

Post Road Construction To Begin, Peak Sleeping Surcharges Rescinded

At its regular monthly board meeting, on May 31, Amtrak's board of directors:

1. Gave the go-ahead to begin construction of a new railroad line between Post Road and Rensselaer, New York,
2. Approved spending \$4.9 million for track improvements to permit removal of some speed restrictions on the Washington-Boston Corridor mainline and the Philadelphia-Harrisburg and Springfield-New Haven lines, and
3. Rolled back the previously-approved summer peak surcharges for sleeping car accommodations.

Post Road

The Post Road construction, which had already been funded, had been delayed pending determination of the experimental status of the *Lake Shore Limited* by Secretary of Transportation Brock Adams. The route has now been designated a permanent part of Amtrak's system by Adams.

The train's Boston-Albany section must now undergo a lengthy backup move east of Albany requiring about 45 minutes. Restoration of the direct connection will reduce the train's schedule between Albany and Boston by 32 minutes.

The 12.6 miles of former mainline was officially abandoned in 1972 by the Penn Central railroad and the track subsequently removed. Congress recently earmarked \$4.1 million to Amtrak in capital funds for restoration of the track.

Work is expected to get underway as soon as necessary engineering studies and designs are completed. The *Lake Shore Limited* could be

operating over the new line on its faster schedule as early as mid-1979.

Work will include grading, brush removal, acquisition of materials and the actual laying of the track.

Corridor Improvement

The Corridor improvement funding covers tie replacement and track surfacing which will permit Amtrak trains to operate at higher authorized speeds. At the present time, trains are required to slow down along some sections of track where maintenance was deferred when the track was owned by the Penn Central.

Work will include the replacement of approximately 20,000 ties on the Northeast Corridor mainline between Washington and Boston; replacement of 40,500 ties and 150 miles of surfacing on the Philadelphia-Harrisburg line; and replacement of 33,000 ties and 60 miles of surfacing on the New

Haven-Springfield line.

Work will begin immediately and continue through autumn as long as the weather permits.

The track improvements will be performed by Amtrak's Northeast Corridor maintenance of way crews. Over 500 maintenance employees who were furloughed at the end of the 1977 work season are now being recalled.

The track improvements, approved by the board, are part of a continuing program of upgrading and maintaining track conveyed to Amtrak by Conrail in April 1976. These improvements are entirely separate from the federally-funded Northeast Corridor Improvement Project (NECIP).

Sleeping Surcharges

The sleeping car surcharges—rang-
(Continued on page 11)

ICC Amtrak Route Hearings Set

Interstate Commerce Commission Chairman Daniel O'Neal has announced locations for the first 14 hearings that the ICC's Rail Services Planning Office will hold to receive public comment on the recently-issued Department of Transportation report on the future of Amtrak service.

Hearing dates and sites are:

June 26: Washington, D.C.

June 27: Atlanta, Georgia; Lincoln, Nebraska; Louisville, Kentucky; Martinsburg, West Virginia; Montgomery, Alabama; Richmond, Virginia.

June 29: Jacksonville, Florida; McCook, Nebraska; Nashville, Tennessee; New Orleans, Louisiana; New

York, New York; Parkersburg, West Virginia.

June 30: Bluefield, West Virginia.

Other dates and locations will be announced in the near future.

Witnesses at the informal hearings will be given 10 minutes to present their views. While written statements will not be required, written materials may be submitted for the record. No cross examination of witnesses will be permitted, although the presiding officer may ask questions.

Any further information regarding the first 14 hearings can be received from Robb Young, Rail Services Planning Office, Suite 500, 1900 L Street, NW, Washington, D.C. 20036 (202-254-6550).

Excess Railroad Equipment Sold During Spring Cleaning Event

In a two-day event, dubbed a "spring cleaning" by Jim McCarthy, senior administrator of scrap sales, Amtrak held its first public sale of surplus material on May 5-6 in the Beech Grove, Indiana, maintenance facility.

Almost \$12,000 worth of excess railroad equipment was sold giving rail fans and the general public a chance to purchase bits of railroad memorabilia on a cash-and-carry basis.

The merchandise, including hundreds of tables, seats, hardware materials and spare parts, was of no further use to Amtrak because it had either been replaced or because repair costs would exceed replacement.

Among the various types of seats

available were more than 250 double-seats from Metroliner coaches, the leftovers of the current renovation program that is replacing the 11-year-old seats with new ones that include a built-in tray much like the ones on Amfleet equipment.

Although coach seats are normally quite popular for use in vans and trucks, McCarthy noted that "very few were sold." In fact, anyone interested in buying seats can write to him at corporate headquarters in Washington.

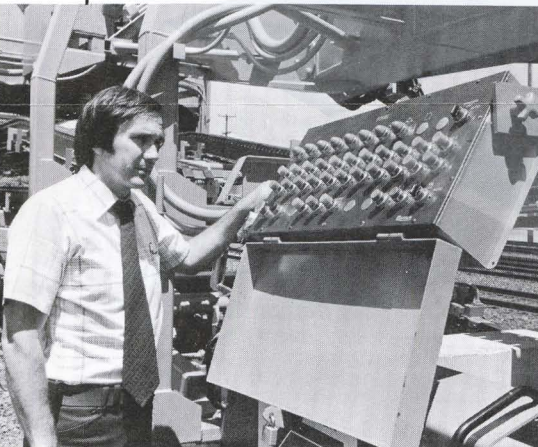
Because the purple and orange color combination that once distinguished Amtrak decor has been replaced by the current eye-pleasing color schemes, thousands of yards of obsolete upholstery fabric and wall

covering were available. Says McCarthy, "Many women took advantage of the opportunity to stock up on the material."

Because owning a private railroad car has become a popular hobby, Amtrak also extended its passenger car sale of last November and offered seven more cars at this sale. During the November sale Amtrak received about \$350,000 for the 140 cars sold.

At least three of the cars offered at the spring sale were turned over to their new owners at the time of the sale while verbal commitments were obtained for the remaining four.

In the past, owners of such cars have restored them and some are functioning as anything from additional school or office space to per-



(Below) Ready to begin work in the Northeast Corridor is this gargantuan track laying machine built by Canron Rail Group, Columbia, South Carolina. After being accepted by Amtrak, the machine—221 feet long and weighing over 100 tons—was stored and tested at Aberdeen, Maryland.

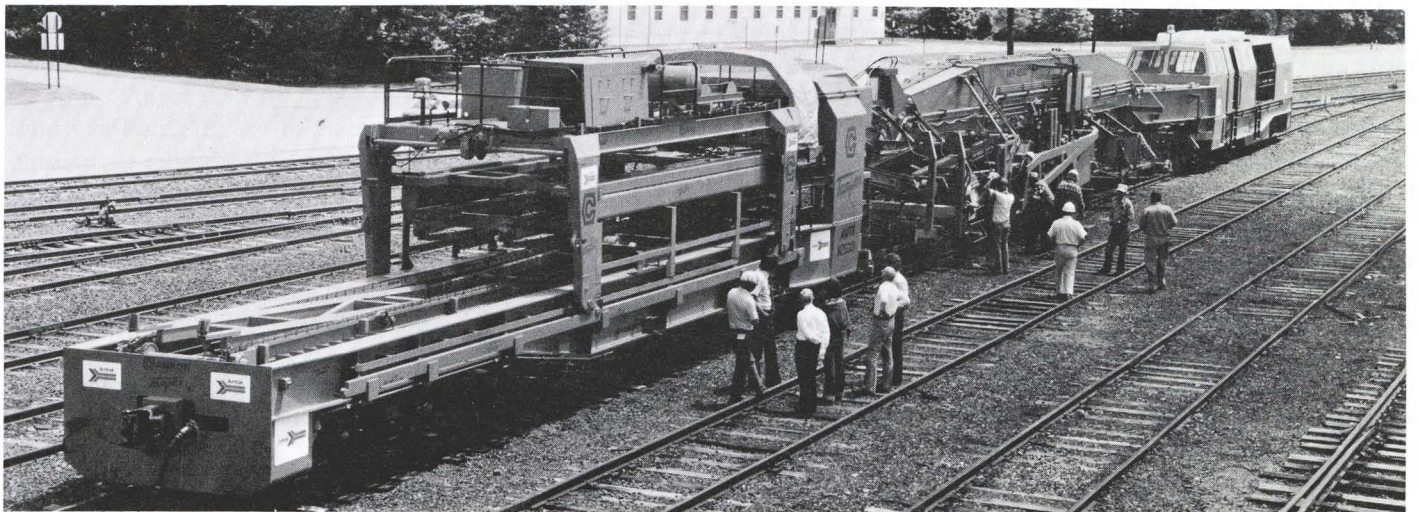
The machine takes out the old rail and ties, plows away the ballast, lays down new ties and then places new continuous welded rail on top of the ties, all in one operation at an average speed of 1,200 feet an hour.

Special tie cars, equipped with motorized portal gantries that run between the cars, are pushed ahead of the machine. The machine operates equally well with concrete or timber ties.

Some 400 miles of Corridor track are expected to be rehabilitated with the Track Laying System (TLS) during the next three years.

The machine is expected to go into operation during the summer in the Connecticut-Rhode Island area.

Machines like this one are used extensively in Europe where the system was originally developed. This is the first such machine in the United States. (Left) Mike Klima, assistant division engineer, Baltimore, checks over the control panel of the track laying machine.



sonal lounges and tourist attractions.

Many who already own cars took advantage of the latest sale to stock up on a wide assortment of spare parts which are necessary for repair and maintenance.

Attracted by local media coverage and direct notification from Amtrak, more than 900 people showed up at the maintenance facility coming from as far away as Alabama and Texas to participate in Amtrak's "garage sale."

Searching through and inspecting the collection of surplus materials, customers found such diverse objects as plastic window panes and electrical repair parts.

One man, McCarthy said, bought 25 cases of six-foot-wide U.S. Savings Bond replicas once used by Amtrak in an advertising campaign.

The sale proved so popular with the general public that a similar sale was held for Beech Grove employees. The employees' "spring cleaning" was repeated on May 22-23, bringing in additional revenue.

Because of the success of both sales and the public interest generated, McCarthy anticipates a similar sale next spring.

Retiree Completes Final Run Although It's 25 Years Late

John Henry Tillman celebrated his 90th birthday, his 25th year in retirement and finally completed his "last train run," courtesy of Amtrak, on Sunday, May 14.

Members of the Tillman family, representing eight states, gathered in Baltimore to mark the three occasions.

The last part of the three-fold celebration goes back 25 years when Tillman retired as a train engineer and left behind one piece of unfinished business. He never actually completed his "last run" and that bothered him ever since.

Tillman's intentions were good. On May 15, 1953, he boarded the former Pennsylvania Railroad's *Congressional Limited*, in New York, as he had done many times before.

He eased the huge GG1 locomotive out of Penn Station right on time and arrived in Baltimore, the next to the last stop, on schedule.

But, his friends and family had gathered there to celebrate the occasion and Tillman was taken off the locomotive to head for a party while

another engineer boarded to complete the train's trip to Washington.

Memories of that occasion surfaced from time to time over the years in the Tillman family. Robert E. Burkhardt, Tillman's grandson, who was only 16 at the time, recalled the event.

"In recognition of his retirement," he said, "a group of company officials, press and family met the *Limited* as it pulled into Baltimore. He was greeted warmly by various persons, photographed and praised, and then whisked off to a celebration planned for him.

"At that time, I was very much impressed with the entire event. But, I was also aware that grandfather didn't really want to get off the train. The only thing he really wanted was to do was get back on that engine and finish the run that was his responsibility."

Burkhardt said his grandfather recently acknowledged that he still regretted he had not been able to complete his last run. And that's when Burkhardt got an idea.

He contacted Amtrak and told them the story. Amtrak, promptly, arranged to have Tillman ride the head end of train 183 from Baltimore to Washington. Burkhardt was invited to come along.

Amtrak representatives were on hand at Baltimore to board the pair when the train arrived. Others were on hand to greet them when the train arrived in Washington's Union Station.

Special arrangements were also made to insure that the train was towed by a GG1 locomotive, exactly like the one Tillman operated 25 years ago.

The trip brought back many memories to a man who spent 44 years with the Pennsy, 35 as an engineer, with many of those years running over the Northeast Corridor.

Nitrogen Packed Sandwiches Removed

Because of the pressure of adverse press accounts, Amtrak removed all "nitrogen packaged" sandwiches from its trains and substituted traditionally packaged ones.

The problem began Wednesday, May 31, on the 10 p.m. newscast of WBBM-TV, Chicago.

Newscaster Walter Jacobson told his viewers that "there is substantial evidence that removing oxygen from sandwich bags *could* be dangerous." He said that "the organisms which cause botulism grow only in the absence of oxygen."

He went on to say that the Food and Drug Administration said that bags without oxygen could "under certain conditions" represent a

potential danger to public health.

Other electronic media, newspapers and wire services picked up the story and repeated it.

The *Washington Post*, for example, headlined "Amtrak Sandwiches Pose Possible Botulism Danger" across six columns. Passengers began calling Amtrak, worried about the safety of Amtrak food.

Amtrak, of course, feels strongly that the sandwiches were perfectly safe or it would never have offered them to the public.

The sandwiches in question were produced by American Micro-Fare, a Dallas-based company, also known as Cowboy Kitchens.

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Amtrak People



Besides letting the world know whose car it is, Sandy Sloom's license plate contributes to the improvement of California's environment.

Californians like Sandy, who is secretary to the superintendent of the Southwest district, can purchase special plates with any combination of letters for an extra fee — \$25 over the regular price of a plate the first year, \$10 a year after that — that is channelled into the state's Conservation and Environmental Protection Agency. Says Sandy, "It's one way to help the environment."

The huge metal art work adorning the office of Dave Baucom, Amtrak's director, on-board services, Western region, is both an eye-catcher and conversation maker.

Baucom commissioned his personal 30-by-48-inch copper work from John Cecil, a retired Boeing machinist who lives in Seattle. He made contact with Cecil through Gary Erford, manager, on-board services, Seattle, who serves on the Angel Lake, Washington, volunteer fire department with Cecil.

The process, known as copper cameo work, consists of pounding both sides of a one-eighth inch copper sheet by hand to form the picture. When the design is completed, the sheet is backed by paraffin or modeling clay, glued on masonite board and framed. Chemicals are used to achieve various tones.

Baucom's pride took five months to complete with Cecil working between two and ten hours a day on the project.



William Reddick, an Amtrak ticket clerk for the past five years, leads a double life in the nation's capital but has no FBI or CIA affiliations.

Instead, Reddick's connections are the very best. They are with heaven itself, and he performs the second half of his double career as an agent of God.

A Baptist minister for the past 24 years, Reddick preaches at New Cedar Springs Baptist Church when he's not selling tickets at Amtrak's downtown ticket office in Washington.

As pastor of his church, his duties require more than just a Sunday commitment. In addition to teaching both Bible and Sunday schools, he participates in various other church projects and functions.

Reddick's love for railroading spans many years. Before joining Amtrak, he worked for the Richmond, Fredericksburg and Potomac railroad, first as a porter, later as a ticket seller.

Because of his passion for both careers, Reddick agrees he would find it difficult to choose one over the other.

He says, "If I had to pick between the two, I'd pick both."



Refurbishment Efforts Gain Philadelphia Top Corridor Station Nomination

The Northeast Corridor's candidate for last year's station of the year award was Philadelphia's 30th Street Station. And a good choice it was because the extra effort expended by station personnel there made the facility that much more attractive to the traveling public.

"We tried very hard to make 30th Street a showcase station," says Tom Kennedy, superintendent of stations,

Philadelphia division, and the man who oversees the station's operations. "We think we've succeeded pretty well."

Philadelphia is a major stop in the Corridor, 90 miles from New York and 135 from Washington. The station is located on Market Street, between 29th and 30th Streets, on the west bank of the Schuylkill River.

Construction of the station goes

back to 1927 when it was included in a multi-million dollar improvement project by the Pennsylvania Railroad for the Philadelphia area. Other projects included completion of mainline electrification to Washington from Wilmington, a new large suburban passenger station in city center beneath a 22-story office building, electrification of all suburban train operations in the area and vast rearrangements of tracks, signals and interlocks.

The new 30th Street Station was to replace Broad Street Station, a stub end facility in city center and over a mile away from the mainline. Train movements to Broad Street were complicated by backup moves and switching of cars and locomotives.

The 30th Street Station officially was opened for operation on December 15, 1933, with two of its 10 tracks operational. The country was then in the middle of the depression and the city was behind in the work it was to do around the building. Pennsylvania Railroad officials also were waiting for completion of the New York-Washington electrification before finishing the rest of the tracks through the facility.

The old Broad Street Station was finally razed in 1952. The approach to it, an elevated track dubbed the "Chinese Wall," came down during the next couple of years.

The 30th Street Station is one of the last large metropolitan stations built in this country.

Of Grecian architecture, it is 116 feet tall and covers an area 327 by 639 feet. The steel and concrete building is faced with Alabama limestone and has two colonnaded porticoes with Corinthian columns, 11 feet in diameter and 71 feet high, located on the east and west side.

The station has 10 tracks, served by five high-level platforms, below the main concourse waiting room. Access



The 30th Street Station's concourse-waiting room measures 135 by 290 feet and has a height of 95 feet. Looking down on station activity is the statue erected to the memory of railroaders killed during World War II.

to them is by escalators and stairs that are spaced at regular intervals along both sides of the concourse. The tracks run north and south, paralleling the river, and serve the mainline Corridor trains.

The six suburban tracks, served by three high-level platforms, are 40 feet above the through tracks and cross them at a 90 degree angle. Conrail-operated commuter trains, as well as Amtrak's 600-series Harrisburg trains which use these tracks, originate in the underground Suburban Station, one mile east, in city center. Access to the commuter trains is via stairs and escalators from a ramp that leads from the concourse near the 30th Street exit.

The Suburban Station building is the 22 story structure that was built during the Pennsy's late 1920s massive upgrading project and now

houses Amtrak's Northeast Corridor headquarters.

While the new station was being built, all construction had to be done without interruption to the flow of some 510 trains a day between the old West Philadelphia Station, two blocks to the west of present-day 30th Street Station, and Broad Street Station in city center.

Cost overruns are no new phenomenon of the present day. The original station was estimated at \$10 million in 1929 but wound up costing \$15 million.

Dominant feature of the station's interior is its huge concourse, which serves as a waiting room, 290 feet long, 135 feet wide and 95 feet high. Its red, gold and cream colored ceiling is suspended from a reinforced concrete roof that once was intended to accommodate the light aircraft of

the early '30s.

Walls consist of tall window bays separated by massive piers of Travertine marble. Ten 18-foot-tall bronze and glass light fixtures hang from the ceiling. The floor is of Tennessee marble.

Along the perimeter of the concourse is a series of shops and eating establishments. Amtrak took over the ticket office on October 1, 1973, and the rest of the station operations on October 1, 1976.

The station daily serves 90 Amtrak trains and 396 others, primarily Conrail-operated commuter trains to Paoli to the west, Chestnut Hill and Manayunk to the northwest, Wilmington, Media and West Chester to the southwest, and Trenton to the northeast. Some 31,500 through and commuter passengers use the station daily.

One of the major criteria in judging the station of the year contest is in the "improvement" of a facility over what it had been.

Well, the Philadelphia employees certainly did improve their station.

The exterior of the building was sandblasted resulting in a bright new look. Four of the five escalators leading to the lower track level were replaced, with the fifth one extensively rehabilitated.

All platforms were cleaned and painted. The station's classic brass doors and railings were restored.

The ticket office was rehabilitated with new heating and air conditioning installed. The ticket counter was enclosed with glass to keep cool air in during the summer and warm air in during the winter for more comfort for ticket clerks.

Tiles on the main concourse floor

are being replaced. Interior walls were washed and the ornate trim around the building redone.

The tall statue on the east end of the concourse, a tribute to railroad employees killed during World War II, was cleaned and the "Spirit of Transportation," a 14-by-30-foot bas relief mural that hangs in a corridor just off the main concourse, was restored. The mural had been moved to 30th Street from the old Broad Street Station in 1933.

Public lavatories were totally refurbished and five employee lounges completely painted and outfitted with new lockers, refrigerators and furniture. The baggage area was cleaned up and repainted.

Keeping a large station clean is a massive job.

Says Kennedy, "We took over that

function in October 1976 and inherited people but no equipment."

Acquired quickly, however, were scrub machines, a litter vacuum cleaner, floor polishers, new mop tanks and a snow plow.

Kennedy notes, "We also got uniforms for the employees and rotate them on the equipment." The philosophy is working as the cleaning employees now exude a good image and have an incentive to make the station look good.

The station floor, for example, is washed daily to insure a clean facility. Free-standing and wall-mounted trash and smoking receptacles were installed to lessen litter problems.

Most of the cleaning staff works between 11 p.m. and 7 a.m., when traffic through the station is light. They are responsible for the entire station including the many offices

30th Street's People



Anne Mellett, Information Attendant



Jim Narusewicz, Assistant Station Master; John Watson, Usher



Albert Ashby, Information Attendant



Nate Johnson, Lead Red Cap; Ann Martin, Red Cap



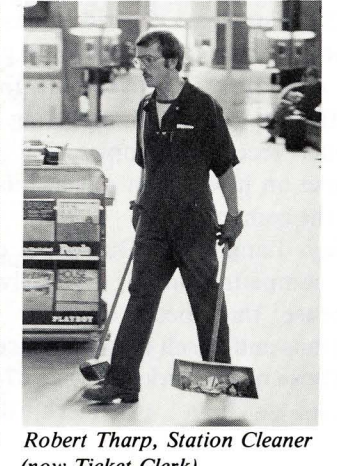
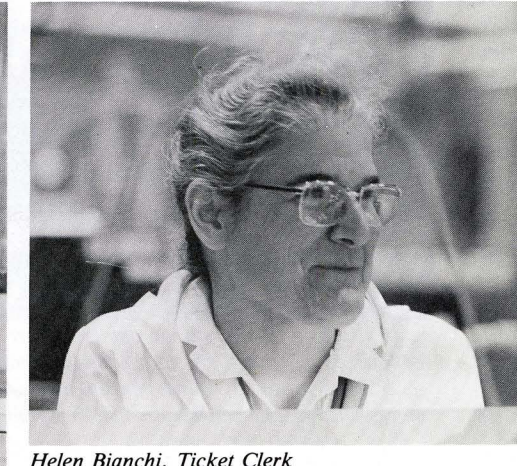
Joseph Dwyer, Usher



John Casella, Ticket Clerk



Helen Bianchi, Ticket Clerk
Phylliss Potter, Information Attendant



Robert Tharp, Station Cleaner
(now Ticket Clerk)



The station is located one mile west of city center, on Market street between 29th and 30th streets, on the west bank of the Schuylkill river.

located in the building.

Special projects, such as cleaning brass and the memorial statue, are done during slack periods.

With the cooperation of Amtrak's police department, parking meters on company property were repaired and are now monitored regularly, resulting in added income for the company.

Amtrak's personnel were upgraded as well. Within the station services department structure is a training function.

A video recorder, for example, has been used to study employee handling of customers. The employees can see and hear how they work with passengers and use of the video system results in self improvement. Reports June Langhoff, assistant superintendent, "The system has been accepted very well by our employees."

The Northeast Corridor has also issued a series of self-learning guides for employee improvement. In this particular area, all ticketing personnel recently completed a short course on how to get repeat business for the company.

Says Langhoff, "Our ticket clerks are competing among themselves to increase the speed of their transactions and to sell club car space."

Those ticket clerks average 47 to 49 tickets an hour, per clerk, during

peak periods. "They can really move those people through here," says Langhoff.

One innovation recently put into operation at the station was establishment of containing areas for Metroliner passengers. Two such "lounges" are now in operation, one for each direction of travel. Surplus benches and rope stanchions are used to cordon off the special area for riders. The experiment has proved successful in operation and station personnel now hope to modernize and improve it.

Another Philadelphia innovation

was use of female red caps. Three now serve the traveling public in Philadelphia.

Kennedy has a vested interest of sorts in 30th Street Station.

This is where he began railroading as a ticket clerk for the Pennsylvania Railroad in June 1942 for \$105.40 a month working 48-hour weeks. He notes, "Oh, that was just during the trial period. At the end of 30 days I got a whopping raise to \$144."

On January 1, 1972, he joined Amtrak and was assigned to get the Bensalem reservations center operational. It began service in April 1973 and he stayed on to manage that facility until July 1975 when he went to Boston as superintendent, New England district.

But, he's home now, back at 30th Street as of June 1976 as superintendent of stations, Philadelphia division. That includes jurisdiction also over North Philadelphia, Lancaster and Harrisburg.

What does he think of his personnel, the 148 people who work at the station? "They're the tops," he notes. "We've got excellent people working here. They go out of their way to serve customers. With attitudes like that we can't help but get people to use Amtrak more and more."



Supervisors of various station operations are, left to right, Tom Kennedy, superintendent of stations, Philadelphia division; June Langhoff, assistant superintendent; Dennis McGettigan, general supervisor, ticketing; Mario DeBerardinis, general supervisor, station operations; and Ben Evans, general supervisor, building maintenance.

Keeping Track Of Amtrak

Amtrak Hertz Partnership

An Amtrak customer can now reserve a Hertz rental car at the same time he or she makes train reservations as a result of a new joint program entered into by Amtrak and Hertz Rent A Car.

The program, which began June 1, enables Amtrak reservations personnel to provide Amtrak ticket agents, authorized travel agents and customers calling on the 800-series telephone numbers with complete booking information on Hertz cars available in over 100 Amtrak cities.

The program will also be set up to make Hertz No. 1 Club reservations and to accommodate the special needs of travel agents and commercial accounts.

"We are confident that this new service will prove a real convenience for our customers," said Al Michaud, vice president, marketing. "We can now save the traveler at least one phone call and a lot of time by making his reservation for a rental car directly with Hertz."

Horace Spaulding, vice president, leisure marketing, Hertz, says of the program, "We feel that a cooperative program between a railroad and a car rental company makes a lot of sense.

"Both of our companies stand to benefit from the program, but the real winner will be the traveler who will save time and effort and get better service to boot."

Service Additions

Sleeping cars will be added to the consist of the *Inter-American* beginning in late June.

Although the train will be operating on a daily basis through the summer travel season, the sleeping cars will only operate tri-weekly beginning June 25 southbound, June 27 northbound.

The cars will leave Chicago on Sundays, Wednesdays and Fridays

southbound, and Laredo on Sundays, Tuesdays and Fridays northbound.

Sleeping cars were also added, beginning April 30, to the *Pioneer* between Seattle and Salt Lake City.

In both cases, the cars are from the fleet of 27 that have undergone extensive refurbishment and conversion to electric power at Amtrak's Beech Grove facility. They are completely compatible with the all-electric Amfleet cars.

In another service change, Turboliners have been put into operation between Chicago and Champaign, Illinois, on the *Illini*, as of April 30.

Safety Standings

The Empire, South Central, St. Louis, Chicago Terminal and Northwest districts went through the month of April without any injuries resulting in a zero injury ratio for them. This is the fourth month in a row that the Empire district has achieved the zero ratio.

Central led the other three regions with a 7.7 ratio, while New Haven led the shops with a 7.5 ratio.

In the mechanical facilities category, New Orleans, Houston, Dallas-Fort Worth, St. Louis, Kansas City, Detroit, Jacksonville, Buffalo, Boston and Philadelphia all went through April with no injuries and the zero ratio figure.

For the year to date, leaders in their categories are:

District: Empire, with a zero ratio.

Region: Central, with a 7.85.

Shops: New Haven, with a 14.0.

Mechanical Facilities: Five tied with zero ratios. They are New Orleans, Houston, Dallas-Fort Worth, Kansas City and Detroit.

The ratio denotes the number of injuries or job-related illnesses requiring more than mere first aid on a 200,000 man-hour basis.

Interline To Alaska

Amtrak has signed interline agreements with Alaska-Yukon Motorcoaches and the British Columbia



The President's Safety Contest trophy was presented to the Central region, 1977's winner in the regional category, in ceremonies at Chicago's Union Station on Thursday, May 18. Accepting the trophy from former President Paul Reistrup is Henry Anderson, union representative, BRAC.

Steamship Company to provide on-ward service for rail passengers from Seattle.

Amtrak and its ticket and travel agents can now make reservations and sell through tickets for the liner *Princess Marguerite* that links Seattle with Victoria, British Columbia, on a daily round trip, and for bus service from Seattle to British Columbia, the Yukon Territory and Alaska.

Reservations for the bus service are strongly recommended to be guaranteed a seat.

Frimbo Hits Milestone

Rogers E.M. Whitaker, railfan extraordinaire, historian and leading



Rogers "E.M. Frimbo" Whitaker

rider and exponent of rail passenger trains, attained a milestone in his career on Friday, May 12, aboard the *Coast Starlight*.

Whitaker, also known by his pen name of E.M. Frimbo, is a senior editor of *New Yorker* magazine and author of several railroad books, including *All Aboard With E.M. Frimbo*.

During the San Francisco-to-Los Angeles journey, at a point just north of San Luis Obispo, Whitaker observed his 2.5 millionth mile of passenger train riding. Amtrak saw that the event, at milepost 248, four miles north of the city, was properly etched in railroad history by having the observance marked with champagne as the train made its way down the Cuesta grade entering San Luis Obispo.

Citizens for Rail California presented Whitaker with its *Golden Spike Award*, which is given to those who foster and show interest in the

passenger train and its continuation as a viable means of transportation. George Falcon, editor and publisher of *Key* magazine, made the presentation.

Claims Transferred

Beginning May 1, the baggage and express claims office was transferred from station and service planning department of national operations to the office of consumer relations.

Any correspondence or telephone inquiries relating to baggage or express claims should now go to the Office of Consumer Relations, P.O. Box 2709, Washington, D.C. 20001. The telephone number is 202-383-2121 (FTS 657-2121).

A&P Sweepstakes

In exchange for some advertising promotion, Amtrak will be one of four participants in the A&P *Produce*

Family U.S.A. Rail Pass Available

Amtrak now offers a new Family U.S.A. Rail Pass aimed at capturing an increasing portion of the family auto vacation market.

Under the new plan, when the head of a household buys a U.S.A. Rail Pass at the full pass price this summer, the spouse and children, 12 and over, pay only half.

Children between 2 and 11 pay only \$50 each regardless of the length of pass or the number of children.

Costs of the passes, which will be on sale until September 5, for the head of the household are \$250 for 14 days, \$315 for 21 days and \$385 for 30 days.

For spouse and children, 12 through 21, prices are \$125 for 14 days, \$158 for 21 days and \$193 for 30 days.

Al Michaud, Amtrak's vice president, marketing, points out that a family of four can make a trans-continental round trip of well over 6,900 miles for less than seven cents a mile. Cost of driving a modern in-

termediate car is estimated at 17 cents a mile.

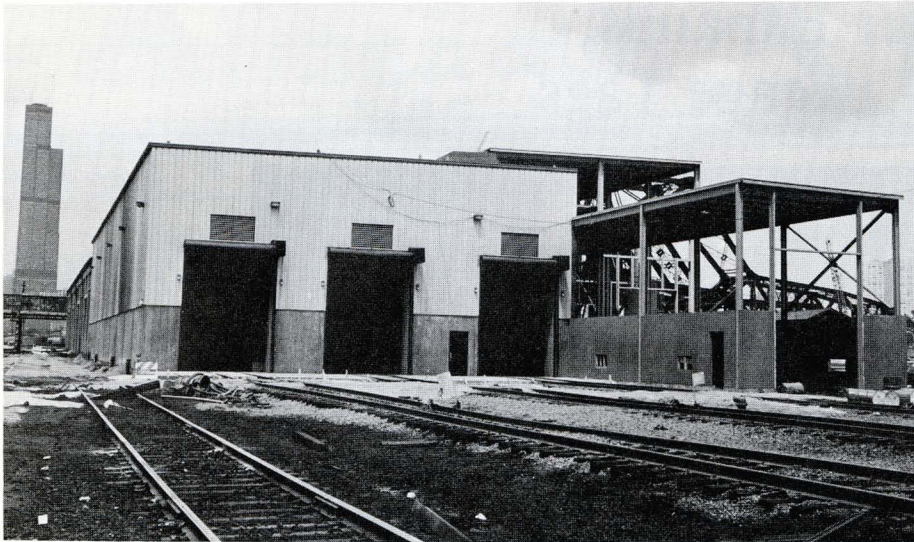
"Our goal," he said, "is to get more families out of their cars and aboard Amtrak.

"By traveling on the train, families can also avoid motel charges en route, get to destinations faster and have more time there for sightseeing and visiting."

While the new Amtrak program is aimed mostly at families which usually take their long vacation trips by auto, Michaud also pointed out that the Family U.S.A. Rail Pass also offers substantial advantages over the much-advertised airline "super saver" fares of one sort or another.

The same family of four which would pay \$475 for a trans-continental trip by Amtrak would pay \$898 for the cheapest airline round trip.

Another advantage is that Amtrak allows unlimited stopovers in all cities along its routes at no extra charge for the duration of the pass.



Work continues on the addition to Amtrak's locomotive facility in Chicago's 16th Street yard. Attached to the east side of the present engine house, the new building should be completed by the end of the year. The three-story structure will be able to accommodate all type of locomotive work short of major overhauls.

Extravaganza Sweepstakes.

The nation-wide grocery chain plans to spend approximately \$500,000 in advertising to promote the contest in 21 states through newspapers and television.

Contest prizes include one nine-day trip for two to London, 20 five-day trips for four to Virginia and 700 Vivitar cameras.

As its part of the agreement, Amtrak will provide round-trip transportation to Washington for the

20 second place winners.

From the nation's capital, they will then travel through historical Virginia, making stops at Jamestown, Mount Vernon, Williamsburg and the Old Country Busch Gardens.

Amtrak will also provide the grand prize winner with transportation to the nearest Pan American World Airways departure airport.

Participants in the sweepstakes include Pan Am, Old Country Busch Gardens and the State of Virginia.

SANDWICHES

(Continued from page 3)

In the packaging process, air—which is composed of 80 per cent nitrogen, 20 per cent oxygen—is removed and replaced with pure nitrogen. The major advantage of the nitrogen packing system is that it extends shelf life. Amtrak and Cowboy Kitchens emphasize that if the sandwiches are handled properly—meaning normal refrigeration—there are no problems.

Amtrak also cited exhaustive tests by four independent research laboratories that performed tests for Amtrak and for the sandwich producer. The verdict, in all cases, was that the sandwiches were safe.

In addition, the plant which produced the sandwiches is inspected

by the Food and Drug Administration, the U.S. Department of Agriculture, state health inspectors and the Dallas health department.

The Food and Drug Administration has now indicated it will set up a series of tests on the nitrogen pack process but an FDA spokesman noted that FDA was "not about to take regulatory action" in Amtrak's situation and "had Amtrak continued to sell the sandwiches, we would not have ordered them to stop."

Am Amtrak spokesman noted, "We will wait with interest the results. We are confident they will confirm our own findings."

However, with doubts about safety having been planted in the traveling public's mind, Amtrak had no alternative but to withdraw the sandwiches.

BOARD ACTIVITIES

(Continued from page 1)

ing from \$10 to \$40—were to have gone into effect June 15 and continued until September 5.

Amtrak's board ordered the peak period accommodation charges rescinded immediately. The extra charge will be refunded to passengers who have purchased tickets in advance.

The surcharge was to amount to \$10 for single sleeping accommodations on eastern trains and up to \$20 on western trains. For double accommodations, the additional charge would have been \$20 on eastern trains and \$40 on western trains.

The trains, which would have required the surcharge, were the *Montrealer*, *Broadway Limited*, *Lake Shore Limited*, *Cardinal*, *Floridian*, *Panama Limited*, *Sunset Limited*, *Southwest Limited*, *San Francisco Zephyr*, *Empire Builder*, *North Coast Hiawatha*, *Coast Starlight*, *Lone Star* and the New York-Florida trains.

While the board did cancel the higher sleeping car charges, it did not alter a two-and-one-half per cent across-the-board fare increase which went into effect April 30 nor did it change a June 15-to-September 5 peak period surcharge on the basic fare.

This increase, which ranges from \$1 to \$5, will be paid by both coach and sleeping car passengers.

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Young Entrepreneur Expands, Offers Amtrak Luggage Tags

Young Pieter Kreunen, who went into business sometime back creating and selling three-inch buttons extolling Amtrak's virtues, has expanded his business to include Amtrak-oriented luggage tags.

One side of the tag features a large Amtrak logo, with a choice of one of three slogans. The other side is a person's business card. The two are laminated in heavy clear plastic with a hole cut in one end for a small leather strap.

The three available slogans are "The Energy Mizer," "People Come First," and "The Future in Transportation."

Young Kreunen offers the tags at \$2 each, or three for \$5. Orders should be mailed to him at 305 Yosemite Trail, Madison, Wisconsin 53705.

The 10-year-old entrepreneur re-



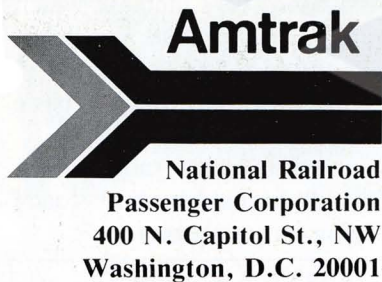
Luggage tags consist of a personal business card on one side of the plastic-enclosed tag, with an Amtrak logo and message on the other. A leather strap attaches the tags to the traveling bag.

ports he may also be adding another button to his inventory with the slogan, "California, Here We Come."

He also notes that his Cub Scout Pack is planning a trip to Chicago this summer to visit Sears Tower.

"The bad thing," he writes, "is

that we have to take the bus from Madison to Milwaukee and all the guys get fighting on the bus. On the train, we eat a lot at the stand-up counter. We bring along \$2 bills and the guys at the counter think they are cool."



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