

# Amtrak NEWS

A NEWSLETTER FOR AMTRAK EMPLOYEES

Volume 1, No. 5

June 15, 1974

## 6 Turbos & 200 Cars Ordered

Orders for 200 high-performance passenger cars and six high-speed five-car turbine trains were placed on June 6 by Amtrak. Coupled with 57 locomotive-hauled cars ordered last October, the new equipment will add almost 40 percent to Amtrak's passenger carrying capacity (22,816 seats added to 57,000).

In addition, Amtrak will place an order shortly for 25 additional diesel locomotives with special electric generating equipment to augment 150 new 3,000 horsepower diesels already received or scheduled for delivery this summer. Also on order are 26 new 6,000 horsepower electric locomotives.

The six new five-car turbine trains, which are capable of speeds up to 125 mph., will be used on short and medium distance routes radiating out of Chicago. They will be maintained at Amtrak's new Brighton Park Maintenance Facility. The majority of the 200 new passenger cars will be used on

routes along the eastern seaboard and in the middle west.

The Budd Company of Philadelphia will build the 200 passenger cars and already is at work on the 57 cars ordered earlier. From the outside, the new cars will look almost exactly like Amtrak's present fleet of self-propelled electric Metroliner trains, also built by Budd, which operate between Washington and New York. However, the new cars will be drawn by locomotives.

Inside, the cars have been substantially redesigned for greater passenger comfort and to allow an easy change of interior arrangements. For example, each car is designed so that seating capacity can be increased or decreased depending on the market to be served. A new buffet section has been designed to increase food serving capability on the trains and each seat will have individual trays and reading lights. The cars will be easily convertible from day coaches to overnight coaches or to lounge-coaches or entertainment cars. The flexibility is being achieved by

means of "floor tracks", which are being utilized for the first time in U.S. rail passenger cars.

All of the new cars, including the six turbine trains, will be fitted with advance type suspension systems to improve ride quality, as well as all-electric air conditioning and heating systems.

Delivery of the 200 cars will follow the 57 which will be delivered between April and August of 1975. All 257 will be delivered by May 1976. Total cost of the 200 will be \$81 million.

The six Turboliners include two trains that Amtrak has been leasing and has had in service between Chicago and St. Louis since October of last year. They compiled a 99 percent reliability record for the first four months of 1974.

Amtrak had leased the trains from ANF-Frangeo, of Crespin, France, which is also building 41 of the same train sets for the French National Railways. The other four French-made

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The Budd Company of Troy selected to construct 257 new passenger cars for Amtrak in its Philadelphia plant, has built over 6,000 cars from 1931 to the present time. It has been an innovator in the passenger car industry, being responsible for developmental work on the Metroliner and Silverliners in the 1960's and Rail Diesel Cars (RDC's), Slumbercoaches and bi-level commuter cars in the 1950's.

Many famous trains were built by Budd, including the Pioneer Zephyr (Chicago, Burlington & Quincy R.R.); Flying Yankee (Boston & Maine); El Capitan (Santa Fe); Silver

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An Artist's drawing of new high-performance passenger cars ordered by Amtrak from the Budd Company of Philadelphia.

Turboliners will be shipped to Amtrak in December, 1974 and January, 1975.

Total cost of the 308-seat turbine trains, including shipping to the United States, import duty, initial spare parts and equipment added by Amtrak after arrival will be \$18 million. Amtrak's lease payments will be credited toward the purchase price.

As part of its long-range equipment plan, Amtrak had proposed buying an additional 14 turbine trains for use in the Northeast Corridor between New York and Boston. In approving federal loan guarantees for Amtrak's equipment purchases on June 4, the Department of Transportation noted it was deferring a decision on this request pending further studies. Proposals to build these high performance turbine trains have been submitted by United Aircraft Company of Hartford, CT and the Rohr Company of Chula Vista, CA.

## Lewis Testimony Forecasts '75

In recent testimony before the House of Representatives Appropriations Committee, Amtrak President Roger Lewis outlined the period of challenge and transition facing Amtrak in the forthcoming fiscal year (July 1, 1974 to June 30, 1975). He also said that without inflation, Amtrak's deficit would have been reduced by \$35.1 million in the 1972-1975 fiscal periods.

"Amtrak's first and second fiscal years, fiscal 1972 and 1973, were Amtrak's very tentative years of beginning -- tentative in terms of ultimate route structure, service patterns and acceptance by the traveling public," said Lewis. "These were trial years during which prudent management could not recommend heavy capital investments. Fiscal 1974, on the other hand, has seen congressional and administration acceptance of the basic Amtrak route structure, a legislative direction established for a controlled expansion of the Amtrak service system, and, most importantly, public acceptance as expressed in our most encouraging ridership growth."

Meteor (Seaboard Air Line R.R.); Southerner (Southern Ry.); Congressional, Senator (Pennsylvania R.R.); Blue Bird (Wabash); New England States (New York Central); and Canadian (Canadian Pacific).

Thousands of cars for rapid transit systems in New York, Chicago and Philadelphia have also been produced by Budd.

More recently, the company completed construction of 950 electric commuter cars, financed by the New York Metropolitan Transportation Authority, for the Long Island Rail Road and the Hudson and Harlem divisions of Penn Central. Bi-level commuter cars are currently under construction for the Milwaukee Road and Chicago & North Western Ry. In 1973, similar cars were completed for Burlington Northern.

The Amtrak chief executive went on to explain that although rapid growth has brought operational problems, the scope and depth of our ridership increase demonstrates clearly that Americans want Amtrak to succeed. The public is demanding a revitalized national rail passenger service. As a result of this acceptance, Amtrak has developed and has requested approval of a comprehensive and balanced equipment and facility program to meet the demands of the public over the next five years. (See p. 1 equipment story.)

"During fiscal year 1975 we will be focusing on planning, training programs, assimilation of new service responsibilities, improved cost control, and on the effort to complete required fixed-facility improvements pending the delivery of new cars and trains. Also, in fiscal year 1975, we will see a significant improvement in operations as a result of acceptance of 150 new diesel powered locomotives which will have been progressively delivered and distributed throughout the system," Lewis continued.

## Amtrak Takes Over Maintenance Facility

Amtrak has assumed control of its first locomotive and conventional car maintenance facility. This repair and servicing base is adjacent to the St. Louis Union Station and was formerly operated by the Illinois Central Gulf (ICG) Railroad.

The take over was a joint effort of the Operations, Procurement and Labor Relations Departments working from Washington and their respective regional offices in Chicago.

A total of 41 ICG Mechanical Department employees elected to transfer to Amtrak. Crafts involved include machinists, electricians, sheet metal workers (pipefitters), car repairmen, laborers, coach cleaners and foremen. E.J. Wiese, General Foreman, has been retained and assigned the same position he held with the ICG.

Seven employees from the ICG Material Department also joined Amtrak. Their department receives, stocks and distributes equipment and parts needed by the maintenance force. They also maintain an inventory control. This enables Amtrak to have a self-sustaining maintenance and service force at this important location.

St. Louis is the home maintenance base for cars running on the National Limited and Inter-American, and the work performed there is vital to the operation of these trains. St. Louis also performs servicing and trip maintenance for all 300-series trains operating between St. Louis and Chicago, including the new French Turboliners.

With few exceptions, the new Amtrak employees were formerly with the Gulf, Mobile & Ohio Railroad before its merger into the ICG. These men and women have accumulated many years of experience in the maintenance and servicing of railroad passenger equipment.

Amtrak is operating its own maintenance force in Brighton Park (Chicago) and in Providence, RI. Both shops perform work on advanced-design turbo-powered trains, with Brighton Park also servicing Rail Diesel Cars (RDC's).



## 150 New Locomotives In Service By July

Amtrak trains will get some added pull this summer when the last of an order of 150 new 3,000 horsepower diesel electric locomotives go into service.

All of the 100 plus mile-per-hour SDP40F units were manufactured by the Electro-Motive Division of General Motors. The first order of forty locomotives was delivered to Amtrak last summer. They went into service hauling trains between Chicago-Los Angeles, Chicago-Houston, Los Angeles-San Diego and Chicago-Seattle.

In October 1973, Amtrak ordered an additional 110 SDP40F locomotives from General Motors, for a total order of 150. In April of this year, delivery began. Fifty-five units had been received by June 1, with the final fifty-five scheduled for delivery by the end of July 1974.

According to F.S. King, Vice President-Operations, Amtrak's second order of 110 locomotives will replace more than 145 E and F Class locomotives averaging twenty years old.

The E and F Class locomotives also were built by General Motors. E Class locomotives are 2250 and 2400 horsepower units specifically designed for rail passenger service while F Class locomotives are rated at 1500 horsepower and were designed for a combination of freight and passenger service and were better suited to haul passenger trains over mountain terrain.

"The greater reliability and power of the new 3,000 horsepower locomotives allows us to substitute them for the old locomotives on about a one and half for one basis," King said. "For example, between Los Angeles and New Orleans on the Sunset Limited, Amtrak formerly used four F Class locomotives, now we are using two new ones. Between Chicago and Denver, on the San Francisco Zephyr, we now use two new locomotives instead of three or four E Class units. The Broadway

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NO. OF UNITS	MAINTENANCE TERMINAL	RAILROAD	TRAIN	TOTAL UNITS
32	Barstow	ATSF	3 & 4 Southwest Ltd.	20
			15 & 16 Lone Star	8
			770 - 711 San Joaquin	4
24	Havre	BN	7 & 8 Empire Builder	14
			9 & 10 N. Coast Hiawatha	10
16	Los Angeles	SP	1 & 2 Sunset Limited	8
			11 - 14 Coast Starlight	8
14	Harrisburg	PC	30 & 31 National Ltd.	8
			40 & 41 Broadway Ltd.	6
8	Woodcrest	ICG	58 & 59 Panama Ltd.	8
40	Hialeah	SCL	52 & 53 Floridian	12
			83 & 84 Silver Meteor	16
			81 & 82 Silver Star	6
			85, 86, & 95, 96 Champion	6
16	Denver	BN	5 & 6 San Francisco Zephyr	15
			347-348 Ill. Zephyr	1

**PROPOSED UTILIZATION PLAN  
FOR 150 NEW SDP40F LOCOMOTIVES**

Limited is currently using four E locomotives. This summer it will be pulled by two new SDP40Fs or the two new locomotives plus one E Class locomotive when extra cars are added."

Of the estimated 145 E Class and F Class locomotives to be replaced by Amtrak's second order of new locomotives now in delivery, at least 70 will be retired from service. Some will be reassigned; others will be rebuilt and then reassigned. Fourteen have already been reassigned to pull new or expanded Amtrak services this summer: five for the new Expo '74 trains; five for the San Joaquin and four for the Inter-American.

"In addition, Amtrak had sixty-five locomotives on lease from the railroads in January 1974. The new equipment order has enabled us to return sixty-two of them to the railroads," King said. The three remaining on lease are owned by the Chicago & Northwestern Railroad and or used on short-haul runs, such as Chicago-Carbondale. They are "electric-head end" units which have a separate electric generating power plant for transmitting sufficient energy to the cars for heat, air conditioning, lighting, etc. Other conventional cars are heated by steam which is transmitted from the locomotives while the electrical requirements are supplied by generators mounted beneath the cars and powered by the turning of the wheels. The "electric-head end" concept replaces the steam and individual car electric generating system. This will be the manner in which future Amtrak cars will be built.

At Altoona, PA, Amtrak is in the process of converting nine E Class locomotives to electric generator heating. Upon completion, three of these will replace the Chicago & Northwestern units.

The new SDP40F locomotives have also been designed for this eventually. They currently carry 2500 gallons of fuel and 3500 gallons of water for steam heat. Conversion will involve replacing the water tank with an expanded 4000 gallon fuel tank and adding two diesel powered electric power plants, for which the locomotives are already wired.

## New Service Department Format

In a recent move designed to make Amtrak's corporate structure reflect the emphasis Amtrak places on passenger service, President Roger Lewis created a separate Service Department with Service Director Don Ensz reporting directly to Lewis and Executive Vice President J.R. Tomlinson.

In his Executive Memorandum effective April 22, 1974, Lewis said that he was separating Services from the Marketing Department for two principal reasons. First, because "it is considered highly desirable to sepa-



Don Ensz, Director of Service

rate functionally those of us who are primarily responsible for delivering a high quality product to the public." Second, since by far the largest number of persons on the Amtrak payroll are in either Sales and Reservations or On-Board and Station Services, "the separation should simplify our organizational and administrative problems and accelerate the development of clean, lean and hard-hitting managements for both these functions."

The newly created Service Department also has undergone some recent reorganization designed primarily to effect a more manageable split in responsibility for the growing service function. Now there are four Managers and a General Supervisor reporting directly to Ensz: Managers of Service Administration, Advanced Planning, Station Services and On Board Services, and a General Supervisor of Special Services.

According to Ensz, one major result of the reorganization is that for the first time planning for equipment and systems will be a separate service function, headed by Manager of Advanced Planning Eric von Schilgen. Ensz feels that "the advent of Amtrak's

new equipment and the subsequent need for new systems to support that equipment makes it particularly advantageous to have a high-level, organized planning effort."

The second major functional change effected by the recent Service reorganization is the separating of responsibility for Amtrak crews and commissaries from responsibility for operation of on board services. Harold O. Hankinson became Manager of On Board Services and Ross Higginbotham, Manager of Commissaries and Crews. When the position is filled, they will report to a Manager of On Board Services who will have responsibility for overseeing both aspects of on board services and who will report directly to Ensz. "Sheer numbers necessitated this split in responsibility," Ensz said. "This should simplify the management of an area (on board services) which has probably had the most accelerated growth rate, in both personnel and functions, of any at Amtrak."

The recent reorganization also recognizes the independent nature of the Passenger Service Representative (PSR) program and special on board programs such as entertainment. It allows General Supervisor of Special Services Christie Koontz to report directly to the Director of Service.

Manager of Station Services Neal Owen continues to have responsibility for both station personnel and station facility requirements. The reorganization has not changed Manager of Service Administration Gisel Bieling's responsibility for manpower planning, work planning and scheduling, and supply systems.

One change in management at the field level should give field service personnel more direct lines of communication with Service Department management. Five Area Managers of Station Services and nine Area Managers of On Board Services are now reporting directly to the Manager of Station Services and the Manager of On Board Services, respectively. The "middle man" function of Regional Manager has been eliminated. "This should enable the field to stay in close touch with headquarters," Ensz said.

# "Week of Wheels" Rentals Zoom in '74

Business is booming on Amtrak's "Week of Wheels" program. This distinctively Amtrak marketing innovation provides a rental automobile for one week in Florida, practically free, to those properly qualified long-haul rail passengers traveling from either New York or Chicago on a round trip to Florida.

According to John V. Lombardi, Director-Marketing Planning and the man who, with Marketing Vice President, Harold Graham, came up with this idea, "There's no doubt that this is the most successful sales development program we've experienced at Amtrak. In all of 1973 we had over 7,000 car rentals attributable to "Week of Wheels". In the first four months of 1974, we've had 9,306 car rentals."

It was not always this way. Lombardi recalls that he and Graham attended a Transportation meeting during the summer of 1971 when Amtrak was just beginning. They had been pressed into making some bold predictions for the fledgling rail passenger system and they came up with the idea of giving away a Free Rental Car with a Florida package deal. One thing they knew that they had to do was to work out some way to sell the total vacation product.

Lombardi says they worked to "sell the destination, to make the free car part of the deal and sell vacationing on the train." Something else in the travel statistics motivated them. Graham had figures showing that the average passenger who bought a ticket on the Florida trains traveled only five-eighths of the route. Another way to put it was that few passengers who bought tickets to Florida went all the way to Miami. We were running the through train to Miami for only a part of the potential load. Under these conditions, the full trip to Miami was not generating maximum revenue.

"We looked at this big market," says John Lombardi, "and found that more than 18,000,000 people a year were driving to Florida. That was the target--all of those people in their own automobiles. We had to find a way to get them out of their cars and on the

train, and to do it in such a way that we would get them to travel the full route--all the way to Miami, round trip. We knew then that we would have to include a car in the package."

Also there was the Auto Ferry concept, new in 1971, built on the idea that people would be willing to get out of their cars and spend the night on the train as long as they could get back into them once they arrived in Florida. The Auto Ferry market appeared to be most appropriate for those people who were going to Florida for long stays in the winter and who would want to have their own cars once they arrived. Car rental cost for the entire winter would be out of the question for most of them.

This left the biggest portion of the market open for a different type of exploitation. Those people who were going to go to Florida for a one or two week vacation would need a car while they were there. They also would be willing to ride on the train in place of the long monotonous drive south and provided the cost was right, they did not care about having their own car. The solution to all of these ideas led directly to the thing Amtrak wanted most anyhow. Make the free car available to the full-distance traveler; get him to buy a round trip ticket; set the cost of the package at a reasonable multiple of

the rate--in this case 3 fares and then provide for pick-up and return at the major locations in Florida. The solution thus arrived at worked out best for the passenger, for the Car Rental people and for Amtrak. From that point on, all that remained was to put the plan in motion.

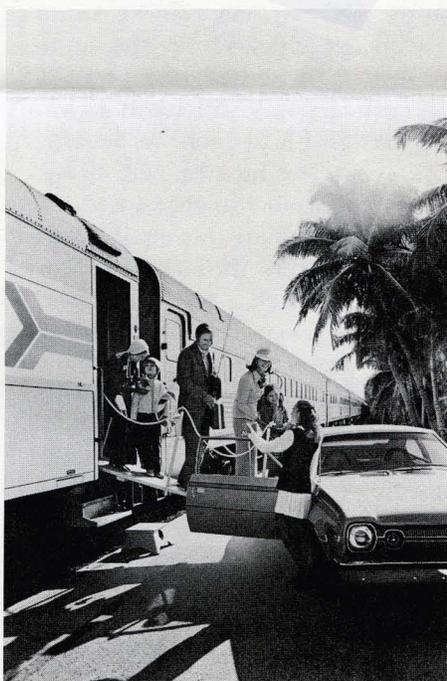
Here is how it works: with the purchase of three full round trip tickets, coach rate, from either New York City or Chicago to Florida (priced however at the full rate from Chicago or New York to Miami regardless of where the passengers plan to board or disembark), Amtrak passengers enjoy the use of a rental car for one week with unlimited mileage. In addition to this Amtrak fare, these passengers pay only for the gas used, state and local taxes, extra insurance (if desired). Likewise, there are reductions for two passengers who can secure a car for \$21.00 for the same one week while 2-1/2 fares are charged only \$10.50. "Week of Wheels" automobiles are available for pick-up in eight cities: Miami, Hollywood, Ft. Lauderdale, West Palm Beach, Tampa, St. Petersburg, Winter Haven and Orlando. Lombardi reports that nearly 30% of all "Week of Wheels" travelers pick up their cars in Orlando.

In 1973 gross revenue derived from this program totalled \$3,000,000, well above the estimated \$1,100,000 for that year. In Feb. 1974 alone, gross revenues from this program totalled \$1,300,000 and this total will be topped during the peak load summer months of 1974 when schools are closed.

During the first four months of 1974, Amtrak carried 30,000 passengers on this program. Since each passenger makes a full distance round trip to qualify for "Week of Wheels", this means that the program developed 60,000 trips on Amtrak trains between New York or Chicago and Florida.

"Week of Wheels" is undoubtedly responsible for the fact that Amtrak has experienced a more substantial ridership increase on the Florida routes than on other similar long-haul routes. This

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# Amtrak Evaluates 1974 Personnel Budget Plans

A recent newspaper story headlined, "Amtrak Sets Job Cutbacks" may well have caused concern among employees. Did this forecast lay-offs? Or did it mean manageable adjustments? Can necessary budget corrections be made from normal attrition? Amtrak NEWS has looked behind the scenes to discover and to interpret what really happened and what this means to you and me.

A review of the Fiscal Year 1974 budget indicated that expenses were overrunning programmed totals. With the end of the Fiscal Year rapidly approaching, it was clear that immediate action was called for. Pending an in depth review of the matter, a freeze was put on all hiring. This interim action led to the news stories.

Concurrently, Amtrak's President Roger Lewis asked that the Controller and the Budget Director prepare new manpower budgets for the balance of FY 74 and for all of calendar year 1974. Kenneth A. Housman, VP-Personnel & Administration said, "This isn't any long-term freeze approach. There's good reason to believe our efficiency can be improved and we're targeting ourselves to see whether we can improve personnel utilization. We are not laying off five percent of our people."

As a result of this review which involved the Controller and all of Amtrak's Vice Presidents, a firm manpower ceiling was established and a final figure for 1974 for each department head was set. "Some areas went up" according to Sydney Sterns, Controller, "and some went down. But each department head now knows what personnel ceiling he has to work with under budget limitations."

Lewis had said, "I am aware of the difficulties that each of you will face as you target what must be done in your department to reach this objective; but I have no doubt that it is entirely feasible for two reasons. First, because of established equipment availability and a fixed route structure, our operations are now stable .... Up to this point, we have, of necessity, been expansion-minded as we added routes

and services, acquired equipment and assumed personnel from the railroads. But this is now behind us."

"Second, there is evidence, all over the company and in every department, where efficiencies can be improved by attentive and strong management. Every single one of us should be able to save at least five percent by better management at the top and indoctrination of these principles in those who report to us."

Housman echoed this factor by pointing out that "we've invested or will invest in a lot of new equipment, especially in our reservations and ticketing operations, which should enable us to improve our productivity. Then, as our business expands, we will not have to hire as many people as would have been the case if new equipment had not been available.

"To increase our efficiency, we need to give our employees the proper tools," continued Housman. "We need to schedule them better and to train them better, particularly new hires. For example, if the time it takes to answer a reservation telephone call can be reduced by better training, fewer additional people have to be hired to handle any increased number of calls."

Following up this idea, Art Mousteko, Manager-Ticketing, pointed out that the ARTS system will give Amtrak even greater efficiency in the future. Art says, "The installation of ARTS ticket printers at 21 selected stations in the system, with 31 more to be added in the next few months, will provide ticketing at a much higher speed than ever before. Presently, we are limited to producing tickets through ARTS for unreserved coach, reserved coach, parlor car, single slumberroom and roomette travel. However, expanding automated ticketing to cover the balance is now planned."

Thus the temporary freeze was, according to Controller Sydney Sterns, placed into effect to give department heads time to consider revisions of plans due to recent changes in operational activities. The result is that some departments will ultimately be staffed with fewer personnel while

other departments will have additional staffing to meet planned workload requirements. Even during the freeze, exceptions were approved. In St. Louis, for example, when Amtrak took over the maintenance facility there, (see story page 2), a group of maintenance personnel joined Amtrak, as well as more than 80 mail, baggage and express employees in Penn Station, New York. Furthermore, Amtrak has begun to hire additional people to handle the expected increase in ridership during the forthcoming summer season.

Those original news stories which may have appeared ominous to some, actually gave only part of the picture. There has been a healthy review and re-evaluation. The immediate action directed by Mr. Lewis has produced the desired results. There is no need for negative personnel disruptions by termination of employment and we now have a personnel plan which is valid and stabilized through all of 1974.

## Amtrak Ad Promotes Train/Bus Travel

Amtrak thinks it's a good idea for the American traveler to take a bus once in a while.

New May 19 "All-American Schedules," carry a promotional ad urging: "If a train can't take you all the way, finish your trip by bus."

The consolidated timetables list all of Amtrak's trains serving over 400 cities and towns on the 24,000-mile nationwide system.

"Nevertheless," Amtrak's advertisement admits, "there are towns and villages where our trains don't stop, but interstate buses do."

The ad continues:

"Take our train as far as you can. Then, for the last leg of your trip, take Greyhound, or Continental Trailways or any other convenient bus line. We're all working together to give America better transportation."

The All-American Schedules includes eight of the bus services most frequently used by Amtrak passengers.

is made even more meaningful by the fact that this ridership increase is of the high-dollar ticket variety which produces an even greater rate of revenue increase. Through a survey made recently, Amtrak has learned that 85 percent of all "Week of Wheels" riders were influenced in their choice of Amtrak for their trips to Florida by this innovative program.

"Week of Wheels" is not only a bargain for passengers, it is good for Amtrak because it stimulates travel during off-peak seasons. For example: the biggest "Week of Wheels" travel month in 1973 was July when school children were out on vacation and families could take advantage of the Family Plan and "Week of Wheels" reduced rate travel in Florida. Furthermore, the total for August 1973 almost surpassed that for February which was the biggest of the winter months.

Although Graham and Lombardi came up with this idea back in the early days of Amtrak, it seems to have been designed for the fuel-short days of the Energy Crunch. Gasoline shortages and the high cost of gasoline have done much to escalate "Week of Wheels" ridership gains by giving the public an incentive to combine rail and automobile travel.

With this plan, they benefit from the best of both modes of travel.

Credit must be given to the car rental officials of A-Universal Rent-A-Car who went into this untried and untested program with Amtrak. They helped Amtrak make it work when things were thin and now have helped us during times of peak demands. And Lombardi adds, "Let's not overlook one important reason for the increasing popularity of "Week of Wheels". It receives the best form of advertising we could ever want--word of mouth from satisfied users. We'd be dead if they did not like it. As it is, people return home and talk about their vacation and tell their friends about this new way to save money and enjoy their vacation with Amtrak and their free rental car. This has helped put the program over."

James Mariner, Amtrak's Manager for Advertising and Sales Promotion, says that the program has been promoted through exhibits in New

York, Philadelphia, Chicago, Minneapolis and Milwaukee. An automobile--Plymouth Duster or Hornet--has been put on display in each city's railroad station, surrounded by descriptive signs showing a map of Florida and points where "Week of Wheels" is available and with prices for the plan. Brochures describing this novel program have been going like hotcakes."

When Congress created Amtrak, one part of its mandate was that Amtrak management should make use of "innovative marketing" concept. "Week of Wheels" is an example of Amtrak's response.

What of the future? Is there a market for the "Week of Wheels" concept in other parts of the country? A program has been proposed, and we underscore that this is only a proposal, to apply "Week of Wheels" concepts to the West from September to June only. As proposed, such a program would have an off-season impact on the Sunset Limited, the Southwest Limited, the San Francisco Zephyr, the Hiawatha, and the Empire Builder. This is an ambitious proposal and is bolstered by the success of the Florida project. With the added impact of the Energy crisis as it is felt on the highways, we may find that this new "Week of Wheels" proposal will be possible as equipment shortages ease.

"Week of Wheels" now is past the innovation stage. It is a proven concept and more importantly for Amtrak it bears a distinctive Amtrak label. As Lombardi has said, "This success story is unlike anything in the transportation industry. We looked at the market and determined that a pool of 18,000,000 people was too good a target to pass up. We had to do something to get them out of their cars and into our cars. We have made a worthwhile beginning."

**Get A Car For A Week Without Daily Or Mileage Charge**  
 3 full "Week of Wheels" fares entitle you to a car for one week.  
 This can be three adults or two adults and two children.  
**Get A Car For A Week For Only \$10.50**  
 You get a car for \$10.50 when you buy 2 1/2 "Week of Wheels" fares.  
 This would cover two adults and one child.  
**Get A Car For A Week For Only \$21**  
 With 2 "Week of Wheels" fares, that's all you pay for your car.  
 They might be two adults or one adult and two children.

## FRA Asked To Up French Turbo Speed

Amtrak has petitioned the Federal Railroad Administration (FRA) to allow the French TurboTrains to operate at speeds up to 90 mph on their Chicago-St. Louis run. Current FRA regulations prohibit operation of rail passenger trains at speeds in excess of 79 mph on any section of track not equipped for locomotive cab signals.

Amtrak is asking for a waiver of the regulation in the case of the French Turbos because their sophisticated braking system is capable of making faster stops within much shorter distances than conventional equipment. The French Turbos have three types of brakes--hydrodynamic, tread and disc. From a speed of 100 mph, they can make a rapid but safe stop in 3,200 ft.

Currently there are two types of signals in use on U.S. track: wayside signals placed at intervals along the track which must be observed by the Engineer, and a cab signal system inside the locomotive which alerts the Engineer to a change in the status of wayside signals which may not be within view.

Only five U.S. railroads currently have portions of their track equipped to receive and transmit locomotive cab signals: Santa Fe, Union Pacific, ICG, Penn Central and RF&P (100% of the Washington-Richmond track, the only portion of RF&P track currently used by Amtrak, is so equipped.) No section of the 270-mile segment of ICG track between Chicago and St. Louis over which the Turbos operate is equipped for cab signals.

### AMTRAK NEWS

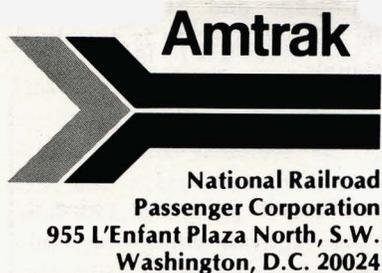
Amtrak News is published twice a month for Amtrak employees and employees of participating railroads who are engaged in passenger service. It is published by:

National Railroad Passenger Corp.  
 Public Relations Dept.  
 955 L'Enfant Plaza North, S.W.  
 Washington, D.C. 20024

**BUILDING THE AMTRAK FLEET**  
A Chronology

<b>Date</b>	<b>Action</b>	<b>Cost</b>
May 1, 1971	Amtrak begins operations with a fleet of cars and locomotives owned or leased by the railroads, including 49 Metroliners.	
June-August, 1971	Negotiations with railroads result in Amtrak purchase of basic fleet of 1,275 cars, including 24 rail diesel cars, from 13 railroads.	\$ 17,500,000
September 8, 1971	12 additional Metroliner cars leased from Budd Company by Amtrak.	\$ 60,000/month
November 1, 1971	Used passenger car refurbishment program began. By June 1, 1974, 801 cars had received heavy refurbishment.	\$ 70,688,000
Winter-Spring, 1971-72	Negotiations and final purchase of 286 diesel locomotives; 40 used electric locomotives acquired (30 purchased, 10 leased with option to buy).	\$ 6,500,000
Summer, 1972	Ridership increases require continued use of railroad owned equipment. To insure availability lease-to-buy agreements entered for over 200 cars.	
Fall, 1972	Purchase options exercised on 137 more cars.	\$ 640,500
November 2, 1972	40 new diesel locomotives.	\$ 18,000,000
January, 1973	Two turbine trains built for Department of Transportation High Speed Ground Transportation Project bought from United Aircraft.	\$ 2,829,000
March 26, 1973	15 electric locomotives.	\$ 10,800,000
Spring, 1973	Summer ridership forecasts dictate need for more equipment: 115 surplus army cars from General Services Administration 19 purchased	no cost \$ 95,000
August, 1973	Two turbine trains, built for French National Railways, leased from ANF-Frangeco.	\$ 85,000/month
October, 1973	Third turbine train, formerly used in Canadian service, bought from United Aircraft.	\$ 2,450,000
October 12, 1973	57 non-powered Metroliner cars.	\$ 24,000,000
October 12, 1973	110 diesel locomotives.	\$ 50,000,000
October 12, 1973	11 electric locomotives.	\$ 7,600,000
Fall-Winter 1973-74	112 cars which had been operated under lease transferred to Amtrak ownership.	\$ 3,314,000
Winter, 1973-74	Energy crisis precipitates intensive search for additional cars: following survey 113 cars bought.	\$ 1,100,000
May, 1974	200 non-powered Metroliner cars.	\$ 82,000,000
May, 1974	6 ANF-Frangeco Turbos (five-car train sets)	\$ 17,000,000
May, 1974	25 diesel locomotives (electric power generators)	(awaiting bids)
	<b>TOTAL*</b>	<b>\$314,516,000</b>

\*Total does not include lease costs.



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