

First AEM-7 Locomotive Enters Corridor Revenue Service

Amtrak's AEM-7 high-speed electric locomotive for Northeast Corridor service was officially christened and put into revenue service in a ceremony at Washington Union Station on Friday, May 9.

The official christening was done by Congressman Robert Edgar (D-Penn.) who smashed the traditional bottle of champagne across the nose of locomotive No. 901.

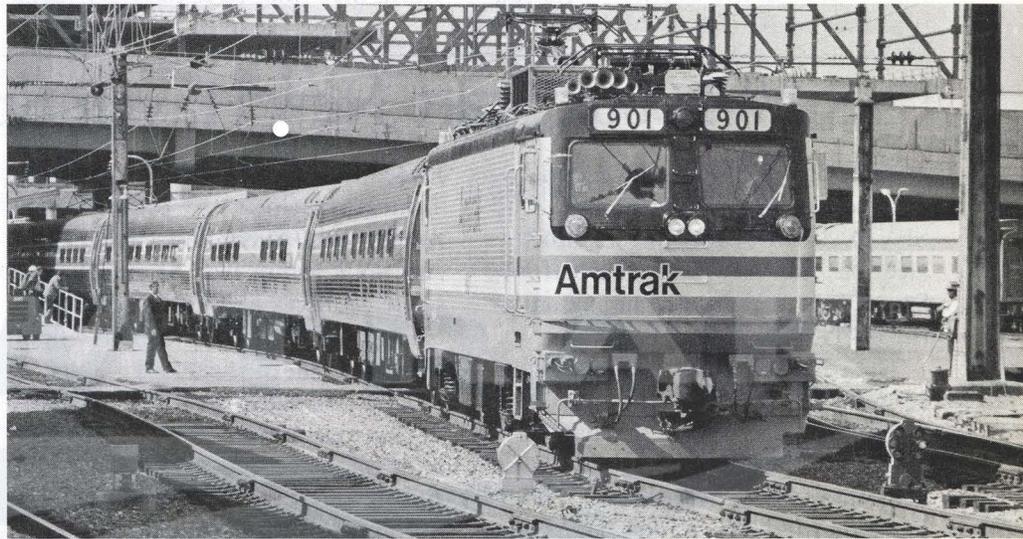
The train powered an Amfleet consist that went out as Metroliner No. 108. It returned as Metroliner No. 119, departing New York at 3:30 p.m.

The AEM-7 used for the ceremony is the second production unit received by Amtrak. The first, No. 900, has been sent to the Department of Transportation's test facility at Pueblo, Colorado, for endurance testing.

Tom Hackney, Amtrak's group vice president, operations and maintenance, who was one of the speakers at the ceremony, said, "The AEM-7 has passed its acceptance tests with greater ease than any other locomotive Amtrak has purchased. It is anticipated that it is fully capable of meeting our existing Metroliner schedules and the two-hour-40-minute schedules, between Washington and New York, to be implemented at the completion of the Northeast Corridor Improvement Project.

"We certainly expect it will improve on-time reliability of our locomotive-hauled trains in the Corridor."

Other speakers included Congressman Edgar; P.K. Hoglund, general manager, Electro-Motive division of General Motors, builder of the locomotive; Arne Mark, president, ASEA, Inc.; and Louis Thompson, director, NECIP/Federal Railroad Administration.



AEM-7 No. 901 leads a consist of Amfleet cars from Washington Union Station on its first revenue run.



Congressman Bob Edgar smashes the champagne on No. 901's nose. Watching, left to right, are Arne Mark, ASEA, Inc.; P.K. Hoglund, EMD; Louis Thompson, NECIP/FRA; and Tom Hackney, Amtrak's group vice president, operations and maintenance.

Master of ceremonies for the event was Carole Foryst, Amtrak's vice president, public affairs.

The 7,000 horsepower AEM-7 has been tested at speeds up to 125 miles per hour and was specifically designed to provide dependable service in the Corridor as mandated by Congress in the Railroad Revitalization

and Regulatory Reform Act. The locomotive will also be used in New York-Boston service once electrification has been extended from New Haven to Boston.

Hackney noted that because of its low weight of 201,500 pounds and high horsepower, the AEM-7 is Amtrak's most energy efficient electric

locomotive. Said Hackney, "Considering comparable size locomotive-hauled trains, the AEM-7 will consume, on the average, 10 per cent less energy than an E60CP locomotive and about 20 per cent less than the GG1."

The AEM-7 is based on a Swedish design by ASEA, but incorporates some design changes to meet Amtrak's needs in the Corridor. Amtrak

tested an ASEA locomotive, as well as a French locomotive, in 1976-77. Specifications for the AEM-7 were developed from data gathered during those extensive tests which took place in various locations in the Northeast Corridor.

Amtrak has placed an order for 47 AEM-7s. The first was delivered in January, tested thoroughly until mid-April, then shipped to the DOT facili-

ty at Pueblo.

The remaining AEM-7s will be delivered at the rate of two a month. As they are received, they will be used with Amfleet cars to supplement self-propelled Metroliner equipment in high-speed service. They will also replace the 30-40 year old GG1 locomotives on other Amfleet-equipped trains in the Washington-New Haven electrified portion of the Corridor.

SPV-2000s Start New Haven-Springfield Runs

Amtrak and the State of Connecticut officially introduced the SPV-2000 self-propelled cars into service on the New Haven-Hartford-Springfield route with an inaugural run on Thursday, May 15.

The three-car consist made special 15-minute stops at all cities served by Amtrak on the route for civic ceremonies and visits by the public. Those inspection stops were made at Wallingford, Meriden, Berlin, Hartford, Windsor, Windsor Locks and Thompsonville.

Prior to the start of the trip, special ceremonies were held at the New

Haven station with Connecticut State Transportation Commissioner Arthur B. Powers and Clark Tyler, Amtrak's group vice president, passenger services and communications, cutting the traditional ribbon with an oversized pair of shears.

Paul McBride, assistant secretary of transportation, State of Massachusetts, who rode part of the way, officially greeted the train on its arrival in Springfield.

Bands hailed the train at Berlin and Meriden. One of the speakers at the Meriden ceremony was Jim Ullman, local attorney and board member of

the National Association of Railroad Passengers.

Some special riders were children from the Enfield day car center. Although they came to the Thompsonville station just to see the train and walk through it, they were happily surprised when they were invited to ride to Springfield and back. For most of the pre-schoolers, this was their first train ride.

The new cars replace 25-year-old RDCs which were built by the same builder who fabricated the SPV-2000s, the Budd Company of Philadelphia.

Thirteen of the cars were purchased by the Connecticut Department of Transportation. One is assigned to Conrail's Norwalk-Danbury branch line, while the other 12 will be leased to Amtrak for New Haven-Springfield service. Amtrak will maintain all of the cars at its New Haven shop.

Connecticut is the first state to purchase new rail equipment for Amtrak intrastate service.

Said Tyler, "Connecticut has seen, as we have, that people will get out of their automobiles and ride trains if we give them comfortable, frequent service. Connecticut is helping us do just that in its state and we're very pleased with the effort." The cars cost Connecticut one million dollars apiece.

Assignment of the new cars to New Haven-Springfield trains will vary from day to day until more cars are received from Budd. Once all are delivered, sometime this summer, Amtrak will phase in schedule improvements, additional frequencies and



ConnDOT Commissioner Arthur B. Powers and Clark Tyler, Amtrak's group vice president, passenger services and communications, snip the ceremonial ribbon.

special incentive fares to increase ridership on the route.

At present, the seven New Haven-Springfield round trips attract about 30,000 riders a month.

The SPV-2000 can operate singly, in consists of several cars or even coupled to Amfleet equipment. It is expected that in the future, SPV-2000s will be added to trains in New Haven for through service to New York City or even further down the Northeast Corridor.

Amtrak and Connecticut are also sharing the costs of station improvements along the New Haven-Springfield route. Planned improvements include:

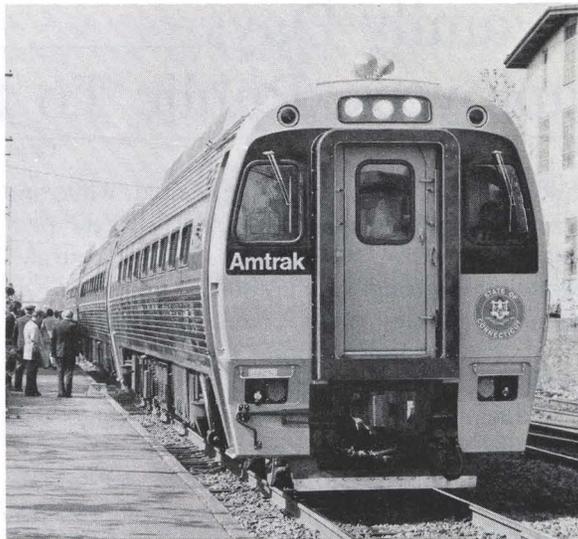
North Haven—A new suburban stop to be established near Devine Street and Route 5. Amtrak will build a shelter and platform and provide lighting, a telephone, signs and information board. Connecticut DOT will construct a parking lot for 100 cars on state-owned property adjacent to the site.

Windsor—Amtrak will build a new shelter and resurface the existing platform. A parking lot for 100 cars will be built by ConnDOT just east of the site.

Windsor Locks—Amtrak will install a shelter, train platform, lighting, telephones and an information board at a new site south of the present station. ConnDOT will construct a 100-space parking lot.

Thompsonville—Amtrak will install a shelter with telephones, information board, signs and lighting and will repair the crosswalk. The former station building was destroyed by fire last January.

The SPV-2000 is 85-feet-four-inches long, 10-feet-six-inches wide, and weighs 136,000 pounds loaded. It is powered by two 360 horsepower diesel truck engines and is capable of speeds up to 120 miles per hour. Each car is equipped with a unisex toilet, accessible to handicapped passengers. Amtrak's version seats 86 passengers but the car can also be outfitted with 109 seats for high density commuter service.



(Left) SPV-2000 cars resemble Amfleet equipment. (Below) Conductor Gary Dorn and Trainman Bob Ashe check watches at train time.



(Above) Children from the Enfield day care center walk through the three-car train. (Right). NARP board member Jim Ullman speaks to the crowd at Meriden.



Outstanding Employees Sought

Although nominations have been coming in at a steady pace for candidates for the President's Achievement Award program, more are encouraged.

The award will be given to the employee or employees who are singled out for special achievements exceeding their job requirements, or for a specific special act or service.

Any employee is eligible for the award and any employee may nominate anyone he or she feels merits such an award.

Each winner will receive a plaque plus a letter of commendation that

will be placed in his or her file.

Honorable mention runners-up will receive a certificate plus a letter of commendation.

Nominations should be sent to George F. Daniels, vice president, labor relations and personnel, at corporate headquarters. Detailed rules are listed in the company procedures manual, section PA-30.

Winners will be selected by a committee representing a cross section of Amtrak employees.

Deadline for nominations for the first selection is July 15.

New Orleans Family Days

Attract Employees, Public To Exhibits

Nearly 10,000 persons—employees and the general public—came to New Orleans Union Station during the weekend of May 3-4 to participate in Amtrak's Family Days equipment show.

The event coincided with Amtrak's ninth birthday, on May 1, and the completion of station upgrading work.

Amtrak employees and their families were treated to a special preview of the show on Saturday morning from 9:30 to 11 a.m. A special birthday cake was cut and distributed to employees along with coffee, milk and soft drinks.

At 11 a.m., Saturday, the refurbished station was officially rededicated in ceremonies in front of the modern building.

Those ceremonies came 26 years after the terminal was opened in 1954 and three of the persons who were on hand for the official opening were invited back for the rededication. These were Mayor Ernest Morial, United States Congresswoman Lindy Boggs and James Fitzmorris, Jr., executive assistant to the governor for economic development.

Also, occupying the red, white and blue bunting-bedecked speakers' platform were Clark Tyler, Amtrak's group vice president, passenger services and communications; Rev. Mathias Moore, who delivered the invocation and benediction; and City Councilman Jim Singleton, who acted as master of ceremonies.

Morial recalled that one of the speakers 26 years ago said that the New Orleans station would be the last centralized railroad terminal built in the United States. "And that prediction came true," he said.

Morial continued, "With the energy crisis we face in this nation and with renewed interest in railroads, it is significant that the city and Amtrak have joined together to clean up the area and refurbish the Union Passenger Terminal."

Morial pointed out that President Carter recently noted that the country is spending \$90 billion a year to buy oil from the OPEC countries

"And he's called upon citizens to reduce their consumption of energy so we won't be at the mercy of those countries," said Morial. "Mass transit becomes critically important

during this crisis period we face with energy in this nation."

Tyler told the crowd that this was "a very significant occasion for Amtrak."

He said, "Today represents to us the beginning of many important things, not the least of which is going to be a new alliance for public transportation with the intercity bus industry here represented by the Greyhound Corporation." Greyhound shares space with Amtrak in the terminal.

"This type of terminal is incredibly important to us," continued Tyler, "because it represents a truly intermodal terminal with the city transit system and Greyhound here. Amtrak looks forward to the next 10 or 20 years as having a very significant role in an energy-conscious America. We think we are up to that role."

After the ceremonies, the equipment display was officially opened to the public. Although Saturday's turnout was good, the crowds on Sunday were even larger. Both days were warm and sunny, helping the turnout.

In the concourse area were displays by the Louisiana chapter of the National Association of Railroad Passengers, Amtrak's safety and marketing departments, and a continuous videotape presentation showing Amtrak's car upgrading program at Beech Grove.

The main display, however, was on two parallel tracks in the train shed. Available for inspection were two Superliner coaches and a Superliner diner; a head-end-powered coach, diner and sleeping car; an Amcoach and Amdinette; an SPV-2000 self-propelled coach; P30CH, F40PH and SDP40F locomotives; an Illinois Central Gulf locomotive and caboose; and the privately-owned business car, the *Black Diamond*.

The cars were arranged so that visitors could walk through the entire length of the exhibit. Amtrak person-



Nearly 10,000 visitors came to New Orleans' celebration of Family Days. Equipment was lined up on two parallel tracks for easy access.

nel were on duty in each car to answer visitors' questions. Special ramps were set next to two of the locomotives so that visitors could enter the cabs and inspect their interiors.

On display, outside the trainshed were a Greyhound *Americruiser 2* intercity bus and a brand new city transit bus.

Balloons, engineers' hats and popcorn were distributed to children

while adults received promotional literature. An hourly drawing was held with Amtrak travel bags and luggage identification tags as prizes.

Amtrak has spent about \$252,000 on improvements to the station during the past three years. Most recently, Amtrak spent \$23,000 to clean and repair the exterior of the building.

The city of New Orleans contributed trees, shrubs and landscaping

for Bienville Place, the park in front of the station. The city will also maintain the park.

Three Amtrak trains—*Crescent*, *Panama Limited* and *Sunset Limited*—operate out of the station which is shared with Greyhound.

A more detailed description of the station and its function will be included in the next issue of *Amtrak News*.



(Left) New Orleans Mayor Ernest Morial speaks at the outdoor ceremony. (Below) A special birthday cake was cut and distributed to employees.



(Left) C. Lynn Goodson, on board services attendant, describes Superliner meals to visitors. (Above) The lines were long on both days.



(Above) Henry Nelson, on board services inspector, explains the Superliner kitchen. (Right) Bonnie Clayton, on board services attendant, serves Bob Walk, yardmaster; Bob Borrelli and Bob Harper, carmen. Helping is Bert Bertin, on board services attendant.



Pennsylvanian Begins Daylight Service Between Philadelphia-Pittsburgh

Amtrak's newest train, the *Pennsylvanian*, which offers daylight service in both directions between Philadelphia and Pittsburgh, was dedicated on Saturday, April 26, with a special all-day inaugural run the day before it went into official revenue service.

After formal speechmaking at Philadelphia and a traditional champagne christening, the train set out on its 351-mile whistl stopping trip to Pittsburgh.

Fifteen-minute stops were made at all towns served by the new train for visits by civic officials and the public. These included Paoli, Lancaster,

Harrisburg, Lewistown, Huntingdon, Tyrone, Altoona, Johnstown, Latrobe and Greensburg.

Representing the state on the first portion of the trip was Pennsylvania Transportation Secretary Thomas Larson. Governor Richard Thornburgh boarded at Harrisburg for the rest of the trip to Pittsburgh.

The *Pennsylvanian* is a 403(b) train with the state funding 20 per cent of the train's first year's losses.

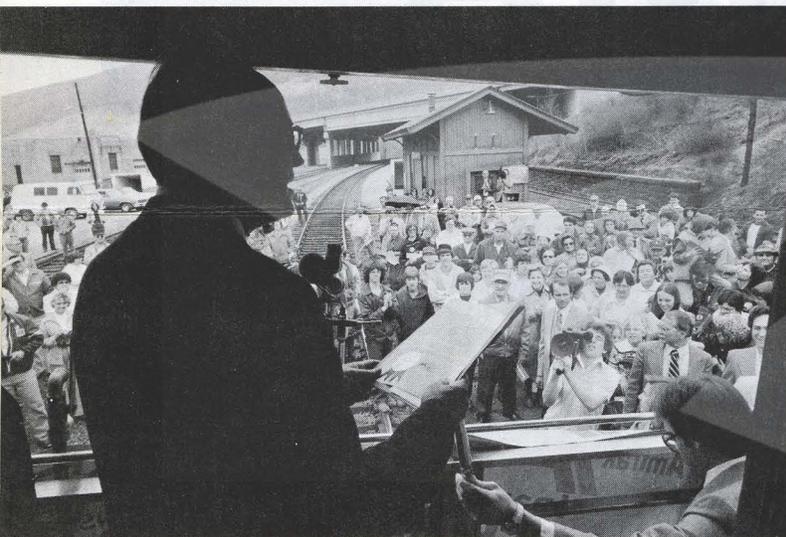
Thornburgh, who used to ride trains as a boy between New York and Pittsburgh, read a proclamation at each town and said, "I'm excited about this train. This really is a sym-

bolic journey. We're saying to the people in these towns along the way, 'Hey, you count again.' It restores their image and their economy."

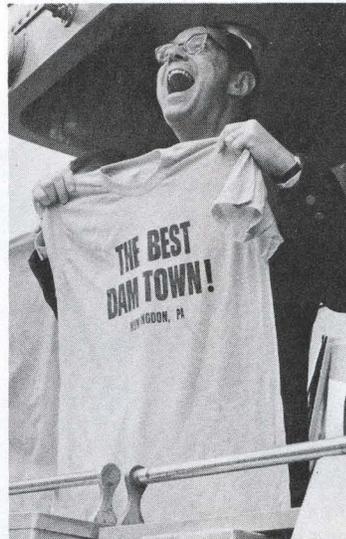
The speeches were made from an open-end observation car which was added to the train's normal consist of Amcoaches and an Amcafe. The train is powered by an F40PH locomotive.

The train makes an all-daylight trip in both directions. Highlights of the journey are Horseshoe Curve just west of Altoona where the train slows for a good view as it begins its climb of a 10-mile hill, the Pennsylvania Dutch farmland, the tunnels at Gallitzin, the scenic Juniata and Susque-

(Left) Governor Thornburgh reads proclamation at Tyrone. (Below) Jim Barber, manager, state and local services analysis, introduced speakers at all stops. At left is John Piet, general superintendent, Philadelphia division, train commander.



(Above) Working food car on special run were Tom Middlesworth, manager, on board services; and Mei Goldman and David Williams, on board services attendants. (Center) Governor Thornburgh enjoys his Huntingdon T-shirt. (Right) The Pennsylvanian rounds Horseshoe Curve.



hanna rivers, and a passing view of the cooling towers at Three Mile Island nuclear power plant near Harrisburg.

The *Pennsylvanian* offers residents traveling across the state with an attractive alternative to the automobile. Nearly two-thirds of the state's population live in the 15 counties through which the train passes. Passengers can make connections to Corridor trains at Philadelphia's 30th Street station.

Said PennDOT Secretary Larson, "The increased commerce created by this train in the communities through which it passes will give Pennsylvania's economy a much needed boost."

Larson also said the train is aimed at tourists who now have an economical opportunity to use it to visit

Horseshoe Curve, Harrisburg or Lancaster instead of driving.

Donald Bryan, PennDOT deputy for area and local transportation, said the train would be a real test of the passenger market in western Pennsylvania. "We need 100,000 passengers during the first year to make the train successful, but I think we'll get it."

Pennsylvania's share in the train's operation this year will be \$580,000 with Amtrak covering \$2.1 million of the loss the service is expected to generate.

Noted Thornburgh, "Remember that some of these communities don't have an airport or bus service at their doorstep. Now they have the chance to take a train which operates on a convenient daylight schedule."

After the trip, Thornburgh said, "The receptions we got were just great. People were enthusiastic and it makes me feel confident that the *Pennsylvanian* will be a success.

"This train reestablishes daily daytime service to the urban centers of eastern, central and western Pennsylvania. It is the product of more than a year of work by this administration.

"It's also a symbol of my commitment to better public transportation for all Pennsylvanians in both rural and urban areas."

Pennsylvania has also applied for rail service on several other routes. These include additional Altoona-Pittsburgh service and new weekend service between Scranton and Hoboken, New Jersey. Those requests are under consideration by Amtrak.

Upgraded, New Equipment Assigned To Trains

The *Crescent* will be outfitted this fall with all-electric head-end-power cars. The equipment will be phased in beginning in September as it becomes available.

The *Crescent* will become Amtrak's third long-distance train to operate with the Beech Grove-refurbished equipment.

The *Lake Shore Limited* began operating with head-end-power cars last October. Passenger response to the new cars have been very favorable. For example, between November and February the number of passenger complaints dropped by 85 per cent compared to the same period of the previous year when the train operated with unconverted equipment.

The *Broadway Limited* this spring became the second Amtrak long-distance train to be completely equipped with the refurbished cars which have been converted from steam to all-electric power for heating, air-conditioning and other car functions.

One new feature on the train, too, is a cafeteria/lounge car, a type not seen on America's railroads before.

The car provides economy-priced hot food service, in addition to the

regular dining car, during normal meal hours between Chicago and Washington. It is used as a lounge car for the entire trip.

Passengers pick up their cold foods and beverages as they pass a refrigerated display case. Hot entrees are served by an on-board services attendant. After paying, passengers carry the trays to their tables.

In lounge service, an attendant provides snacks, hot and cold sandwiches, and soft drinks, beer and cocktails.

This type of car is scheduled for service on other Amtrak trains, including the *Lake Shore Limited*—where it is being phased into service at the present time—*Silver Star* and *Crescent*. It was designed and is being built at Beech Grove.

Beginning June 30, Amtrak will operate Superliner coaches on the *Desert Wind*.

The train will include a baggage car, food service car and two bi-level coaches. Three additional Superliner coaches will be operated between Los Angeles and Las Vegas to accommodate the higher passenger volume on that segment of the route.

In August, Amtrak will offer sleep-

ing car service on the *Desert Wind* for the first time since the train went into operation last October. A totally refurbished head-end-powered sleeper will provide the service until more Superliner sleepers are delivered.

The *Desert Wind* is the second train in Amtrak's system to be permanently assigned the new bi-level equipment. Superliner service was introduced last October on the *Empire Builder*.

The next train to be equipped with Superliners is scheduled to be the *San Francisco Zephyr*. When it gets the new cars this fall, *Desert Wind* passengers will be able to take advantage of through car service to and from Chicago, eliminating train transfers at Ogden.

The *Montrealer* began offering slumbercoach service to its passengers on June 1, northbound, and June 2, southbound. The train's slumbercoaches have 24 single rooms and eight doubles.

The *Montrealer's* normal makeup now consists of Amcoaches, an Am-dinette offering sit-down table meals, an Am lounge for relaxation, the slumbercoach and a conventional sleeping car.

What Do Employees Contribute To Community?

Amtrak Poll Seeks The Answer

This is an important census year for the country. Based on the count obtained, Congressional districts will be realigned and federal monies disbursed on the basis of how many people live where.

Millions of Americans have received census questionnaires in their mailboxes, have answered them and the federal government's computers are already spinning away tabulating the results.

Amtrak, too, is conducting its own mini-version of a "census" through this issue of *Amtrak News*.

Located just to the right of this column is a questionnaire that, hopefully, each employee will take the time to answer.

After filling in the answers, just tear out the page, fold it along the dotted lines, staple or tape it shut and drop it in your mailbox. No postage is necessary because the mailer is pre-stamped.

The poll is strictly confidential.

Nowhere are you asked to identify yourself.

Since this issue does reach non-Amtrak employees, only employees should respond.

The purpose of the survey is to gather facts so that Amtrak can demonstrate that it and its people do have an impact on the nation's economy besides providing a valuable transportation service.

That impact comes from the purchases the company makes for everything it needs, from paper cups to locomotives, as well as the money spent by passengers when they visit cities throughout the system.

The impact also comes from Amtrak's 20,000+ men and women who spend their earnings in their communities and contribute taxes to local, state and federal governments.

But exactly how much of this is done, and where, is unknown.

This survey is designed to develop a profile of all employees, how they spend their money and leisure time,

their educational achievements, as well as the types of homes they live in.

More than that, it will develop information on the many ways Amtrak men and women are helping voluntary community programs.

This is the first profile-taking that Amtrak has attempted. Survey forms are designed to maintain anonymity because, obviously, some of the questions are sensitive and most employees would want them kept confidential. Since there is no way to trace a mailed-in questionnaire, employees should feel free to speak truthfully and answer as many questions as they choose.

Questionnaires will be tabulated and analyzed to create a composite group portrait. The economic data obtained will be used to form the key portion of the company's economic impact story which will be released nationwide.

Results of the survey will be published in a subsequent issue of *Amtrak News*.

Carter Signs Amtrak Fund Authorization Bill

President Carter, on Friday, May 30, signed into law the bill that authorizes an additional \$750 million over the next five years for completion of the Northeast Corridor Improvement Project. The \$750 million raises the total cost of the project to \$2.5 billion.

Of the new funding, \$38 million is earmarked for improvements to the Baltimore tunnels, along with some experimental diversion of freight traffic from the corridor to eliminate congestion and help Amtrak meet its stated passenger train speed goals.

Another \$38 million was authorized for a study of additional high speed rail corridors around the country by the Secretary of Transportation and Amtrak.

The new law also:

- Authorizes \$200,000 to encourage private development of a Philadelphia-Atlantic City corridor,

- Establishes a goal for Amtrak to recover 55 per cent of the Corridor's operating costs in fiscal year 1981; 75 per cent in fiscal year 1982 through 1986; and 100 per cent thereafter,

- Terminates the NECIP program by September 30, 1985 and transfers authority for all track work to Amtrak within 90 days of enactment,

- Requires Amtrak to consult with state and local governments to eliminate or reduce speed restrictions "that impede achievement of high speed service," and

- Allows the Secretary of Transportation to require a railroad to permit additional passenger trains where no impairment to freight service can

be shown.

At the signing ceremony in the White House Rose Garden, Carter said the multi-purpose legislation would improve riding conditions for Amtrak's passengers and add to its ridership totals. He also pointed out that it would also aid in the revitalization of city centers in the Northeast with improved rail service, new jobs, less dependency on the automobile and reduced air pollution.

"That's a lot of benefits from one bill," said Carter. "Americans sometimes forget that trains are the transportation of the future, not the past."

The ceremony was the first public presidential signing of an Amtrak bill since the one, in 1970, that created the company.

AMTRAK EMPLOYEE QUESTIONNAIRE

(Please check off boxes or fill in blanks)

Mail by July 31, 1980

1. How many years have you been with Amtrak? _____ Other railroads? _____ (1-3)

2. Are you 1- Female or 2- Male? 3. What is your age? _____ (4-) (5-6)

4. What is your marital status? 1- Married 2- Single 3- Other _____ (7-)

5. How many dependent children in your household? _____ (8)

6. What is your highest level of education? _____ (9-)

1- High school or less 2- High school graduate 3- Some college
4- Two-year college graduate 5- Four-year college graduate 6- Advanced degree

7. How many non-working hours do you spend each week with the following: _____ (10-33)

1-PTA _____ 2-Youth activities _____ 3-Social _____
4-Civic _____ 5-Fraternal _____ 6-Sports (participant) _____
7-Sports (Coach, etc.) _____ 8-Educational _____ 9-Religious _____
0-Politics _____ X-Hobby _____ Which? _____ Y-Other _____ What? _____

8. Circle any of the above where you are an officer, committee member, etc. _____ (34-45)

9. In which state do you live? _____ 10. What is your ZIP code? _____ (46-49)
(50-54)

11. Do you 1- Own your home? 2- Rent? 3- Live at home? _____ (55-)
Value: \$ _____ Pay Monthly: \$ _____ (56-58)

12. How many cars in your household? _____ Trucks/campers? _____ Other _____ (59-61)

13. What is your annual income? \$ _____ Spouses? \$ _____ Total household? \$ _____ (62-67)

14. Approximately how much of your household spending each month goes for: _____ (68-115)

1-Groceries: \$ _____ 2-Clothing: \$ _____ 3-Eating out: \$ _____
4-Entertainment: \$ _____ 5-Medical/Dental \$ _____ 6-Savings: \$ _____
7-Reading material: \$ _____ 8-Utilities: \$ _____ 9-Gasoline: \$ _____
0-Child care: \$ _____ X-Charities: \$ _____ Y-Other: _____ \$ _____

15. How many hours each week do you: Read? ____ Watch television? ____ Listen to the radio? ____ (116-121)

16. What's the one thing you would do to make Amtrak a more successful business in the 1980s? _____ (122-)

(Tear Along Perforation)

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Safety Trophies Presented To Beech Grove, St. Louis Division

Awards were officially presented to the St. Louis division, on April 18, and the Beech Grove shops, on May 22, for winning their respective categories in last year's President's Safety Contest.

At Beech Grove, all employees were invited to the 10 a.m. festivities. Coffee and doughnuts were served to all prior to the ceremony.

Speaking to the group, Amtrak President Alan Boyd said, "I'm proud to be here again to award this trophy to Beech Grove shops for the third time in the past four years. The effort to work safely put forth by the employees here is exemplary. I hope that it's contagious and spreads to all of our other facilities."

Also attending the awards ceremony were Tom Hackney, group vice president, operations and maintenance; Frank Abate, vice president, chief mechanical officer; and Jim Roseman, assistant chief mechanical officer, heavy shops.

In accepting permanent possession of the large trophy, Walter Barrick, general manager, Beech Grove shops, said, "Winning does a lot for the morale of the people here because they are the ones who make this happen."

"It took the total effort of everyone here and we certainly are proud of our victory."

"We won in 1976, 1978 and 1979 and now the trophy will reside here permanently for all employees to cherish."

In a smaller, but no less impressive, ceremony on April 18, Boyd presented, for the second year in a row, the trophy to the St. Louis division for heading its category for the year.

Accepting the traveling trophy and plaque at the St. Louis station ceremony was Dave Ryan, general superintendent of the division. Attending were the division safety officer, representatives of each department and representatives from the field.

Said Ryan, "We're very much honored to get this recognition for the second year in a row. I may as well warn the other divisions that we're determined to make it three in a row next year and get permanent possession of the trophy."

After the ceremony, a buffet luncheon was held in the station for all.

Joe Bonelli, Amtrak's director, rules and safety, and the man who administers the annual contest, said, "The competition gets tougher every year. That's good, because it means

the employees are interested in maintaining a good safety record.

"Nobody wins when an employee is hurt on the job. He or she suffers physically as well as financially. We want as injury-free working environment as possible for our employees."

"By following safe work practices and using their safety equipment, like glasses and hard hats, our employees will protect themselves from injuries at the same time they help their work location toward an award in this year's competition."



Photo By Bill Cherry

Amtrak President Alan Boyd, right, presents Beech Grove Shop General Manager Walter Barrick with safety trophy.



Photo By Earl Bryant

St. Louis division personnel received their awards in ceremonies at the St. Louis passenger station.

Hot Line To President Boyd

Question: I'm interested in how the new AEM-7 locomotive is doing. Also, I've also been puzzled why passenger diesels have single cabs requiring turning them at destination. Other countries use double cabs. You could save a lot of switching time if you didn't have to turn the locomotive.

Answer: As you can see in a story in this issue of *Amtrak News*, the AEM-7 recently went into revenue service. It's too early to have any hard data on its availability and reliability in day-to-day service, but we anticipate that it will be an excellent performer.

Most train trips in this country, freight or passenger, are relatively long compared to European standards. This means that locomotives have to be turned less often. Remember, the cost of a cab with complete compartment, seats, environmental equipment, water cooler, and all the rest can be as much as 20 per cent of the total cost of the unit. The use of a second cab must be justified by the savings in not having to turn it at the end of a run.

Q: I'm the track supervisor at Wilmington and have noticed that no one is ever complimented in the Hot Line column for doing a good job.

There's a production engineer who works for me by the name of O.M. Head, more appropriately known as "Amtrak Ollie," who deserves mention. He's been doing a magnificent job installing ties between West Yard and Landlith, near the Wilmington station.

Not only did he finish a virtually impossible task, but also cleaned up the entire area and showed that he was concerned about Amtrak's appearance to our paying customers.

A: Thanks for your comments about Mr. Head. To be honest with you, I wish we had more people like "Amtrak Ollie." His actions clearly demonstrate what Amtrak people can do when they make up their minds to

a good job.

Q: I'm a service attendant on the Boston-Washington run and am worried about the health of on-board services employees.

I recently read that involuntary inhalation of cigarette smoke from other people is almost as dangerous as smoking yourself. I think it's unfair that a non-smoking food service attendant like myself has to work in a car where smoking is permitted.

A: We've checked out the capability of Amfleet air conditioners very closely and find that they exchange the air in the car at a rate of eight times per hour. Standards established for public occupancy require an exchange of only three times per hour, so it seems the environment we provide is much better than the industry standard.

Q: I'm the lead clerk at Hartford. My understanding is that the station here will be rebuilt sometime next year. I'd like to see our staff have some input into the design of the ticket office. I've seen other recently rebuilt offices in this area. No local comment was asked for. I think the facilities could have ended up better if the employees who work these had some input.

A: Hartford station is owned by a private individual and he will have the responsibility for rebuilding the station.

Hopefully, Amtrak will have some input into the planning of the facility. We welcome any suggestions you have. Please send your ideas to Leon McLaurin, director, facilities requirements, here at 400 N. Capitol St., NW, Washington, D.C. 20001.

Q: I'm a ticket clerk. Are we supposed to charge the non-cancellation fee when passengers present tickets for refunds without a cancellation code number? They often claim that they did indeed cancel their space but were not given a cancellation number. What are we to do?

A: The rules state that the service charge must be imposed if they do not have the appropriate cancellation code or if the ticket seller cannot verify through ARTS that the reservation was cancelled.

The fee is imposed to encourage cancellations to allow resale of the space to minimize revenue loss.

If there is a dispute, the agent should collect the service charge and tell the customer to write our customer relations department and ask for a refund. Personnel there have the ability to verify the time of cancellation and will refund the money if it was collected in error.

Q: I work on the Hartford line and really like these new SPV-2000 cars. I'd like to see them get a catchy name such as Amfleet, Turboliner or Superliner.

Since SPV-2000 is a big mouthful, we need something simpler. Something like Spiffy, maybe? Anyway, that's what my friends and I have been calling them because they are very spiffy.

Would you take that name under consideration with the marketing department and the state of Connecticut?

A: Connecticut owns the SPV-2000 cars. The equipment's name was developed by the builder, the Budd Company, and stands for "Self Propelled Vehicle." The number 2000 was Budd's attempt at designating this as the car of the future.

Although we do appreciate your suggestion, I don't think we'll make any attempt to change the car's designation.

Q: Any plans to stop the *Coast Starlight* somewhere between Glendale and Oxnard soon? Maybe Chatsworth or Simi Valley?

I'm a reservations clerk at Los Angeles and there isn't a day that goes by that someone doesn't ask for such service. We really need a stop out there. The area is well populated and it's hard for some of these people to get to Glendale or Oxnard.

A: Our marketing department has considered several alternative Los

Angeles suburban stations, including Simi Valley.

While we would like to add such stops, the addition of any would add running time to the schedule. The problem is that the *Starlight's* schedule is closely interrelated to connecting trains at both Los Angeles and Seattle. Hence, any lengthening of the schedule is not acceptable at the present time.

Some schedule improvements are expected when Superliners go on the route, but we also are studying operating the train through Sacramento which would offset any time gained.

So, until these operational details are resolved, we're unable to add any stops to the *Starlight*.

Q: I'm a lead service attendant working out of Chicago and I want to know when the authority of the on-board services inspector supersedes that of the conductor.

A: The inspector has complete authority while supervising on-board service crews. The conductor is the overall commander of his train and is charged with complete responsibility for all crew members and passengers.

Q: The teller at my bank complained that her father, who is old and has a heart condition, couldn't get a wheelchair at New Haven and was forced to walk a long distance.

A: New Haven station does have a wheelchair that is available to passengers. And there are baggagemen on duty who will help passengers to and from trains.

I would recommend that a request for such assistance be made either to the reservations agent when calling the CRO, or to station personnel at the boarding station. That way the baggageman can meet the train.

Q: I'm a sleeping car porter working out of Boston on the *Night Owl*. We carry two to three mail cars behind the sleeper and passengers are disturbed by the steel plates being put in place to load and unload those mail cars enroute. Also, the people doing that job shout at each other and even

use dirty language. I get many complaints from my passengers about this. Could we put the cars on the head end, next to the engine, perhaps?

A: We could put the mail cars on the head end, but it would be necessary to switch the New York-Washington car at Pennsylvania Station with the road locomotives. The train would be without electric power for as long as 30 minutes and this would be a serious safety hazard for both employees and passengers.

Our work rules do stipulate that employees must avoid unnecessary noise when working around sleeping cars and that they maintain proper decorum. We will reissue those instructions to station personnel at New York and Philadelphia so they are more considerate of our passengers.

Q: I'm a track foreman headquartered in Philadelphia. I'd like to suggest that the water tower at the Wilmington facility be painted and decorated with the Amtrak logo. It can be seen from cars on Interstate 495 and it would remind them there's a better way to traveling the Corridor.

A: Good idea, but the age and condition of the tower have made it necessary for us to first determine whether or not it should even be retained. If it is, your suggestion will be kept in mind.

Q: I work in the mechanical department here in Chicago at 14th Street. The toilets and sinks in the men's room don't work. It's a shame that a new building has such malfunctioning plumbing.

A: One of the over 30 toilets there was out of service because it was clogged with a beer can. When repairs were being made, the bowl cracked. Another toilet is now on order.

The sinks have failed to function properly from the time we got them. We have ordered different type sinks and they should be delivered and installed soon.

Q: I like the color picture on the

cover of the current national timetables. Why don't we have a contest for employees for pictures that can be used on future timetables?

A: Our public affairs department is always looking for good pictures—black and white prints or color slides—of Amtrak trains in scenic locations. Rather than a contest, why don't employees who have such pictures mail them to Ed Wojtas, editor, *Amtrak News*, and custodian of the public affairs picture files. Please note that Ed pays \$15 for each picture he buys for the company.

All he needs are good 8-by-10 black and white prints, or the loan of your negative, or any size color transparency larger than 35 mm. Negatives and slides will be returned. Please include information regarding the train name, location and date the picture was taken.

President's Hot Line

U.S.A. 800-424-5191

D.C. only 383-2027

Personnel Hot Line

U.S.A. 800-424-5190

D.C. only 383-3636

Payroll Hot Line

U.S.A. 800-424-5067

D.C. only 383-3517

Payroll personnel will answer calls live during day shift hours, Monday through Friday. At all other times calls will be handled by an answering machine.

All Hot Lines are in operation
24 hours a day, 7 days a week.

Callers to the President's Hot Line can either identify themselves or remain anonymous. Personnel Hot Line callers, obviously, must identify themselves if they wish a reply to their questions.

Employees also have the option of writing instead of calling. Write the specific Hot Line you want. c/o Amtrak, 400 N. Capitol St., NW, Washington, D.C. 20001.

New Board Member Appointed, Two Others Continue On Panel

M. Athalie Range has been appointed to Amtrak's board of directors as a consumer representative for a term that expires in July 1981. Her nomination by President Carter was recently confirmed by the Senate.

She will replace Mary Head who was appointed to the board by President Nixon in 1974.

Range is a well-known businesswoman and community volunteer in the greater Miami area and works with numerous educational, social and government organizations there. She is owner and director of the Range Funeral Home and holds two honorary Doctor of Humanities degrees. She has served as a commissioner for the city of Miami and is on the executive board of the NAACP.

Range was also a member of the commission on the Growth of the South, and her numerous awards and honors include recognition by the Na-

tional Conference of Christians and Jews and the National Association of Negro Business and Professional Women.

She is a member of the Democratic Women's Club of Dade county and serves as executive secretary to the board of trustees for Florida Memorial College.

Two current board members, James R. Mills and Frank Neel, have

been reappointed to the board for terms that will expire in July 1982. Mills was originally nominated by President Carter in October 1977. He is a California state senator and President Pro Tem of that legislative body.

Neel was also nominated to the board in October 1977. He is chairman of the board of Neel Air Conditioning and Heating Company, Thomasville, Georgia.

Parkhurst Named Vice President

Rima Z. Parkhurst has been appointed vice president, passenger services, and will be responsible for all passenger-related functions, including on-board and station services, customer relations and quality assurance.

Parkhurst joined Amtrak in 1978 as director, legislative affairs, and most recently served as assistant vice

president, passenger services. Prior to joining Amtrak, she was director of Congressional relations for the John F. Kennedy Center for the Performing Arts and executive director of the advisory council of the Democratic National Committee.

Parkhurst reports to Clark Tyler, group vice president, passenger services and communications.

Public Affairs Personnel Assignments Made

William McPhatter has been appointed managing director, public affairs. Prior to his appointment, McPhatter was assistant professor and director of business journalism at the University of Missouri School of Journalism. His background in economics journalism and public issues reporting includes an assistant editorship with *Business Week* magazine.

McPhatter's business experience includes being manager, public relations and publications, for R.J. Reynolds Industries. He holds a masters degree in journalism from the Columbia University School of Journalism.

Other recent appointments in the public affairs department include James Bryant, as director, audio-visual projects; Sue Stevens, as director, special projects; John Jacobsen, as corporate news manager; Jung Ha Lee, as assistant news manager; Michael Delaney, as manager, public information, mid-Atlantic region;

Bruce Heard, as manager, special projects; and Debbie Marciniak, as news specialist.

Bryant, Stevens, Jacobsen and Marciniak are long time employees of the department.

Delaney's last job was as manager of media relations with the Association of American Railroads in Washington. Prior to that he spent six years as associate director, public relations, American Bankers Association, Washington; two years as manager, public relations, B.F. Goodrich Co., Akron, Ohio; and two years with Goodyear Tire Company, Akron, ending up as manager, public relations, chemical division.

Lee was born in Seoul, Korea, where he received a bachelor's degree in international affairs in 1963 from Seoul National University.

In June 1968 he came to the United States as a public information officer in the Korean embassy in Washing-

ton. Three years later he resigned to continue his education. He received a master's degree from Johns Hopkins University School of Advanced International Studies in 1972 and a Ph.D. from Catholic University in 1980.

Lee came to Amtrak in July 1974 and worked as a support specialist in the consumer relations department handling passenger complaints and generating complaint data, before being appointed to his present position in the public affairs department.

Heard comes to the department from on-board services where he was manager, methods and procedures. He started his Amtrak career in February 1972 as specialist, tours and groups, in the marketing department. Subsequently, he spent nearly three years as, first, senior analyst, and later, chief, timetables. From there he moved to the executive department as a planning coordinator, before transferring to the on-board services area.

Keeping Track Of Amtrak

April Safety Standings

The Western division led the other three divisions in the April standings of the president's safety contest with a 1.7 safety ratio for the month. It was followed closely by the St. Louis division with 2.1, the Empire with 2.3, and the Philadelphia with 2.6.

Albany-Rensselaer led the other three shops with a 4.4 figure, while 11 mechanical facilities went through the entire month without an injury and thus earned the coveted zero ratio. The 11 were Redondo Junction, Eighth Street, Minneapolis, Brighton Park, Kansas City, Dallas-Fort Worth, Houston, New Orleans, Niagara Falls, Philadelphia and Jacksonville.

For the year to date—January through April—St. Louis leads the divisions with a 2.2 ratio, followed by Philadelphia with 4.3 and Empire with 4.7.

Albany-Rensselaer leads the shops with 6.7, followed by Wilmington with an 8.6 figure.

Seven mechanical facilities—Minneapolis, Kansas City, Dallas-Fort Worth, Houston, New Orleans, Niagara Falls and Jacksonville—have gone through the first third of the year without any injuries and thus have a zero ratio.

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

Date Nails?

Name a railroad artifact and you can bet that somewhere there is a person who collects it as a hobby.

Glenn Wiswell, 29 Meadow Brook Lane, Cedar Grove, New Jersey 07009, has authored a small pamphlet on the joys of collecting date nails.

Just what is a date nail? It's a relatively large-headed nail with numerals on the head that is driven into a railroad tie to show the date it was laid in the roadbed. Date nails were used to keep accurate records on the

life of ties in maintaining a section of track.

Wiswell offers the little booklet free to anyone who asks for one. Enclose a stamped self-addressed envelope with your request.

Family Travel Plan

Rail Travel News, in a recent issue, reports a lost child on the *Panama Limited*.

Wrote the *RTN*, "When the train left Durant southbound, it was soon discovered that an abandoned two-year-old child was wandering about the train.

"The youngster was put off in custody of police at Canton, Mississippi. The child's family did not inquire about the missing youngster until seven hours later."

How could that happen? The family was traveling with 13 children.

NTSB Decisions

The National Transportation Safety Board has ruled that missing or malfunctioning safety devices and an engineer unfamiliar with the route were factors leading to the derailment of the *Southwest Limited* last October 2 near Lawrence, Kansas.

NTSB members agreed unanimously that a speed reduction sign was missing at a crucial point as the train neared the 30-mile-per-hour curve approaching the town. The board also ruled that an automatic train stopping device was not working and that the engineer had failed to comply with a Santa Fe rule that engineers must have taken a trip over the route within the past year. The engineer had not traveled over the route of the accident for five years.

The missing sign was deemed important because it warned of the approaching curves. The train hit the curve at excessive speed and derailed killing two on-board services employees. The NTSB investigation never did uncover what had happened to the missing reduced speed sign.

In another ruling, the NTSB re-

ported that the October 12 crash between the *Shawnee* and an Illinois Central Gulf freight train in Harvey, Illinois, was caused by a switchman's manual misalignment of a switch.

The switch was thrown in front of the *Shawnee* sending it onto the parallel track where it crashed head on into the standing freight.

The NTSB also cited as contributing causes a lack of training and experience for the switchman as well as an inadequate communications system between the switchman and his supervisors.

Gardner Appointed

Timothy P. Gardner has been appointed senior director, government affairs. He holds a masters degree in law from Oxford University and a juris doctor's degree from Yale Law School. Prior to joining Amtrak, Gardner was director, corporate responsibility, for the Cummins Engine Company.

Albany Service Expanded

Amtrak's station at Albany, Oregon, a stop for the *Coast Starlight*, which formerly had no facilities for selling tickets or checking baggage is now fully manned and handles both jobs. Package express service will be instituted at a later date.

Station hours are 9:30 a.m. to 6:30 p.m. daily.

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STAFF

Editor

Ed Wojtas

Circulation

Marguerite Broyhill

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New Station, Expanded Parking Slated For Albany-Rensselaer

Amtrak and New York State have agreed to fund jointly the construction of new passenger facilities at the site of the present Albany/Rensselaer station. The program, approved by Amtrak's board of directors at its April meeting, calls for construction of a \$1.47 million station, funded by Amtrak, and development of a 400 space parking lot, funded by New York for \$600,000.

Under the proposal, the existing station will continue to serve passengers until the new building is completed, after which it will be remodeled for use as a commissary and quarters for mechanical personnel and train crews.

"New York has done more for rail travel than any state in the country," said Amtrak President Alan S. Boyd. "We are delighted with the relationship Amtrak and New York have developed."

The present passenger station in Rensselaer is inadequate to handle the more than 950 passengers who are boarding or departing trains daily. The new station would be based on a standard model Amtrak has designed

to accommodate up to 300 passengers at peak periods.

The design of the new station will allow for expansion to accommodate future growth.

The existing parking lot has a capacity for 150 automobiles and is in poor physical condition. It is usually filled to capacity following the first train's departure from Albany in the morning. New York will acquire adjoining parcels of land to expand and redevelop the parking area.

Construction of the new station will begin this fall and be completed by the end of 1981. Construction will take place without interruption to ex-

isting station operations. When completed, the new facility will provide a modern, comfortable station with barrier-free access for the handicapped.

The current program between Amtrak and New York State is the latest in a series of initiatives the state has taken to promote and fund improved Amtrak service. New York's Department of Transportation has helped fund new stations in Niagara Falls, Buffalo, Schenectady and Rochester and has also financed considerable track work for high-speed service on Amtrak's corridor linking New York City with Albany and Buffalo.

Wheelchair Lifts For Stations

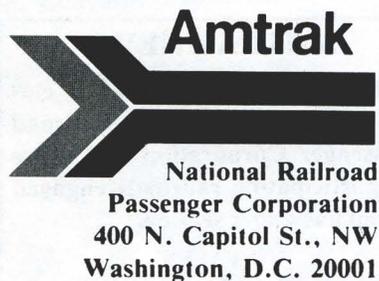
Amtrak's board of directors also approved purchase of 134 wheelchair lift devices at a cost of \$431,000. To be stocked at 129 stations system-wide, the lifts are used to raise or lower a passenger in a wheelchair safely between a station platform and the rail car.

The board's decision to purchase the lifts is part of Amtrak's continuing effort to remove barriers from in-

tercity rail travel and to make trains more accessible to disabled passengers.

Acquisition of the lifts will also enable Amtrak to meet regulatory requirements through 1984. The lift devices move on wheels and are powered by electric batteries.

Similar lifts are already in service at some Amtrak stations in California.



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