

Jan. 20 Inaugural Set New Detroit-Jackson Train

Transportation in the eastern part of Michigan will be improved on January 20 when a new train begins operating between Jackson and Detroit. The train will run on a 74-mile segment of Amtrak's Chicago-Detroit line.

Operating Monday through Friday only, the train will run east into Detroit in the morning and west in the evening. Stops en-route will include Chelsea, Ann Arbor and Ypsilanti.

Amtrak's present Chicago-Detroit trains, running at different times, stop at Jackson and Ann Arbor, but not at Chelsea or Ypsilanti.

Operation of the service was requested by Michigan Governor William G. Milliken under Section 403(b) of the Amtrak Act. This section of the law allows a state to request additional Amtrak train service provided the state agrees to reimburse Amtrak for associated capital costs and two-thirds of the operating losses associated with such service.

Michigan is financing the refurbishment of three coaches, two of which will have a high density of seating, and improvements to the facilities at Jackson, Chelsea, and Ypsilanti.

The Chelsea station was thoroughly painted by a local citizen's group, the Michigan Association of Railroad Passengers, under the direction of John DeLora, Chairman. The station



was painted inside and out in its old Michigan Central colors of light green and dark green.

Cooperating to establish the service were Michigan officials James C. Kellogg, Deputy Director of Urban & Public Transportation; Richard Tower, Manager, Rail Operations; Kevin McKinney, Manager, Rail Programs and Dennis Shumaker, Specialist, Rail Operations, along with Amtrak officials David Watts, Director of State & Local Affairs and William Tucci, State & Local Relations Officer.

(read down)		(read up)
6:15 a	Jackson	7:00 p
6:40 a	Chelsea	6:30 p
7:00 a	Ann Arbor	6:10 p
7:10 a	Ypsilanti	5:55 p
7:50 a	Detroit	5:25 p

Monday-Friday operation only.

Court Decision Shapes NE Corridor's Future

In a decision which bears directly on the future role of Amtrak in the development of the Northeast Corridor, the Supreme Court has reversed a special three-judge panel in Philadelphia and agreed with the Government that railroads have recourse to Court of Claims if compensation for their properties under the 1973 law is inadequate.

This law, the 1973 Regional Rail Reorganization Act, requires the United States Railway Association to

submit to Congress a "final system plan" for northeast rail service. The suit brought by the trustee of the New Haven Railroad and other major Penn Central creditors was one of the legal roadblocks which delayed development of a unified rail network in the Northeastern United States. This decision clears the way for further action.

The law provides that one of the "goals" of the "Final System Plan" shall be the establishment of improved

high-speed rail passenger service between Washington and Boston. The service stipulated between Washington and New York is to be operated at such speeds as are required to make an elapsed time of 2 hours and fifteen minutes and between New York and Boston in 2 hours and thirty minutes. This would require an average speed of approximately 115 mph.

Furthermore, USRA's "Final System Plan" will designate which rail properties shall be purchased, leased or otherwise acquired from the corporation (Consolidated Rail Corp.) by the National Railroad Passenger Corp. (Amtrak) . . . for improvement to achieve the goal set forth . . . (above)."

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Foreign Tour

Improvements Announced

Amtrak has announced appointment of its first official agents in the Benelux countries of Belgium, The Netherlands and Luxembourg and in Austria.

At the same time, the rail passenger company published a revised 1975 edition of Visit U.S.A. Tours, especially tailored for European tourists.

Major change in itineraries, according to Alfred J. Lawrence, in charge of Amtrak's international sales, was to grant Europeans' requests for more time in Walt Disney World while in

Florida. All but one of Amtrak's Visit U.S.A. tours now offer visits either to Walt Disney World in Florida or Disneyland in California.

The tours range from a \$220, seven-day "Midwesterner" to a \$390, 13-day "Westerner."

Amtrak earlier had appointed 20 official travel agents in Germany and two in Switzerland. Thos. Cook & Son is general travel agent in the United Kingdom; Japan Travel Bureau, in Japan. Sales programs in other countries are being planned.

NE—(Continued from page 1, col. 3)

Like a row of dominoes, this means then that the Supreme Court's recent action permits USRA to complete its final system plan in due course. Con-Rail will be organized and deal with Amtrak to permit Amtrak to acquire the designated rail properties in the Northeast Corridor. It will then become Amtrak's responsibility to oversee the improvement of that property in order to achieve the goals of the plan, i.e. Washington to Boston in 4 hours and 45 minutes at an average speed of 115 mph.

This will be a long and complicated process; but Congress has shown how it intends to see it carried out. Much more will have to be pioneered, but at least the first steps have been cleared with this decision by the Supreme Court.



Southern Petitions ICC To Discontinue/Reduce Services

In an effort to reduce its passenger losses by about \$1 million a year, Southern Railway has proposed to discontinue Salisbury-Asheville, N.C. and Washington-Lynchburg, Va. service on January 31. Also planned are schedule and frequency changes to Southern's two remaining passenger trains, the Southern Crescent and the Piedmont. Discontinuances are subject to approval by the Interstate Commerce Commission and the various state regulatory commissions.

Currently operating daily from Washington to Birmingham and tri-weekly from Birmingham to New Orleans, the Southern Crescent will become a tri-weekly service from Atlanta to New Orleans effective January 31. Southern said it has been averaging fewer than 31 passengers per day on the Birmingham to New Orleans segment of the train.

Southern also plans, effective January 31, to discontinue the current Washington-Atlanta Piedmont south of Charlotte, N.C. For the first nine months of 1974, the Piedmont's Charlotte-Atlanta segment carried only about 16.2 passengers per trip. Eighty-five percent of the train's passenger miles were between Washington and Charlotte.

Southern officials said the Piedmont schedule between Washington and Charlotte will be revised to provide "far better connections to New York and more convenient arrival and departure times for Virginia and North Carolina cities for which this train provides a real service."

The Piedmont, as presently operated, arrives in Washington at 10:15 p.m., connecting with Amtrak's Night Owl. The proposed arrival time of the Charlotte-Washington Piedmont will

be 7:25 p.m., connecting with the 8:00 p.m. Metroliner. A similar improvement in connections is proposed for passengers traveling south.

Southern said its Salisbury-Asheville and Washington-Lynchburg trains accounted for less than 2 percent of the railroad's total passenger volume last year. If these discontinuances receive approval, Washington-Lynchburg still will be serviced daily on both the Southern Crescent and the Piedmont, and Southern expects to provide weekend and holiday excursions between Asheville and Old Fort, N.C.

Under the terms of the Rail Passenger Service Act of 1970, which created Amtrak, railroads not joining Amtrak are required to operate existing passenger trains until 1975. Southern plans to "continue indefinitely in the passenger business with the Southern Crescent and the Piedmont but can justify doing so only if it eliminates those services which experience has shown are neither needed nor used by the public."

Keeping Track of Amtrak



Through Rain, Snow, Sleet . . .

The James Whitcomb Riley now carries mail between Washington, D.C. and Chicago under a new contract between Amtrak and the U.S. Postal Service. "The contract calls for 30 linear feet of space per day each way," according to Frank Kane, Amtrak's Chief—Mail Service. It is interesting to note that it has been customary to sell space to the Post Office in "linear feet of car length" rather than in cubic feet or even square feet. In this case, the Post Office buys "30 linear feet" because that is close to one tractor trailer load. As a rule of thumb, mail runs about 1,000 pounds per linear foot and 20 pieces per linear foot. Amtrak and the Post Office are working on containerization but in this instance these shipments are not going containerized.

In actuality, more space is required on the westbound trip because the flow of U.S. Mail is generally heavier to the west than to the east. This contract will result in annual revenues of approximately \$200,000 to Amtrak. "In both Washington and Chicago, the post office is adjacent to the station, so it is convenient for the Postal Service to rely on Amtrak," said Carroll Hines, Manager-Station. Another mail contract is in effect between Washington and Chicago on the Broadway Limited route.

More Credit Cards

Amtrak now accepts two additional credit cards, Eurocard and Charge Account Service (the Citizens and Southern Bank of Georgia) for transportation and dining car services. As a reminder, the other charge cards accepted are: American Express, Bank Americard, Carte Blanche, Diners

Club and Master Charge. These seven cards are valid for use at Amtrak ticket windows, in dining cars, and at most Amtrak Authorized Travel Agents.

New Norfolk Train

Passenger stops have been announced for the new Norfolk-Cincinnati train, which will begin daily revenue operation on March 25, 1975. Plans call for the train to serve Norfolk, Suffolk, Petersburg, Nottaway County Station (at Crewe, Va.), Farmville, Lynchburg, Bedford, Roanoke, Christiansburg and Narrows-Pearisburg, Va.; Bluefield, Welch and Williamson, W. Va.; as well as a new station between Kenova, W. Va. and Ashland, Ky.; and Cincinnati, Ohio. Through service will be provided to and from Chicago by linking at Ashland, Ky., with Amtrak's current

Washington-Chicago train, the James Whitcomb Riley.

National Limited Stop

Amtrak has announced tentative plans to discontinue the stop at Wilkinsburg, Pa., next spring unless ridership improves. The National Limited stops at Wilkinsburg on signal to receive or discharge passengers. The minimum ridership criterion for this kind of stop is a total of 180 passengers getting on and off the train each month, or an average of three persons per day per train. For the nine month period, January through September, ridership at Wilkinsburg averaged 34 passengers per month. In September ridership at Wilkinsburg had fallen to 17. The Wilkinsburg stop will be on a probationary status until the next timetable is issued in April. If ridership does not show im-

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We want to hear from you. To cover fairly all areas of the nation and all newsworthy events, Amtrak News must rely on you to communicate with us. We want you to write or phone us when an event occurs that you think deserves recognition.

Local news items are usually printed in the "Keeping Track of Amtrak" column. When you read about college students painting the station in Quincy, Ill., or about "Amtrak Night" in Port Huron, Mich., or about the opening of a new parking lot at the Milwaukee station, you saw it in this column. We want to print more of this material. Will you help us?

AMTRAK NEWS

NATIONAL RAILROAD PASSENGER CORPORATION

Published bi-weekly for Amtrak employees and those of participating railroads engaged in passenger service

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Economical Family Plan Will Apply to More Trips

Amtrak recently announced that the minimum basic coach fare needed to qualify travelers for family plan discounts will be reduced from \$30 to \$20. The reduction in base fare will bring many more medium-distance journeys into the range eligible for lower family fares.

The more liberal formula is an attempt to stimulate more off-peak and leisure travel.

Effective Feb. 1 new tariffs will result in substantial savings for many travelers. For example, a couple with two children age 2 through 11 traveling between Boston and Philadelphia would save \$10 from the current total one-way coach fare of \$60. Between New York and Buffalo

as well as between Chicago and Minneapolis, the saving would be \$12 and between San Francisco and Los Angeles, it would be \$11.55. A round trip would double the saving.

The new discounts apply between all cities where the single adult one-way coach fare is now \$20 or more. Family plan fares do not apply to trips beginning on Fridays or Sundays. In many cases, however, family plan fares are lower than any other public transportation available. Between Washington and Boston, for example, a couple with two children 2 through 11 could save \$9.50 over bus fares for a one-way trip and \$79.52 over air coach fares. Family plan discounts apply to coach and first class travel.



Amtrak Announces New West Coast Excursion Fares

A series of west coast round-trip coach excursions at prices averaging 22 percent below regular fares will be in effect between Feb. 1 and June 11, 1975.

The new fares are an attempt to stimulate off-peak and leisure travel. Amtrak considers the excursions an experiment. Their application to other routes will depend upon passenger response.

Cities included in the excursion fare plans are: San Diego, Los Angeles, San Francisco, Portland, Tacoma and Seattle. Savings range from 17 percent off the regular round-trip fare

between San Francisco and Seattle, to 31 percent off the regular round-trip fare between Seattle and Portland. Fares to intermediate points will be computed using the excursion fares where it would result in a savings to the traveler.

However, excursion fares are subject to restrictions. They are for round-trip, coach travel only and the return journey must start in a 7 to 21 day period beginning the day after the traveler leaves his city of origin. No stopovers are permitted and only children's half fare discounts apply. Excursion fares are good on all trains.

What They're Saying About Amtrak

Bill Brand in the San Francisco Examiner & Chronicle: "Trains, besides being ecologically sound, are fun. The 20th Century Limited and most of the glamor are gone. Movie stars have their own Lear jets. But trains are still around and they're getting better all the time. Just sitting in a dome car on the Zephyr through the Sierra or along the Pacific Coast on the Starlight is a treat. But add to that a golden sunset, nice people and maybe a cocktail. It's relaxing. And no phones . . ."

Joe Donaldson in the Niagara Falls (N.Y.) Gazette: "The train left promptly at 1:15 p.m. while passengers were making themselves comfortable in the clean, bright coaches . . . Coach seats recline and there is adequate foot room. Food in the dining car was good and reasonable . . . Our observation was that if you are in no hurry to get where you are going, train riding is the way to do it."

Richard Rodda in the Sacramento (Calif.) Bee: "The railroad which operates the Southwest Limited forced Amtrak to discontinue use of the Super Chief name for this famous train . . . After riding the Southwest Limited . . . it is hard for me to notice any changes. Amtrak seems determined to make the Southwest Limited the most reliable and luxurious train in the country."

An editorial in the Baltimore Sun: "Officials of Amtrak, the federal rail passenger service, are a different breed from the earlier private railroad officials who allowed, even encouraged, the decline of passenger service; Amtrak's enthusiasm for expanded passenger service cannot be doubted."

A Look at 1975

Amtrak has generally been well received by the American public and by the news media. Perhaps one reason for this is that most people seem to like trains, passenger trains in particular. But once in a while questions come up which need answers or interpretation. It may be well to analyze here some important aspects of Amtrak and of rail passenger service, especially as we begin a new year with a new challenge.

1975 will be a year marked by the delivery of the first new passenger equipment, other than the French Turboliners, ordered by Amtrak. For the first time, we shall be able to point to new equipment we ordered, staffed mainly by Amtrak people and operating over a route system seasoned by four years of hard work. By all indicators, we can look forward to 1975 as Amtrak's best year.

During these first three and one half years Amtrak has been establishing the base for this country's first *national* rail passenger system. Important things have been done; such as, the automated reservations and information system; simplified ticketing; a single timetable, a single tariff; a centralized commissary system; a nationwide services organization; sales staff and travel agent organization; universal credit card compatibility . . . to name a few. Handicapped by an old fleet of cars which inevitably gave room for little flexibility and which produced a declining total number of available seats as a result of accident losses—just plain wearing out and the necessity to scavenge from one to keep others going—it can hardly be expected that ridership percentage increases, which have always been good, could continue to increase forever at the same high rate

when the number of seats available to the public has been decreasing. Statistically that just won't work; but even so our rate of increase—though reduced—remains considerably higher than that of other modes.

Some have said, "If ridership goes up 30%, then this must mean that the public's acceptance of Amtrak is strong." In Amtrak's earlier days, this might have been reasonable . . . to equate "ridership" with "public acceptance." But as the total number of people traveling in trains grew, this number approached the reasonable level of capacity for the total space available. Obviously then, the *percentage* rate of increase in ridership would fall off. This would tend to give a picture of a decline in public demand even at a time when gross ridership was as high as, or even higher than, it had been before.

The situation is further complicated at peak level times, such as Easter, Christmas and New Years. At the very time when ridership figures should be getting strong support from heavy patronage, we have not had the capacity to take advantage of the demand.

We shall not be able to judge accurately what public demand is until we are able to put a sufficiency of cars and seats out in the system even on peak load days. As Amtrak's five year financial plan shows, we do not expect to have many more cars by 1979 but we should have about twice the seat capacity on the rails.

Like "ridership" another catchword is Amtrak's "deficit." Those unfamiliar with Amtrak's financing and the government's way of doing business are prone to underscore the subsidy or deficit side of Amtrak's operations. In a year in which the govern-

ment spent no less than \$24 billion (Fiscal Year 1974) for highways and other modes, other than rail transportation, the government spent under \$300 million on Amtrak. Even in Washington, D.C., government is spending not less than \$6 billion for a new local and limited subway system to serve one small area whereas the funds spent on Amtrak are spread over the entire country.

Amtrak is directed by Congress to operate on a "for profit" basis and Amtrak's plan is to do just that. However, each year the company has been in existence it has been charged with operating some trains under marginal conditions and with opening new routes which cannot be expected to become profitable for several years to come. The thing that is important is to note that the rate of increase in revenue is growing faster than the rate of deficit increase.

Then there is the "quality of service" criterion. We take considerable pride in the fact that fewer and fewer complaints are addressed to the human side of Amtrak and that definite gains have been made by Amtrak men and women in winning over the rail passenger. Up to now we have not been able to say the same thing for the "hardware" side of the picture. By now most people realize that a 25-year-old car is most likely to have a 25-year-old air conditioner, that both have seen better days and that new and better cars are on order.

The maintenance situation also comes in for its share of blame and problems. As Amtrak NEWS pointed out recently, Amtrak is negotiating with Penn Central now for the purchase of the Beech Grove maintenance facility and this will not be the only one. Maintenance has been a headache, but like so many other things, it will be a problem on its way to a solution with the purchase and operation of Amtrak's own maintenance facilities.

Lately there have been some who have said that the momentum given Amtrak by the "gasoline scare" a year

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One "Hat Check" Per Trip To Simplify Ticket Collection

Under a new system developed by Richard G. Alleman, Special Assistant to Vice President-Operations, Amtrak passengers will no longer be annoyed by the use of hat checks which cover only a limited portion of their trip. By direction of F.S. King, Vice President-Operations, Amtrak has placed in use new hat checks which are held by passengers from origin to destination on any given train. At the time a passenger presents his fare, he is issued a hat check which is good for his destination.

For many years, different hat checks were in use by individual railroads. Each carrier participating in the operation of a through train used its own hat check identification. As a result, each hat check was lifted at the end of that carrier's line and a new one was issued by the next carrier.

"This frequently caused a passenger traveling over several railroads to be required to furnish proof of fare purchased more than once," said Alleman. "This new system is more convenient to the passenger and ensures that all ticket lifts have been made.

The new hat checks are printed with city code abbreviations in order from origin to destination for any particular Amtrak route. These codes which include four color codes along with the date are punched by the conductor upon initial ticket lift. The individual conductor's punch adds another step in the security process.

Hat checks have been printed for each of Amtrak's 24 different routes outside of the Northeast. Checks for each route are printed in green, white, pink and yellow. These new checks do

not replace the computer-type "data tags" which are in use on the following high-volume Northeast routes: Boston-New York, Springfield-New Haven, New York-Washington, and Philadelphia-Harrisburg.

"Under traditional regulations, still retained by Amtrak, conductors are required to approach any passenger seen anywhere on the train without a hat check displayed for verification of a ticket lift," declared Alleman.

On the back of each check is an explanation of how it is to be used by the passenger. The statement reads, "This check is provided for your convenience. Keep it where it may be seen by conductor. Take it with you if you leave seat."

The new system was implemented on Dec. 15, 1974. New supplies of Amtrak hat checks will be issued to the railroads when new routes are started, when changes are made in station stops on existing routes, or at six-month intervals to replenish supplies.

Trends in Railroading

Preamble Express

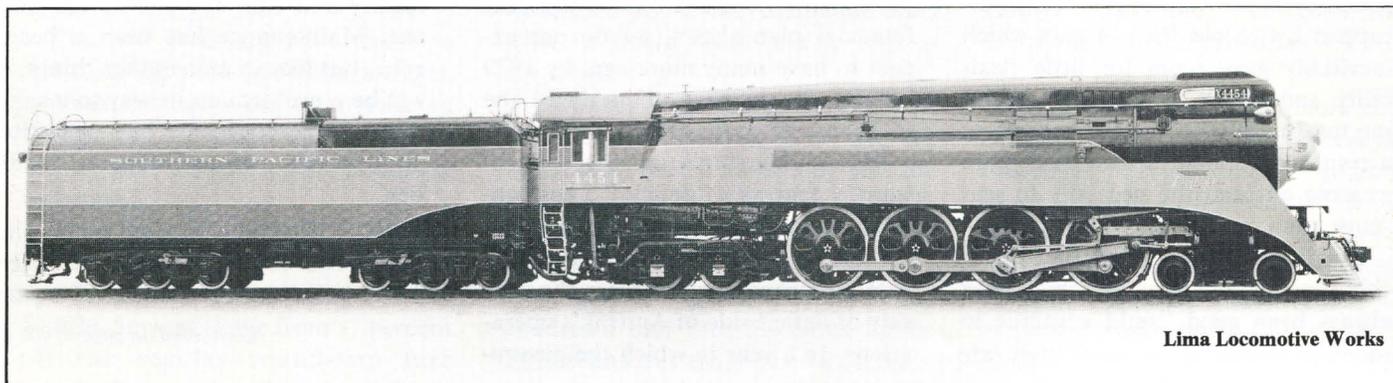
As Amtrak begins operating new passenger cars in 1975, an "old" train, The Preamble Express, will start operating to 79 cities. Appearing aboard

the train in Amtrak's Alexandria, Va. station, President Gerald R. Ford announced the creation of the American Freedom Train, a privately sponsored, 22-car special that will take a cross-country tour to celebrate the national Bicentennial.

Planned exhibits for the train's 21-month tour include articles representative of the nation's founding, its industries, sports, entertainment, exploration and law enforcement. Included in the collection of important documents and memorabilia are

George Washington's copy of the Constitution, Paul Revere's saddle bags, the original Louisiana Purchase agreement and the hand-written draft of John F. Kennedy's inaugural address.

Officials expect 10 million people to visit the train during its journey. The train may be drawn by a restored steam locomotive. Five major U.S. corporations have put up \$1 million each for the project and planning is underway to raise additional money through contributions and ticket and merchandise sales.



Lima Locomotive Works

Pueblo, Colorado: Railroading's Versatile Test Site

During the recent meeting of District VIII of the American Industrial Development Council in Colorado Springs, delegates from Arizona to Idaho took advantage of that meeting to hear about Amtrak's plans for new operations in their area and to visit the Federal Railroad Administration's High Speed Ground Test Center at Pueblo.

The week before the council's meeting, the Secretary of Transportation had announced a new Amtrak experimental route linking Washington, D.C. and Denver and provisions for a northwest route through Boise, Idaho from Portland, Ore. to Ogden, Utah. Dr. Richard J. Pfeil, Manager of the Economic Development Department of the United Banks of Colorado and regional host to this group, took advantage of the ideal timing of these events to make the discussion of Amtrak's new routes in the Rocky Mountain region the major theme of this Industrial Development Conference.

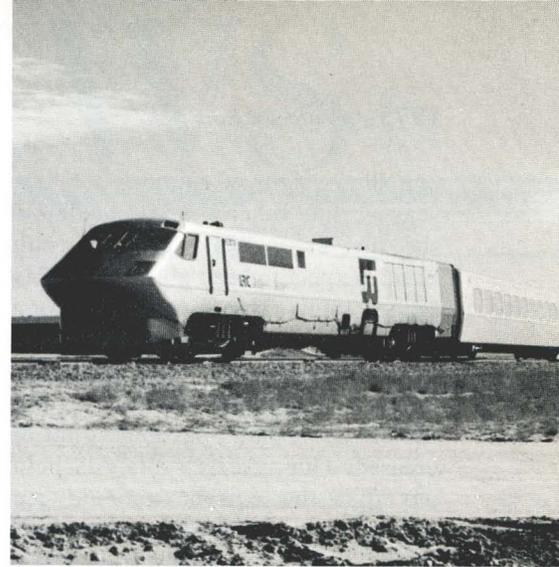
Coloradans have for a long time sought a Front Range rail passenger service which would link La Junta with Denver. The new route from Washington will do that with stops at Pueblo and Colorado Springs. The theme for the first day of this two day conference was built around Amtrak and its plans for the next five years. Amtrak was represented by L. Fletcher Prouty, Director-Plans & Projects/PR and by Larry Mitchell, Denver District Sales Manager. Although this new Colorado route may be only a small part of the national system, it was interesting to note that each community involved from La Junta to Pueblo, Colorado Springs and Denver were well represented by their Industrial Development officials, bankers and members of the Chamber of Commerce. Other representatives came from such other well known Colorado institutions as the U.S. Air Force Academy and the very strong tourist

and vacation industry. All were most interested in Amtrak's plans and what the return of rail passenger service would mean to their area of interest.

The second day of this conference was arranged so that all delegates could travel to the FRA Test Center at Pueblo. The first impression of that facility is its size. It spreads for miles across the plains and its present nine mile oval track will soon be dwarfed by a 25-mile track. The main buildings are equipped with everything from banks of high powered computers to hundred ton overhead cranes, full scale locomotives and all kinds of test gear. In one end of the main test building, dwarfed by the size of the place, there is a wheel and truck assembly test facility unlike anything anywhere else. Wheels and trucks can be tested under all speeds and loads. Other facilities are there to provide instrumentation for full size railroad equipment which will be operated on the center's trackage.

Visitors find the outdoor running tests most interesting. The Development Council delegates were bussed to a high overpass where they were able to observe a test vehicle, operating on regular track and regular railroad car trucks, accelerate quickly to more than 150 miles an hour as it sped by the overpass. Its Linear Induction Motor (LIM) requires a center-line panel type of construction between the rails but otherwise the track was normal. This speed run was definitely for "test only" purposes, and the vehicle in its present configuration has no practical value. The delegates were taken to other areas to see some real working tests of operational type equipment.

Principal among these at that time was the operation of the Canadian LRC train. LRC for "light-weight," "rapid," and "comfortable." This small set came to Pueblo to work. It was fully instrumented and was being



Canadian built LRC: the "Light-weight, Rapid, Comfortable" train of the future.

F. Prouty photo

driven twelve hours a day at speeds of 120 mph around the nine-mile oval test track. It was working toward a goal of 40,000 miles on the test oval. Amtrak officials had been there only the week before to observe the operations of this good looking and smooth riding train. As a result of their visit, there was an Amtrak bi-level passenger car, of the type used on the Southwest Limited, at the test site. It had been fully instrumented for tests and was being pulled by the LRC. Dick Pfeil of the Industrial Development Group instructed the bus driver to drive over to the Amtrak car and the entire delegation went aboard "to see what Amtrak looked like these days." The LIM was interesting, the LRC was modern, but to them the Amtrak car was something real.

This Pueblo facility is most impressive. All kinds of tests are underway at all times including freight car stability and performance tests performed on cars modified with a variety of advanced equipment. It became apparent that what had begun as a "high speed" ground test center has become more appropriately an everyday working test site capable of supporting tests on all kinds of tracked equipment from advanced passenger sets like the LRC to the very heavy equipment used in freight operations. As railroading develops, both passenger and freight, it will be assisted through all phases by this very large, very modern and most capable test facility.

ago shows signs of running out. Last year we did "inherit" a lot of riders at the fuel crisis peak, and we could hardly expect to keep all of them. Passenger totals have continued strong, but we have lost some gross revenue money because the "long haul" passenger has dropped off while the number of "short haul" passengers has increased. Our research analysts point out that the current national economic recession has caused a cut back on expensive trips and with it a drop in "long haul" ridership. When we look at how the recession is hitting other industries, automobiles and airlines in particular, Amtrak can take a certain amount of pride in its holding ability.

Perhaps one of the hardest comments to understand is that which states that Amtrak has yet to take delivery on a single new conventional passenger car. This statement reflects an imperfect understanding of our ongoing programs and plans.

Amtrak has ordered, has had delivered and is successfully operating two all new turbine-powered trains. Four more turbine trains will be delivered over the next few months. Altogether, Amtrak has on order 347

new cars and plans to place 435 more on order within the next month.

The reason that Amtrak has not yet taken delivery of more cars is quite simple. The administration was not about to put the full faith and credit of the U.S. Government behind large loan guarantees until the Amtrak experiment proved itself.

Our belief is that we are in a moderately leveled off period, as is most of the rest of the economy, but that we are methodically and effectively preparing ourselves for the advent of new equipment and better service during 1975. This is something we should all appreciate and from which we should take heart. There is a busy year ahead, and Amtrak's service to the public will be right there in the thick of things.

As we have said above, we can look forward to 1975 as Amtrak's best year. One thing which is absolutely essential to the realization of this goal is the necessity to win repeat business. If we are to see really significant gains they will come from those passengers who have chosen to ride with Amtrak and who have come back again. Amtrak is increasingly dependent upon this repeat business, and the only way that this can be achieved is for every one of us to assure good customer ser-

vice. This will be the year to prove that everything which has been done with time and money can be made to work successfully by all of the people involved in the Amtrak team.

KEEPING TRACK—

(Continued from page 3, col. 3)

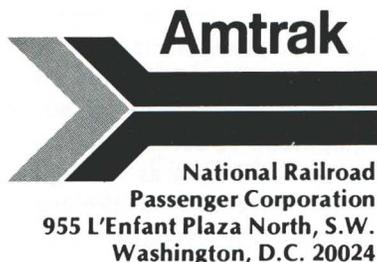
provement by February, service to Wilkinsburg will be discontinued.

New York Track

Officials of New York State Department of Transportation (DOT), Amtrak and Penn Central Railroad met December 4 to discuss preliminary plans for removing slow orders on Penn Central's Albany-Buffalo track. Albany-Buffalo track work, to be funded by New York State, will be the first step toward the state's goal of eventual removal of all slow orders on the New York-Buffalo Empire Service.

Michigan Track

Under the terms of a recent State of Michigan proposal, slow orders on Penn Central track between Chicago and Detroit would be removed at the state's expense. Negotiations are in progress with Penn Central for subsequent schedule reductions.



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