

Inaugural Run Introduces Pioneer To Boise Route Cities

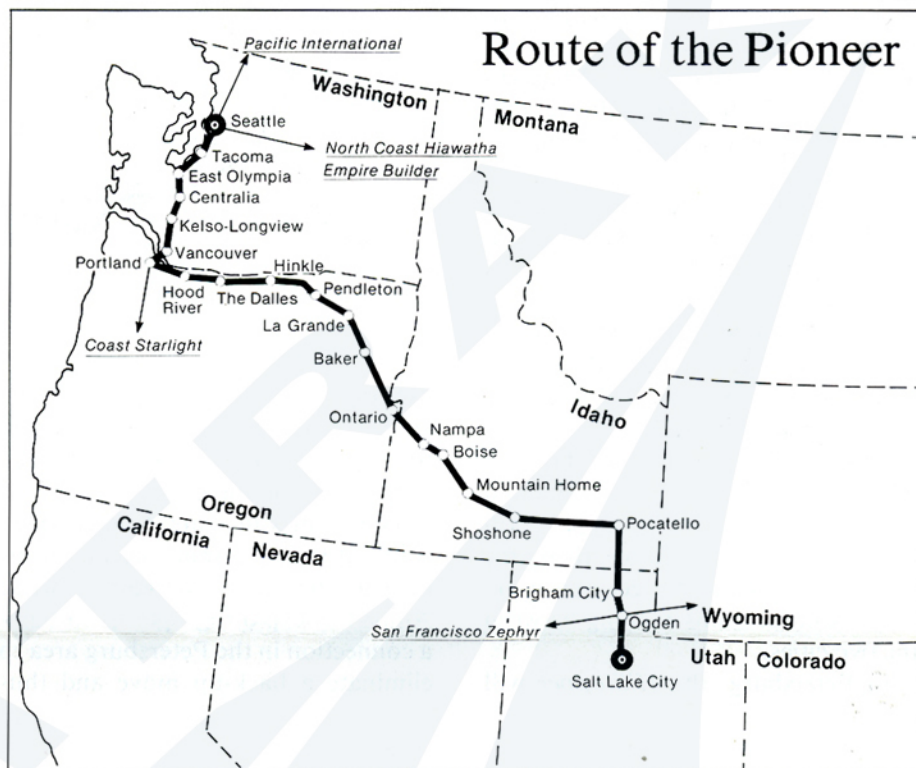
Amtrak's new train, the *Pioneer*, will be introduced to citizens along the Seattle-Salt Lake City route in a special three-day inaugural on June 4, 5 and 6.

The inaugural train will start in Seattle on Saturday morning, June 4, and will stop overnight in La Grande, Oregon, the first night. On Sunday it will proceed to Boise, Idaho, and on Monday it will terminate in Salt Lake City.

The train will stop at each station east of Portland long enough for brief ceremonies and public inspection of the new equipment.

Federal, state and local officials are expected to participate in the inaugural activities at stations along the route. The public has been invited to join in the station festivities.

Regularly scheduled service will begin on Tuesday, June 7, in both directions. The *Pioneer* will operate as a reserved-seat train and the train's consist will include an Amdinette, with beverage, snack and light-meal service; and long-distance Amcoaches. The Amcoaches have small dressing rooms as well as restroom



facilities.

The regularly-scheduled eastbound *Pioneer* will leave Seattle at 7:30 a.m. and arrive in Salt Lake City at 8 a.m. Westbound, the train will leave Salt

Lake City at 10:15 p.m., and arrive in Seattle at 9:20 p.m. Connections to and from the East on the *San Francisco Zephyr* will be made at Ogden.

Hilltopper Begins, Routed Through Richmond

A route through Richmond and Roanoke, Virginia, has been selected for Amtrak's new *Hilltopper* service that began operating between Washington, D.C., and Catlettsburg, Kentucky, on June 1.

The route is a revision of the Norfolk-Cincinnati *Mountaineer*, a two-year experimental route that was terminated on May 31 in compliance with a directive issued by Secretary of Transportation Brock Adams.

In conjunction with the *Hilltopper*, Amtrak entered into a contract for

connecting bus service from Norfolk and Suffolk to Petersburg, Virginia, to permit Tidewater residents to connect with the train to and from western and northern points.

Two optional routes were originally considered for the *Hilltopper*; one via Richmond — the final selection — and another via Charlottesville.

Because of the strength of travel to Washington, patronage is expected to rise from a yearly average of 53,400 on the *Mountaineer* to 62,800 on the *Hilltopper*, an increase of some 17

per cent.

Ridership via Charlottesville was estimated at 42,200, less than the Richmond route and substantially less than the *Mountaineer's* original route.

The *Hilltopper*, using Amfleet equipment, will operate daily in both directions. In Virginia it will serve Alexandria, Quantico, Fredericksburg, Richmond, Petersburg, Crewe, Farmville, Lynchburg, Bedford, Roanoke, Christiansburg and Narrows. In West Virginia it will serve

Bluefield, Welch and Williamson.

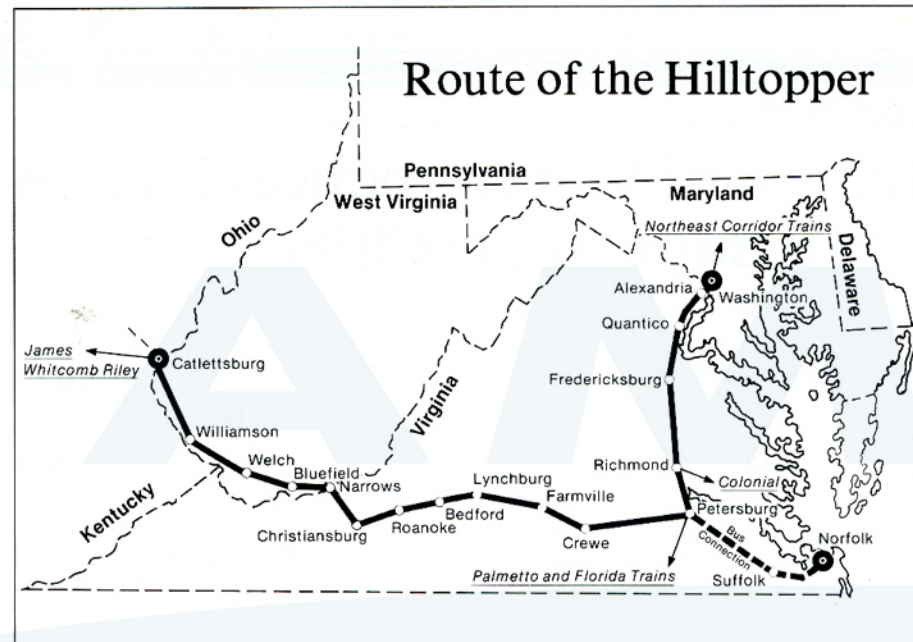
The *Hilltopper's* schedule is designed to allow good connections at both ends of the route for passengers traveling from points in Virginia and West Virginia. On the west end, the *Hilltopper* will connect with the *James Whitcomb Riley* at Tri-State Station, at Cattletsburg, Kentucky, for Cincinnati and Chicago. In Washington, excellent connections are available to Baltimore, Philadelphia, New York, New Haven and other communities in the populous Northeast.

There will be connections in Petersburg to and from the *Palmetto*, which serves points in the Carolinas and Georgia.

The *Hilltopper* also provides the first through service from Richmond to the western portion of Virginia, a sizable travel market.

Also, while not primarily scheduled to serve the Washington-Richmond mini-corridor, the *Hilltopper* will provide additional service there for passengers unable to get space on other Amtrak trains running between the two cities.

In Petersburg, the *Hilltopper* will



use the same station used by the *Palmetto* and the New York-Florida trains. The *Mountaineer* had used another station there.

The train will enter Collier yard, south of the Petersburg station, to be turned before proceeding west. Amtrak is exploring options to build a connection in the Petersburg area to eliminate a back-up move and thus

reduce the scheduled running time.

Westbound, the *Hilltopper* will leave Washington at 2:30 p.m., and arrive in Cattletsburg at 6:25 a.m.

Eastbound, it will leave Cattletsburg at 12:48 a.m., arriving in Washington at 5:10 p.m.

Amtrak expects the *Hilltopper* to meet the Route Criteria economic tests for a satisfactory operation.

Name The Bi-level Contest Winners Picked

Winning entries in Amtrak's "Name the bi-levels" contest have been chosen.

Tied for the top award, with the name *Vistaliner*, are Doug Deaton, sales representative, Battle Creek, Michigan, and Mark Walburn, junior engineer, track design, office of the chief engineer, Washington.

The two, and their immediate families, will each receive a trip on a train of their choice using the new bi-level cars after they are put into service. Scheduled for first implementation of the new cars is the *Empire Builder*, followed by other western trains.

Runners up are:

Amcruiser, by Jim Bryant, director special services, public affairs department, Washington,

Vistalevel, by David Freyer, summer redcap, Chicago Union Station, and Doug Deaton,

USA Cruiser, by David Peters, air brake technician, New Haven,

Astroliner, by Doug Deaton, and **Bi-liner**, by James S. Carver, redcap, Los Angeles Union Station, and Ralph Emmett Dant, supervisor car distribution, Northeast Corridor, Philadelphia.

None of the selected names, however, will be used as the official name of the new bi-level cars because each was protected by copyright or other legal device held by some other corporation and thus unavailable for Amtrak use.

The new bi-level cars will be called **Superliners**, a name created by the creative staff of Needham, Harper &

Steers, Amtrak's advertising agency.

Says Joe Falsetti, director of marketing services, "Our employees certainly came up with some excellent names. But after we picked the six finalists, we made a copyright search to see if they were 'available' and discovered that all were tied up in some fashion or other. So, because of the legal roadblocks we were unable to use any of the six names."

The runners up will each receive a desk pen set consisting of a scale model Amtrak locomotive sitting on a piece of track.

The bi-level cars are currently under construction at the Hammond, Indiana, plant of Pullman Standard. They are scheduled to go into service later this year.

Restored GG1 Locomotive Returns To Service

One of the world's most famous electric locomotives, a GG1 meticulously restored to the 1930s paint scheme of the old Pennsylvania Railroad, went back into revenue service — a veritable live and unique rail historical exhibit — by pulling Amtrak's New York-Washington train No. 160, the *Murray Hill*, on Sunday, May 15. Following the inaugural run locomotive 4935 went into Amtrak's locomotive pool and will now power Amtrak's various trains in the electrified Northeast Corridor.

The locomotive is one of the legendary series first built in the 1930s with many examples still in service on the electrified track of the Northeast. The restoration of the GG1 was made possible through the contributions of hundreds of rail fans who banded together in an organization called the "F.O.G.G. Committee," or the "Friends of the GG1."

Before departing Washington's Union Station on its inaugural run, 4935 was eulogized and its exploits and those of other famous GG1s, which were among America's first



Restored locomotive 4935 heads up the Murray Hill as it leaves Washington for New York on its maiden run.

streamliners, were retold by speakers that included Raymond Loewy, the industrial designer who created the GG1 design; Amtrak President Paul Reistrup and Howard Serig, the man who fathered the locomotive restoration idea. The locomotive was rechristened by Mrs. Reistrup with a bottle of Pennsylvania champagne.

Loewy had been selected to make something beautiful out of the original awkward-looking GG1. He suggested that the locomotive shell be welded instead of riveted and added

the elegant paint scheme that consisted of the five gold pinstripes running the length of the body.

It streamlined the locomotive giving it "a graceful expression of silent speed and power," according to Loewy.

Said the 83-year-old designer, "It looks like it's moving when it's standing still."

Other guests at the ceremonies include Karl R. Zimmerman, author of "The Remarkable GG1," and Allan V. Vaughn, president of the National



Wilmington maintenance facility's shop forces pose with the GG1 on the day restoration was completed and it rolled out of the shops.

Railway Historical Society.

Following the ceremonies, the GG1 was moved to the head end of the *Murray Hill* for the three-hour-55-minute run to New York City.

At the rear of the train were two private railroad cars, the *Lionel-Ives*, owned by Larry Battley, formerly Amtrak's office manager, personnel department, and the *Pennsylvania*, owned by New York Attorney George Pins. Invited guests, including Loewy, were aboard.

The *Pennsylvania* is probably the most famous private railroad car in the country. It was built in 1928 for use by W.W. Atterbury, then president of the Pennsylvania Railroad. It was subsequently the railroad's presidential car, until the mid-1960s, and carried, during its career, four U.S. presidents: Roosevelt, Truman, Eisenhower and Kennedy. It was also the car that carried the body of slain Robert F. Kennedy from New York City to Washington for burial in Arlington National Cemetery.

The restoration project was the brain child of Serig, a rail buff and economist with the U.S. Department of Transportation. After he proposed that such a restoration be done, his

original idea was seized upon by rail fan groups who organized the F.O.G.G. committee to raise money for the project.

The group approached Reistrup who approved Amtrak's participation. Funds were collected by F.O.G.G. to pay for labor, shop overhead costs and materials to upgrade and repaint the locomotive inside and out. Work was done at Amtrak's Wilmington, Delaware, shops.

The 4935 was freshly painted in Brunswick green, the original 1935 color, with gold trim, including the distinctive five-band pinstriping along its side. The GG1 also carries the Pennsylvania Railroad's herald on its nose and sides.

4935 was chosen for the restoration because it was the last GG1 on Amtrak's roster that kept its original Pennsylvania Railroad number through the years, was in excellent mechanical shape and had unmodified air intakes. The F.O.G.G. committee has set up a fund to keep the locomotive cosmetically upgraded for the rest of its term of revenue service.

Auto Costs Up

Driving a car is getting more and more expensive each passing year.

According to the American Automobile Association driving an average, intermediate-sized American automobile now costs 20.2¢ per mile, or about \$2,019 a year, if the owner drives 10,000 miles a year, the national average.

Two years ago the AAA's figures were 18.3¢ per mile making the increase from 1975 to 1977 10.3 per cent.

Happily for the driver, the study does show that fuel efficiency has risen in the same time from 13.5 miles per gallon in 1975, to 16.5 in 1977.

The cost figures were divided into variable and fixed costs. Variable costs included gasoline, oil, maintenance and tires. Fixed costs included insurance, license and registration fees, taxes and depreciation.

Amtrak anyone?

Electrician Apprenticeship Program Starts At Beech Grove Shops

Amtrak's new apprenticeship program officially began on Monday, May 16, with the start of classes for ten specially selected men at the Beech Grove, Indiana, shops.

The event was marked with a short ceremony in the one-story, 60 by 24-foot modular classroom that is serving as a temporary headquarters for the classes. Under construction is a permanent training facility that will cost \$1.7 million.

The first ten apprentices were selected from a large group of applicants, in this case all from the Beech Grove shops. In the future, candidates for the apprentice program will be picked from various locations all over the system.

Why an apprentice program?

Explains Vic Campbell, senior administrator, technical training, Washington, "For many years, prior to Amtrak's inception, the railroads had stopped training employees in passenger car work. The older men were retiring and no new ones were coming up the pipeline.

"So, to have people to maintain cars in the future, we had to get an apprenticeship program going."

The first class is for the electrician craft. It will consist of three years of a combination of classroom work and work in the field under the supervision of a working journeyman. In the field, the apprentices will be rotated through the various job functions of each of their own crafts.

Apprentice programs are on the drawing boards for carmen and should begin late this year. Next year will see the start of programs for the machinists and other crafts.

In the future, the apprentices will come to Beech Grove for eight to twelve weeks of instruction, then return to their home base for on-the-job training. They will also periodically attend classes, either at Beech Grove or, in the case of larger

locations, at their home base.

A committee of training personnel, union representatives and supervisors will review the progress of each apprentice. If one is not doing well, he will be counseled.

Although the apprenticeship program for electricians is set at three years, one could conceivably finish the classroom work of the "basic training" portion in less than the scheduled 12 weeks since much of the classroom work is self-paced.

Each individual works in a study carrel, a small cell that can be equipped with a TV monitor, film strip projection unit, audio tape units and reference and work books. If an individual needs help, he calls on the instructor.

There are a minimum of formal lectures. The instructor is not meant to be a lecturer but more of a manager and personal tutor on an as needed basis.

Periodically, however, there are classroom exercises with laboratory experiments in which the entire class participates.

The apprentice program is an amalgam of the best aspects of current, albeit freight-oriented, apprentice programs from the Santa Fe, Louisville and Nashville, Southern and Burlington Northern railroads. Amtrak added some of its own features and feels it now has a program that is second to none.

Speaking at the opening day ceremonies in Beech Grove, Jim Roseman, assistant vice president and chief mechanical officer, said, "What is beginning here today is not the opening of a temporary building. It is the first building block of a program that will guarantee Amtrak the strong foundation of qualified craftsmen for the future.

"The electrician apprenticeship program is the best we can provide. But it is just the beginning. When this program is up to speed, every year we will have close to 200 top-notch apprentices becoming journeymen.

"This is the best investment Amtrak can make for its future, giving the passenger well-maintained equipment so the system will grow

The First Ten

The ten new apprentices, and their former jobs at Beech Grove, are:

Michael Allen, laborer, wheel shop; Gary Amick, laborer, forge shop; David Crooke, janitor; Kevin Riley, janitor; Jim Sufan, material control clerk; Robert Boritzki, electrician helper; Richard Newell, track man, maintenance of way; Moses Jenkins, Jr., material control clerk; Robert Buchanan, track man, maintenance of way; and James Robinson, coach cleaner.

The fathers of Riley, Boritzki and Jenkins also work in the Beech Grove shops.

and provide opportunities for men such as these to grow with it."

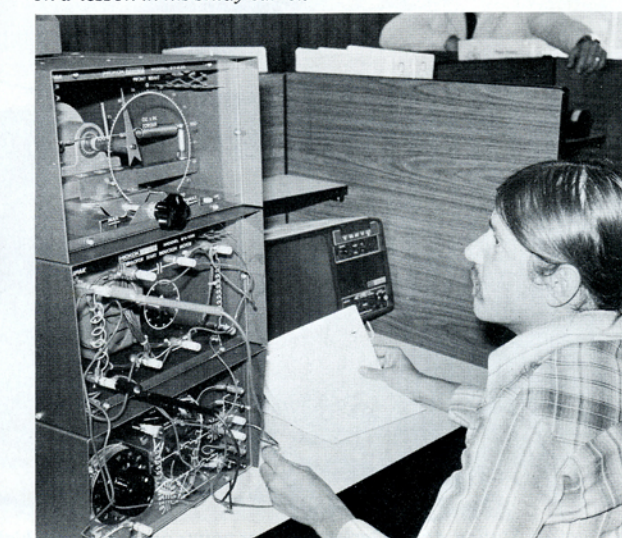
Instrumental in setting up the apprenticeship program were Vic Campbell, senior administrator, technical training; and Pete Goodstein, administrator, technical communications, both of Washington; and Dave Bunting, manager, technical training; Ron Gaertner, supervisor, special training projects; and Mike Hankins, electrical instructor, all of Beech Grove.



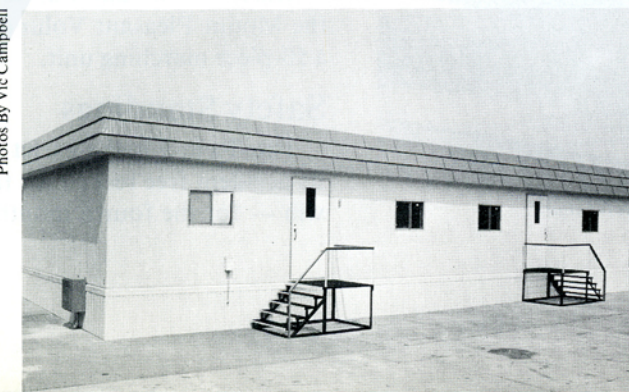
Special guests ride the open platform of the Pennsylvania on the rear of the train.



(Left) New apprentices line up at their study carrels after the dedication ceremonies celebrating Amtrak's new apprenticeship program. (Lower Left) Classes are being held in a temporary modular classroom at Beech Grove until the new permanent facility is completed. (Below) Apprentice David Crooke works on a lesson in his study carrel.



Photos By Vic Campbell



Keeping Track Of Amtrak

Flood Problems

Flash floods in West Virginia's Appalachian region devastated many small communities in April and brought operations to a halt for several days at Amtrak's Williamson passenger station.

Flood waters inundated the station to a depth of eight feet leaving mud and debris on the walls and floor of the waiting area.

Station Agent Garland Harper lives in the station during his five-day work shift, and goes home to Lynchburg, Virginia, on his days off.

The flood crested on April 5, the day after Harper had gone home. By April 9, he was able to get back into Williamson by riding into town with a National Guard convoy. He spent the night on the floor of the local high school and went to work the next day cleaning up the mess in his station. Damage, fortunately, was mostly cosmetic and with the help of a friend he was able to get things back into operating shape in a few days.

The *Mountaineer* was suspended for a week. During that time, Harper had to replace all his ticket stock, reservations manuals and other literature and equipment that was buried in mud.

Says Harper, "There was at least four inches of mud covering everything. After we got that cleaned out and into the street we ran into another problem. The sun baked the mud and turned it into dust which was a problem for a few weeks more."

How are things now?

"Pretty much back to normal," he says. "After we get a coat of paint on the station and some holes patched, we'll be in good shape." The holes were caused by floating benches that battered the walls.

Cliff Russ, manager of stations for the Piedmont district, was impressed with Harper's clean-up effort.

"Garland did an incredible job in getting that station back into operating condition as fast as he did," he said. "We'll have to spend some money repairing the damage, but all-in-all we were lucky it wasn't much worse."

Harper has been with Amtrak since 1975 and likes working in a small town. The flood hit him personally, too.

"I lost my stereo equipment," he says. "Also a collection of photographic slides I had taken over several years."

"But the station is still here and

Amtrak's back in business. That's what counts."

Delaware Family Day

Slightly over 1,150 employees and their families, retirees and friends of Amtrak participated in the first Family Day held at the Wilmington, Delaware, maintenance facility on Saturday, May 14.

During the three hour "open house" the visitors had a walk-through tour of the various shops, viewed a safety film and were treated to hot dogs and soft drinks.

The tour began at the traction motor shop, then progressed to the locomotive shop where several units — a GG1, E60CP, the French electric, and a Conrail diesel — were on display. Steps were provided so the kids could peer into the cabs.

From there they were taken through the wheel shop, blacksmith and air compressor shops, electric shop, car repair shops and the material storage areas.

Several door prizes were raffled off and prizes were presented to the oldest and youngest guests.

Says Bob Eyrich, general manager of the facility, "I think a good time was had by all. We were able to show the families of our employees just where the men and women work, and gave them a little bit of insight into Amtrak."

The reaction of Anne Marie Dominick, daughter of Sam Dominick, car repairman in the Metro shop, was typical. In a letter to Eyrich she noted, "Dad has been with the railroad for over 36 years and today was the first time I got to see where he works and what type of work he does. I was fascinated by the motor shop and the different stages that go into rebuilding and repairing motors."

Music for the day was supplied by the Mount Pleasant Volunteer Band, a 50-piece marching unit.

Safety Standings

The Twin Cities district continues its accident free record for the year to win — for the fourth month in a row

— the President's Safety Contest for April in the district category with a zero injury ratio.

St. Louis and Southeast districts, followed, leading the rest of the districts with 1.4 and 1.9 ratios, respectively.

The Central region took the month's award for the regions with a 4.1 ratio, but was followed very closely by the Western region with a 4.4 ratio and the Eastern region with a 4.6 ratio.

In the shop category, Rensselaer's maintenance facility and Los Angeles' 8th Street facility tied with no injuries and the resultant zero injury ratio.

For the year to date, Twin Cities leads the districts with its zero ratio, while the Western and Central regions are neck and neck with 4.2 and 4.3 ratios, respectively. Chicago's 21st Street coach yard leads the shop category for the year with a 5.1 ratio, followed closely by Chicago's 12th Street coach yard with a 6.3, Beech Grove with a 6.4 and Brighton Park with a 6.7.

The injury ratio is a figure indicating the number of injuries per 200,000 man-hours of work. Counted are all injuries that require more than mere first aid.

Arlington Headquarters

Amtrak's Eastern regional offices have been relocated at Arlington (Crystal City), Virginia, across the Potomac river from Washington, D.C., effective April 16.

The present Eastern region was formed some months back from the former Eastern and Southern regions and the relocation now provides a more central location for the regional headquarters.

Until the move, the offices were split between New York City and Jacksonville.

The move brought to the new location the offices and staffs of Vice President John S. Piet; the directors of national operations, administration and on-board services; and the managers of budgets, performance measurement, stations and control

center.

Also involved in the move to Crystal City were regional offices of personnel, labor relations and security.

Address for the relocated offices is Eastern Region, Century Building, Suite 600, 2341 Jefferson Davis Highway, Arlington, Virginia 22202.

Phone Calls From Canada

Canadians can now telephone Amtrak toll-free, via an 800-series number, to get train information and make reservations.

Phil Held, general manager of reservations, says the toll-free calls became available to all Canadians beginning in mid-May.

Calls go directly to Amtrak information and reservations agents at Bensalem, who are then able to make instant confirmation of space requests.

Canadians are expected to use the toll-free numbers to make reservations primarily on Amtrak's *Montrealer* and *Adirondack*, linking the Quebec metropolis with New York, and the *Pacific International*, between Vancouver and Seattle. However, they can use the numbers to make reservations, or book groups or tours, on any Amtrak train in the 27,000-mile system.

Temporary numbers are in use until July 1. Eastern Canada can call 800-263-7131; Central and Western Canada, 800-263-7140.

After July 1, "permanent" numbers will go into effect. For Eastern Canada it will be 800-263-8130; for Central and Western Canada, 800-263-8170.

Air vs Rail

Airlines are losing out to Amtrak trains in the heavily-traveled Northeast Corridor, according to the Federal Aviation Administration.

An FAA study shows that Amtrak's share of the passenger market in the Corridor has hit 41 per cent, up from 27 per cent just seven years ago. The airlines' share, in the meantime, dropped from 73 per cent to 59 per cent.

The shift to trains started with the introduction of the speedy Metroliners, and was accelerated recently with the use of Amfleet equipment on conventional trains.

The increase in riders should continue as the Northeast Corridor Improvement Project upgrades the tracks and allows faster and more reliable train times in the future.

Marketing Award

Amtrak is one of three companies that have won Marketing Excellence Awards in the annual competition sponsored by Marketing Communications Executives International.

Each of the three — Amtrak, the GM parts division of General Motors, and New York City Off-Track Betting Corporation — was judged best in its own marketplace.

The awards will be presented in audio-visual format at the 20th annual International Marketing Communications Conference being held in mid-June in Las Vegas, Nevada.

Said Alan M. Levine, international president of MCEI, "Amtrak's marketing communications program was selected because it involved a creative, comprehensive advertising and sales promotion program that achieved increases in riders, in revenues and in market shares in the highly competitive travel industry."



Williamson Station Agent Garland Harper points out the flood's high water mark.

AMTRAK NEWS

Published twice a month for employees of the National Railroad Passenger Corporation and those of participating railroads who are engaged in rail passenger service.

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Limited Edition Watercolor Paintings

Available To Collectors

If you can't get to some of America's historic places this summer, Amtrak is making it possible for them to come to you.

As a tribute to the historic cities served in the East, Amtrak commissioned noted American artist, Audrey Preissler, to create a set of four watercolors depicting Philadelphia's Independence Hall, Colonial Williamsburg's Capitol, Boston's Faneuil Hall and a street scene in Harpers Ferry.

The colorful collection of four — entitled *Americana East* — is available in a limited edition for \$3.95.

Americana East is a collector's item available exclusively through Amtrak for a limited time. Each set of four prints — 11 by 14 inches in size — comes tucked inside an attractive portfolio complete with a biography of the artist and legends for the depicted sites.

Checks or money orders for \$3.95 should be mailed to: Amtrak-Americana East, 850 West Fullerton



The Capitol—Williamsburg, Virginia, By Audrey Preissler

Avenue, Addison, Illinois 60101.

If unable to fill the order because

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