrak hat.



Photos By Debbie Marciniak



(Right) Lewis G. Rogers, on-board services attendant, is interviewed enroute by Tuscaloosa Channel 33's Sarah Moquin. (Far Right) Kathy Rustin, on-board services attendant, serves refreshments to Tanya Pfeffer and Joe Zucker, then assistant director, NARP, at Washington send-off party.



ington's "Take the 'A' Train."

Al Edelston, director, state and local services, acted as master of ceremonies while Tyler presented Morial and the director of the Olympia band with Amtrak jackets.

After the platform reception, guests were escorted to a champagne reception on the station's upper level.

To give the *Crescent* as many advantages as possible to attract new customers, Amtrak's President Boyd revealed a number of changes in the trains' operations beginning with Amtrak's takeover.

Most significant was the restoration of daily service between Atlanta and New Orleans. Since 1970, the train has operated daily between Washington and Atlanta, but only tri-weekly south of there. Travelers on the *Crescent* will also benefit from Amtrak promotional discounts. Some of these include special round-trip coach fares between certain cities and "Night Owl" fares for persons traveling on the portion of the route which the *Crescent* serves during the early morning hours.

Special discount fares are now also

available for families, groups and children.

Amtrak, too, has eliminated the traditional charge for pillows in coaches as well as the coach seat reservation charge.

Sleeping car accommodation charges will remain approximately the same.

Amtrak also extended its express service to most of the cities located on the train's route as of Thursday, February 15. The expansion provides small shippers access to some 290 other locations on Amtrak's route system.

Another available express option will be Custom Rail Express, a tailor-made service for customers with frequent, regular, heavy or other unusual shipments.

As Amtrak worked up its plans to handle maintenance of the trains, 39 new jobs were created in New Orleans, making the Crescent City the train's home maintenance base.

Amtrak added 21 locomotive maintenance positions, plus 11 for car maintenance. In addition, Safety Car Services, Inc., which will handle electrical maintenance under con-

tract, is hiring an additional seven persons. They will all be responsible for maintenance on 53 cars and 16 locomotives.

Amtrak will continue to use Southern Railway locomotives and cars on the train for the present time, leasing the equipment from the railroad. A lounge-coach and a bedroom-coach have replaced the bedroom-lounge car that formerly operated on the train.

To ensure the further efficient operation of the train, Amtrak has consolidated operations at single stations in both Charlottesville, Virginia, and Birmingham, Alabama. Previously, Amtrak trains and the *Southern Crescent* operated out of separate separate stations at both locations.

In Charlottesville, all trains will use the Southern Railway station, while in Birmingham the trains will use the station formerly used only by the *Floridian*.

To introduce travelers to Amtrak's new *Crescent*, and its various operational changes, an advertising and sales promotion campaign has been started.

Government Affairs Department Directors Named

Several key directors have been named to serve as the nucleus of a newly reorganized government affairs department. Appointed were:

John V. Lombardi, as senior director for government affairs,

Rima Z. Parkhurst, as director of legislative affairs,

Sandra Spence, as director of Congressional liaison,

Allan F. Edelston, as director of state and local services, and

Alex T. Langston, as director of intergovernmental liaison.

Lombardi was formerly director of state and local services and his broadened role in the department will involve liaison and coordination of major departmental functions. He joined Amtrak in 1971 and has served as director of market development and director of service planning.

Prior to his Amtrak career, Lombardi served as director of worldwide marketing for Pan American World Airways from 1960 to 1971.

Parkhurst was formerly director of Congressional relations for the John F. Kennedy Center for the Performing Arts. She will be responsible for Amtrak's relationships with special interest groups and for tracking legislation affecting Amtrak's overall operations.

Parkhurst previously served as executive director of the Democratic National Committee from 1973 to 1976.

Spence will be responsible for providing liaison between Amtrak and the Congressional committees which authorize and appropriate Amtrak funding.

As a federal representative for the

California Department of Transportation, from September 1977 to December 1978, she represented that department's positions on surface and air legislation before the appropriate Congressional committees.

Edelston, formerly manager of state and local services, will be responsible for state-subsidized and other related programs for Amtrak. He joined Amtrak in 1973 and has held several managerial positions within the corporation since then.

Langston, formerly chief of government and military marketing, has more than 30 years of experience in transportation planning and operation. In his new position, he will handle Congressional, state and local community research, constituent problems and government agency coordination.

First Interview: _____

Alan Boyd Talks To Railway Age

Amtrak's President Alan S. Boyd joined the company on June 1 and since that time has kept a low profile while learning all about the company and its operations.

In his first public interview, Boyd spoke to Railway Age Editor Luther Miller.

The interview, which appeared in the January 8 issue of RA, follows:

RAILWAY AGE: I understand that since you became president of Amtrak, you have spent a considerable amount of time traveling around the country, looking at the operation. Have you been surprised at what you have found?

BOYD: The most surprising thing I have found is this: People around headquarters keep telling me how bad morale is at Amtrak. But I have yet to find bad morale in the places I've visited, either at the facilities or on the trains. Most people have bitches, and some of them are very legitimate. But the sense I get is that our people are out there trying, because they believe in Amtrak and want it to be a success.

I think we do have bad morale, and I think it's right here in this headquarters. They're asking, what is our future? How long are we going to be in existence? But I don't find that out in the field.

That's not to say that because I think we have generally good morale we have no problems. We do.

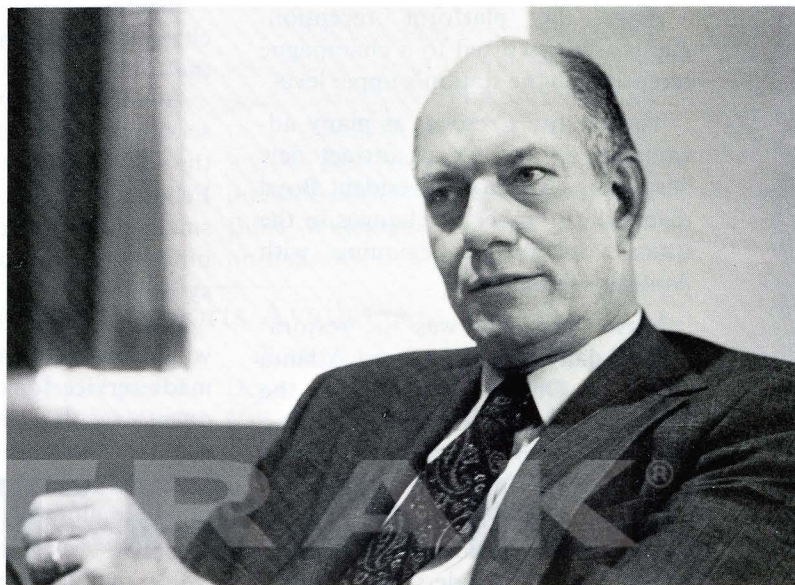
I'm less than satisfied with our maintenance efforts on our equipment. Part of the problem is our own doing. We've got a hydra-headed monster of an organization in the mechanical area which I'm confident we are going to straighten out.

I have not tried to change it in any major way since I got here because I wanted to find the best mechanical man in the country to take over the operation and set it up right.

And I'm happy to tell you we've got him. He is Tom Hackney, former assistant vice president-mechanical of the Chessie. And to get a man with his ability and his reputation is an indication to me that there are a lot of people who have some faith in intercity rail passenger service and what we are trying to do.

Another thing that was of some concern to me shortly after I arrived was the condition of our food services facilities. Not all of them were in the same shape as mom's kitchen.

Some of the problems were really somewhat beyond our control, because of the locations in which we are forced to operate. Others were completely within our control, and I've been on a rampage about that, because I want to be sure that the people who do ride Amtrak are going to get



Amtrak President Alan Boyd discusses company problems and goals with Railway Age Editor Luther Miller.

good, sanitary food and courteous services. We are in the process of seeing to that.

I'm not happy with our schedule reliability. We're not doing any better on the Northeast Corridor, which we own, than the contracting railroads are doing elsewhere.

That's a bitter disappointment to me, but it's a fact. We're trying to deal with the problem in both areas, our own direct operation in the corridor and across the country. I'm really unable to assess why we have such unreliable on-time performance.

There's no question in my mind that the chief executives of all the railroads have an intellectual if not an emotional commitment to run our trains on time. Having spent some time in the railroad industry before I got here, I think I have a sense of some of the very real physical problems with which the railroads have to deal, and I appreciate that those problems impact on the service they can provide to Amtrak.

I'm not convinced that there is, throughout a lot of companies, the sense of commitment to run these trains on time that I would like to see. I can't say it's not there; all I can say is that I don't generally see it.

I would speculate that when you get down to the division superintendent and the trainmaster on these various railroads, you find something of a problem. Their superiors tend to look at them in terms of whether or not they move the freight. Nobody actually says don't move the passenger trains—but you do get your head cut off if you don't move the freight. And that can be pretty persuasive.

I'm not satisfied that either we or the railroads have done an adequate job in outlining the importance of Amtrak service to the various dispatchers, who are really the final word about what happens. I have some sympathy for the dispatchers, even though I'm unhappy about freight train interference. These fellows have to make decisions right now to have immediate impact.

I am sure it's very easy for me or anybody else on Monday morning to say, "You know you shouldn't have started that freight that wound up in front of the passenger train," but they have to call it the way they see it.

To sum up my feeling in that area, I would say we're not mad at anybody, though we are disappointed in the quality of service we're getting from some of the railroads.

I'm not sure that railroads really appreciate the importance of Amtrak to their hopes for a viable future. My own feeling is, and has been, that if the railroads are going to be viable, they've got to have changes in legislation.

To win those changes, they've got to have public support. I'm projecting that we'll carry 20 million people this year, many of whom feel very strongly about railroading because they ride the train.

If the Congress is bombarded with complaint letters from passengers about the lousy service they got—whether or not it's the fault of Amtrak internally or poor maintenance levels on the railroads or freight-train interference—those complaint letters are going to impact the minds of the Congress about what the rail industry is.

The rail industry has a poor public image. I don't know that Amtrak in and of itself can change that public image, but I think it could be a very positive factor and I'm convinced it's terribly important to the industry.

Q: What can you do that you haven't done to try to convince the railroads that this is true?

A: I don't know. We're trying to be cooperative. One of the first statements I made when I came here was that I knew of no institution in the world that had less need for enemies than Amtrak. We want to work with people, we don't want to be in conflict.

There are some people here at headquarters who actually feel that we should be out suing railroads for poor performance. I think any such efforts would result in at best a Pyrrhic victory.

What I want is better service, not a judgment or verdict.

We are a part of this industry. I don't see us as separate from Conrail or Santa Fe or Burlington Northern or Union Pacific. We're all part of this together.

I think one of the things that is terribly important is for the Administration and the Congress to make up their minds whether Amtrak is here to stay. I have a feeling that some of my colleagues in the freight industry see Amtrak as just a temporary situation which is going to get out of the way in due course. I would like to see a stabilization, a commitment on the part of our public institutions to inter-city rail passenger service, and get the idea out of freight

rail management that we're going to go away.

I would hope that we could go from that to somehow persuading people in the railroad industry that we're not a burden or a bane to their existence but rather an opportunity to serve as a crystal-clear window to the public as to what the industry can be and do.

Q: Aren't the railroads encouraged in this attitude by what they read in the papers and what they hear from the OMB and the DOT?

A: I think so. That's why I think it is terribly important that our policy makers decide whether we are going to survive or whether we are going to be shut down. I don't want a situation where Congress won't let us die but won't provide us with enough nutrition so that we can be healthy. That's the worst of all possible worlds.

Q: Would you like to see Amtrak principally a corridor operation?

A: I'd like to see Amtrak operating over a route structure where it could provide good equipment. I'm concerned about trying to limp along with old equipment, however well we try to rehabilitate it.

I read an article the other day about a DC-3 that's still flying somewhere down in Florida. This was written up as an oddity, because the plane was built in 1939. The thought suddenly occurred to me, "Hell, half of Amtrak's entire fleet are DC-3s." That's a measure of our problem. We're operating a lot of museum pieces and, no matter what, service is not going to be reliable with that kind of equipment.

Q: Amtrak's capital budget is around \$100 million a year. You have said it ought to be \$200 million. What do you want the extra money for?

A: We need to buy new equipment, the so-called conventional cars. I'm not interested in seeing Amtrak develop traveling palaces. What we need are cars that are safe, reliable and simple.

Q: Have you any realistic hopes of getting that money?

A: "Realistic" is quite a qualifier. I have hope. In fact, I have great hope that the Administration and the Congress are going to come to grips with Amtrak.

Q: When will you have your first Superliner in operation?

A: The latest information is that we'll be able to start service the first of July, with the *Empire Builder*. Pullman Standard is having difficulty pumping the Superliners through its production line.

I hope to get out to talk to the folks at Pullman Standard and go through their plant in the near future and try to

find out for myself what the problem is.

Q: One of Amtrak's problems, in common with every other passenger-carrying railroad, is high labor costs. What is Amtrak's labor ratio—that is, total labor costs as a percentage of revenues?

A: It's in the low 60s. There have got to be some changes in this area.

Q: What can be done?

A: I have for a long time felt that we had to have changes in work rules and the basis of pay in the industry. I feel that very keenly. I think we have to negotiate those changes on a basis that's fair to everybody.

We've got to negotiate changes which protect the individual employee. He is now doing his job as it's outlined and as the terms have been negotiated.

I think this is in the best interest of rail labor and I'm positive it is essential to the future of the rail industry. I'm not just limiting that to Amtrak although our situation obviously is somewhat different from that of the freight railroads.

We've just got to figure some way to create an environment in which both management and labor are able to see this as our mutual problem and then succeed in working out a resolution that effects substantial change.

I am conscious of the fact that so often in the past those of us in rail management have tended to say "Rail labor's our problem, we've got to change that."

Labor, on the other hand, says, with some eloquence and sometimes with obscenity, "You people in management are a bunch of blockheads."

I expect we're both right.

I have argued for years that this industry can't keep going the way it has been going and I think there are all sorts of objective measures to indicate that the way the industry has been going has been wrong.

Q: Where do your greatest potential labor savings lie?

A: My guess—and it is only a guess because we haven't tried to price it out—is that it's in the train crew area.

Q: What initiatives have you taken on this with the United Transportation Union?

A: I haven't taken any, the reason being that there's no point in my going to UTU President Al Chesser with the message, "Al, we've got to change."

I'd better know first what I want, and why, and that's what I'm working on now. I want to be sure that what I want for Amtrak is something that makes sense, not only for Amtrak but for the employees.

Q: Amtrak's operating ratio is around 250 per cent, so labor obviously isn't your only problem. Are there any other areas where you think you can reduce costs?

A: As I indicated earlier, I think we can be more efficient in our maintenance of equipment. I have some real concern about the number and location of our mechanical facilities. I'm particularly concerned about our Turboliner facilities, which are probably the best we have, and I think the people in those facilities are doing a fine job.

The problem is we don't have enough trains to run through them to bring the overhead down. I'm counting on our new chief mechanical officer to give me an assessment of what can be done in the mechanical area.

Q: The Northeast Corridor Improvement Project has been getting some bad publicity. What is the corridor situation?

A: Structurally, we've got some very real problems. The organization, with the Federal Railroad Administration, Amtrak and DeLeuw Cather all involved, is not a textbook approach. I wouldn't say the organization problem has been resolved, but our working relations have improved substantially.

Northeast Corridor service will deteriorate somewhat in 1979—it will be our worst year from the standpoint of operations. We will suffer more delays because of construction. It's a trade-off situation: How much delay can you put up with and maintain the bulk of your passengers while you are trying to improve the service for them in the future? By the end of the third quarter we should begin to get the benefit of some of the improvements we've made.

Q: What reaction have you had to your recent statement on Amtrak's mission?

A: There is a great deal of interest in the contract concept. We have not spelled out what we mean—we're not yet in a position to do so in specific detail—but the idea of creating some sort of stability which hopefully will minimize political interference and permit some intelligent long-range planning seems to have struck a responsive chord.

Q: How do you feel about this job?

A: I'm delighted. I'm having the time of my life. I'm working with a lot of fine people.

I feel that Amtrak is making some progress—to some degree because of my efforts, but it's really because there are a lot of people here who are interested in Amtrak and who are reacting very favorably to what I hope is some leadership as to where we're going and how we're going to get there.

Broadway Limited Equipment Slated For All-Electric Conversion

Sixty-eight cars for the *Broadway Limited* will be converted to all-electric heating and air conditioning. A similar program is already underway for cars for the *Lake Shore Limited*.

The new \$9.8 million program was approved by Amtrak's board of directors at its January meeting. The cars' old steam heating system and its associated equipment will be replaced by all-electric heating and air conditioning systems, including new, all-electric kitchens for the diners.

The refurbishing programs were

originated because recent winters demonstrated that the old steam-heated cars were too prone to break down. Greater reliability and lower maintenance costs will result from the changes.

Conversion work will be done at Amtrak's Beech Grove, Indiana, shops.

The first train set of 16 reequipped cars should go into service late this year. All 68 cars are scheduled for completion by spring 1980.

The conversion program includes

30 coaches, 11 sleeping cars, 6 lounges, 4 diners, 9 slumbercoaches, 4 baggage cars and 4 baggage-dormitories.

Annual savings are expected to total over \$4 million by operating the upgraded equipment.

In addition to the *Broadway* and *Lake Shore* reequipment programs, Amtrak has already converted 25 sleeping cars to head-end power. These are now in service on various trains working with Amfleet equipment.

Florida-Bound Marchers Jam Alexandria Station

Some 275 youngsters, plus about 50 chaperones, jammed into Amtrak's Alexandria, Virginia, station on Friday, February 9, to create what Bob Norris, station agent, termed the largest crowd he had ever seen in the station.

The occasion was the departure of a musical marching group, the Northern Virginia Patriots, composed of youngsters from six to 19, who were on their way to march in the annual Gasparilla Pirate Parade at Tampa, Florida, the following Monday.

Nine cars of the *Silver Star* were earmarked for the youngsters and adults who were ticketed to Orlando where they did some sightseeing before moving on to Tampa for the festivities. The group returned from Florida on Tuesday, February 13, also on the *Silver Star*.

The Patriots wear uniforms similar to those worn by youngsters of the Revolutionary War period. A composite group, the Patriots are formed from a fife and drum corps, a drum and bugle corps, a regimental band, a drum corps, pom-pom girls, a color guard and a large flag group that displays banners of the late 18th century.

The Patriots, who were the lead

marching unit at Tampa, have also marched at Lexington and Concord,

Massachusetts; Miami, Indianapolis, Louisville and Toronto, Canada.



Washington Star Photos By Ken Heinen

(Left) John Aycock, ticket clerk, warns one of the youngsters to step back as the *Silver Star* approaches. (Below) Baggage man Henry Williams has a more-than-normal load of bags to move to the train. (Far Below) The crowd of 275 youngsters jams Alexandria station as they wait for the train.



National Passenger Association

Replies To DOT Route Recommendations

In response to the Department of Transportation's Final Report on its proposed restructuring of Amtrak's system, the National Association of Railroad Passengers—the rail travel consumer organization—took issue with several points of the report.

NARP said the DOT proposals conflict with the public's desire as evidenced by opinion polls conducted by Peter Hart Associates for DOT itself and by Louis Harris for Amtrak.

In an effort to be impartial and show both sides of the route restructuring controversy, *Amtrak News* now prints NARP's answer to the DOT's proposal.

NARP also pointed out that public hearings conducted at over 50 locations last summer evidenced strong public support as did the continuing ridership increases from year to year as well as the very dramatic increase during the 1973-74 energy crisis.

Referring to that fuel crisis, NARP quoted Frederick Johnson, of the Department of Energy's planning staff. Said he, "If we were to have an oil embargo now like the one we had in 1973, the United States would be on its knees in 120 days."

NARP said the DOT plan conflicts with the need of the country to save energy for its own future generations, as well as for its allies who have become increasingly dependent on liquid fuels, and for developing nations. Fuel conservation would also improve America's trade balance and protect its own national security from possible reductions in foreign supplies.

"Contrary to the statement of Secretary Adams," said NARP, "the DOT proposal will not provide improved service over the surviving route miles. Some 2,985 miles would have less frequent service than at present.

"The system cannot possible serve the stated 91 per cent of the existing

passengers," continued the statement, "because DOT does not know the impact of eliminating such cities as Dallas, Atlanta and Indianapolis for the system. Furthermore, the 91 per cent figure is a distorted one because it must include Northeast Corridor ridership."

NARP pointed out that the Final Report eliminates service over 7,500

route miles that were included in the preliminary report issued last May. The routes, said NARP, received little attention in the series of Rail Service Planning Office hearings last summer.

"For example," noted NARP, "northern Arizona and New Mexico and southern Kansas and Oklahoma would actually have enjoyed improved

Train-By-Train Comparison of Existing and Recommended System (Non-Northeast Corridor Only)

Train Name	Train Route	Recommendation	Comments
Adirondack	NYG-MTL	Continue	If 403(b) funding provided.
Ann Rutledge	CHI-STL	Continue	
Black Hawk	CHI-DUB	Continue	If 403(b) funding provided.
Blue Ridge	WAS-MAR	Continue	Weekend only; weekday if section 18 funding is provided.
Blue Water Limited	CHI-PTH	Continue	If 403(b) funding provided.
Broadway Limited	NYP/WAS-PHL-PGH-CHI	Restructure	Reroute via Pittsburgh, Cleveland and Toledo.
Cardinal	WAS-CIN-CHI	Discontinue	
Coast Starlight	SEA-PDX-OAK-LAX	Continue	
Colonial	BOS-WAS-NPN	Continue	
Champion	NYP-WAS-JAX-STP	Discontinue	
DeWitt Clinton	NYG-ALB	Continue	
Empire Builder	CHI-MSP-HAV-SEA	Continue	Tri-Weekly in off-peak.
Empire State Express	NYB-BUF-NIA	Continue	
Floridian	CHI-BHM-JAX-STP/MIA	Discontinue	
Henry Hudson	NYG-ALB	Continue	
Hilltopper	BOS-WAS-PTB-TSS	Discontinue	
Illini	CHI-CHM	Continue	If 403(b) funding provided.
Illinois Zephyr	CHI-QUI	Continue	If 403(b) funding provided.
Inter-American	CHI-STL-DAL-LDO	Restructure	Operate north of St. Louis only.
Lake Shore Limited	NYG/BOS-BUF-CLE-CHI	Restructure	Reroute via Niagara Falls and Detroit.
Lone Star	CHI-KCY-DAL/HOU	Discontinue	
Michigan Executive	DET-JXN	Continue	If Section 18 funding provided.
Montrealer	WAS-NYP-MTL	Discontinue	
Mount Rainier	SEA-PDX	Discontinue	
National Limited	NYP-PHL-PGH-KCY	Discontinue	
Niagara Rainbow	NYG-BUF-NIA	Continue	
North Coast	CHI-MSP-BIL-SEA	Discontinue	
Hiawatha			
North Star	CHI-MSP-DUL	Continue	Operate north of MSP only if 403(b) funding provided.
Pacific International	VAN-SEA	Discontinue	
Palmetto	NYP-WAS-SAV	Continue	
Panama Limited	CHI-MEM-NOL	Continue	
Pioneer	SLC-OGD-PDX-SEA	Discontinue	
Saint Clair	CHI-DET	Continue	
Salt City Express	NYG-SYR	Continue	
San Diegans	LAX-SAN	Continue	Three of six contingent on continuation of state assistance. Combine with Southwest Limited and reroute via Kansas City.
San Francisco Zephyr	CHI-DEN-OGD-OAK	Restructure	
San Joaquin	BAK-OAK	Discontinue	
Shawnee	CHI-CAR	Continue	
Shenandoah	WAS-CUM-CIN	Restructure	Combine with Washington leg of Broadway.
Silver Star	NYP-WAS-JAX-STP/MIA	Continue	Operate via Orlando; split at Auburndale to Tampa and Miami.
Silver Meteor	NYP-WAS-JAX-MIA	Discontinue	
Southern Crescent	NYP-NOL	Discontinue	
Southwest Limited	CHI-KCY-ABQ-LAX	Restructure	See S. F. Zephyr.
State House	CHI-STL	Continue	If 403(b) funding provided.
Sunset Limited	NOL-HOU-PHX-LAX	Continue	
Turboliners	CHI-MIL	Continue	
Twilight Limited	CHI-DET	Continue	
Washington Irving	NYG-ALB	Continue	If 403(b) funding provided.
Wolverine	CHI-DET	Continue	

service under the preliminary plan and now would get no service at all. RSPO did not even hold hearings in those areas."

NARP also had doubts about reinstitution of rail service once it had been eliminated. "The DOT report," said NARP, "would force the U.S. to undertake massive expenditures to reinstitute service in the future, in a fashion similar to what has occurred in urban mass transit." NARP cited Los Angeles as an example where the Pacific Electric interurban system was eliminated years ago and now planners are developing blueprints

for a "costly new subway" system.

The DOT report had noted problems with Amtrak service quality which it said hampered marketing efforts. Specifically, DOT noted a reduced on-time performance, various locomotive problems, unreliable heating and air conditioning, as well as other car maintenance problems.

Said NARP, "Amtrak has been attacking these problems and laying the groundwork for a major ridership increase. This has progressed slowly because of inadequate capital funding—which will continue under

the DOT plan."

NARP also took issue with DOT's suggestion that fares be increased "at rates higher than the Transportation Price Index."

"DOT implies advocacy of a far stiffer peak period surcharge than any other mode encounters," said NARP, "and little capacity to meet peaks, also unique in public transport which is largely geared to handle peaks.

"We fear the results of DOT's policy would be to restrict trains to the rich, thereby handing DOT an argument it could use in future years to defend still more cutbacks."

Hackney To Top Mechanical Post

Thomas P. Hackney, Jr., has been named assistant vice president-chief mechanical officer for Amtrak, effective February 1.

Hackney comes to Amtrak from the Chessie System where he served, beginning in September 1973, as assistant vice president-mechanical. As such he was responsible for design specifications, maintenance and inspection of the railroad's car fleet, as well as daily maintenance and servicing of 44 passenger trains, 10 of which were Amtrak's.

He had overall responsibility for the maintenance of equipment department's budget and manpower control as well as its safety, training and planning programs.

Hackney served as the Chessie's chief mechanical officer-car from January 1965 until 1971 when he became general manager-mechanical.

Hackney joined the Chesapeake and Ohio Railway in 1941, then served in the U.S. Navy for two years before rejoining the railroad.

At the C&O, he held several managerial positions in engineering, rising to the position of general superintendent-car department, a position he held from October 1962 to 1965.

Hackney holds a bachelors degree from Marshall University.

Amtrak Managers Complete University Executive Program

Twenty-two more managers have completed the Amtrak Executive Program held at the University of Virginia, Charlottesville.

The second graduating class—the first of 1979—finished its two-week session on January 19. The first class of 22 participants graduated on January 27, 1978.

Participants are nominated for the program by their departmental vice presidents and the sessions are held on the university campus.

The two-week course is structured to expand the managerial, financial, organizational and interpersonal skills of Amtrak's managers and is taught by the faculty of the Colgate Darden Graduate School of Business Administration of the University of Virginia.

Classes are held in the campus environment to minimize outside distractions and to provide an atmosphere for after-class discussion groups.

The five major components of the course content include organizational behavior, marketing activities, operations planning and control, financial management, and business-governmental interrelationships.

The latest graduates include Jim Cira, division manager, Los Angeles; George DeCataldo, assistant division manager, New York; Bill Erklenz, assistant general counsel, Washington; Nate Fossett, director, personnel, Northeast Corridor, Philadelphia; Jason B. Frick, manager, budget operations, Washington.

And, Jack Harris, director, security, Washington; Kathy Hartz, district sales manager, Washington; Bill Houwen, division engineer, NECIP, Philadelphia; Ron Jefferson, director, systems and procedures, Washington; John Johnston, manager, contract administration, Washington; Ray Lanman, director, cash and banking, Washington; Herb Longhelt, deputy chief engineer,

Washington.

Also, David Michaels, division manager, St. Louis; Jim Ramey, director, financial planning and analysis, Washington; Jim Roseman, assistant chief mechanical officer, Washington; Ira Silverman, manager, marketing research, Washington.

And, Susan Straus, director, af-

firmative action, Washington; Bob VanderClute, director, train operations, Washington; Eric vonSchilgen, director, on board services, stations requirements, Washington; Joe Vranich, manager, news services, Washington; Kurt Weissheimer, managing director, real estate, Washington; and Billie Wideman, assistant manager, on-board services, Chicago.

Annual Reports Available

Amtrak's Annual Report for 1978 has just been published and copies of the 36-page publication are available to employees on request.

Please contact the Public Affairs Department, 400 N. Capitol St., NW, Washington, D.C., or call Extension 3860 at Corporate headquarters.

Safety Champs Picked for 1978

Winners of the President's Safety Contest for 1978 are:

Division: St. Louis, with a 2.5 injury ratio.

Shops: Beech Grove, with an 11.8 ratio.

Mechanical Facilities: A tie—with a zero ratio indicating no injuries at all for the entire year—Dallas-Fort Worth and Kansas City.

Says Joe Bonelli, director, rules and safety, "We had another good, tough contest this past year. We're quite happy with the winners, particularly Dallas-Fort Worth and Kansas City.

"It's tough to get through an entire year without a single injury, but the guys out there did it and we're all quite proud of them."

Trophies for all winners will be presented in the near future.

Winners for the final month of the 1978 contest included the Empire division, in the division category, with a 2.5 ratio; Wilmington, in the shop category, with a 6.6 ratio; and a nine-way injury-free tie in the facilities category with the resultant zero injury ratio.

The nine injury-free facilities for December were Houston, Dallas-Fort Worth, St. Louis, Kansas City, Min-

neapolis, Detroit, Jacksonville, Buffalo and Philadelphia.

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

Savings Winners

The grand opening of Home Federal Savings and Loan Association's new branch in the building that also houses Amtrak's corporate offices in Washington was the occasion for a special sweepstakes for local employees.

Grand prize winner of a \$100 savings account was Joanne Buford.

Other winners included Gene Makowski, second prize, \$75 savings account; Constance Rogers, third prize, \$50 savings account; and Judy Baylor, fourth prize, \$25 savings account.

Five fifth prize winners of a \$10 savings account each were Kathy Gregg, Sylvia Calalang, Cafiner Shackleford, Jim Evey and Ted Brzozowski.

Carl Baskin won two theater tickets in a separate mini-drawing.

Top Service Personnel For Quarter Named in On-Board Competition

The second group of quarterly winners in Amtrak's on-board services recognition contest has been selected. The winners represent the quarter that includes October, November and December.

As with the first quarterly group announced in November, the latest winners were also selected on the basis of the old three region lineup.

Winners

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

East: Linda Duffaney, Boston.

Central: A tie between Richard Morris and Sigurd Wilhelmsen, both of Chicago.

West: Donald Bryan, Seattle.

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

East: John McLurkin, Washington.

Central: Allen Prioleau, Chicago.

West: Cornelius McDowell, Oakland.

All first place winners will receive a dinner for two at a high quality restaurant in their locality, plus a letter of commendation.

First and second runners-up will each receive letters of commendation, all of which will be inserted into their permanent personnel file.

Category I Runners-up

First runners-up include:

East: Michael Zega, New York.

Central: A tie between John Broussard, New Orleans, and Robert Hegg, Chicago.

West: Paul Albers, Seattle.

Second runners-up include:

East: Joseph Lally, New York.

Central: A tie between 32 persons.

West: A tie between Neil Notestine, Oakland, and Roy Jones, Los Angeles.

Category II Runners-up

First runners-up include:

East: Homer Coney, Washington.

Central: A tie between Conrad Guild, Jr., Marvin Marshall and William Spraulding, all of Chicago.

West: A tie between Ulysses Harper, Delmar Woods, Hugh Smith and Ernest Bigelow, all of Oakland.

Second runners-up include:

East: Johnny Smith, Jacksonville.

Central: Earl Strandlund, St. Paul.

West: A tie between 10 persons.

Employees in the contest are judged two ways. Direct contact personnel are judged on the basis of unsolicited letters of commendation received by Amtrak. Employees who have no direct contact with the public, such as chefs, food specialists and pantrymen, are judged on ratings they receive from stewards or other personnel in charge of dining cars.

Winners for the year will be announced in the next issue of *Amtrak News*.

Book Review

The Official Guide of the Railways, January 1930 edition: 1,760 pages, 7-by-10-inches, soft cover, \$30 postpaid, available from the publisher, National Railway Publication Company, 424 West 33rd Street, New York, New York 10001.

This thick—2-3/4 inches—volume incorporates listings for 992 railroad companies, 76,000 stations, 176 steamship and barge companies and five airlines.

Some 21,300 issues of the original, the biggest guide ever printed, were distributed to railroads and travel agents throughout the country.

This is the volume that shows the connections between the Pennsylvania and Santa Fe railroads and TAT-Maddux Air Lines, where passengers alternately used rail and air for segments of their journeys west.

The book also shows the lesser known connection between the New York Central and Universal Aviation Express which flew passengers between Cleveland and Garden City, Kansas, where they boarded the Santa Fe for the rest of their trip.

Another item of interest is the Key West connection of the Florida East Coast railway. Two trains plied their

way across the many keys between Miami and Key West, one a local that took five and one half hours, stopping at every station, and the *Havana Special* which took a quick four hours and stopped only at Homestead and Long Key.

This reprint is printed on good quality stock that will last for years. The true rail historian can spend many happy hours thumbing through the hundreds of pages while reveling in what railroading once was all about.

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First Superliners In Service, Initial Trip Made To Milwaukee

Amtrak's first new *Superliner* coaches were officially introduced into revenue passenger service on Monday, February 26, on a regularly-scheduled train out of Chicago's Union Station.

The two car consist left Chicago on train 337, at 7:45 p.m., to Milwaukee. After overnighing there, the train, powered by F40PH locomotive 230, return as train 332, arriving in Chicago at 10:02 a.m.

Although the cars are designed for long-distance service, these first coaches will be operated, over the next several weeks, on short-distance routes originating in Chicago.

The trips will be used to train Amtrak's on-board services crews and the personnel of various railroads who eventually will be operating the equipment on long-distance trains.

Amtrak will have 284 bi-level *Superliners* when the order is completed by Pullman Standard. The order includes 102 coaches, 48 coach-baggage cars, 39 dining cars and 25 cafe-lounge observation cars.

The 70 sleeping cars—the first sleepers to be built in the United States in a generation—will each contain economy rooms, an economy family room for five, a room for handicapped persons accommodating two, and several deluxe bedrooms which can sleep two adults and a child and have private restrooms.

The first complete *Superliner* train

will begin operating between Chicago, St. Paul and Seattle later this year, replacing the old steam-heated equipment which averages over 29 years in age. *Superliners* are heated and air conditioned completely by electricity which is generated in the locomotive, much in the fashion of the Amfleet equipment.

Ridership Climbs For Third Time

Amtrak's traffic increased for the third consecutive month with patronage rising 7.5 per cent in December compared to the same month a year ago. Virtually all Amtrak routes shared in the gain.

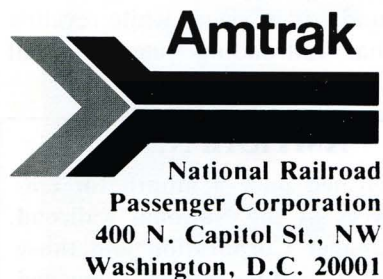
New York-Florida service led the long-distance routes with its 38.5 per cent increase. Other high levels were reached on Chicago-Louisville-Florida, up 22.4 per cent; Chicago-Kansas City-Los Angeles, up 20.5 per cent; and Chicago-Little Rock-Dallas-Laredo, up 17.9 per cent.

Best short-distance increase was

between Seattle and Portland, up 68.8 per cent, while Los Angeles-San Diego ridership broke all previous December records with a 40.8 per cent jump.

Other short-distance increases include: Washington-Cumberland-Cincinnati, up 36.1 per cent; Chicago-Milwaukee, up 32.6 per cent; and Seattle-Vancouver, up 31 per cent.

Amtrak's overall patronage also increased six per cent during the first quarter of the current fiscal year.



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