

# Amtrak NEWS

A NEWSLETTER FOR AMTRAK EMPLOYEES

Vol. 4, No. 5

March 15, 1977

## Central Region, Twin Cities District, Beech Grove Top 1976 Safety Contest Categories

Top winners of the 1976 President's Safety Contest received their awards from Amtrak President Paul H. Reistrup in ceremonies held in Washington on Thursday, March 3.

The winners, in their respective categories, were the Central region, the Twin Cities district and Beech Grove shops. Accepting the trophies were C.J. "Jim" Taylor, regional vice president, Chicago; R.F. "Bob" Ringnald, district superintendent, Minneapolis/St. Paul; and Walter A. Barrick, general manager, Beech Grove.

Also attending were W.K. "Win" Dunseath, safety superintendent, Central region; and John Skinner, safety superintendent, Beech Grove.

The Central region won its crown with a 5.2 injury ratio, representing 149 reportable injuries during the year. Finishing behind the Central region were the Western with a 7.8 ratio, the Eastern with an 8.2 and the Northeast Corridor with a 13.6.

The Twin Cities district led the other 14 with eight injuries and a 3.1 ratio. Following closely behind were the North Central with 3.8., the St. Louis with a 4.0 and the South Central with 4.1.

Beech Grove led the shop category with a 3.7 ratio, followed by Brighton Park with 5.3.

With the takeover of more shops during the past year, that category has been expanded for 1977 to include the 12th and 21st street coach yards and the diesel facility in Chicago, the Rensselaer Turboliner maintenance facility and the 8th Street facility in Los Angeles.

In presenting the awards, Amtrak President Reistrup said, "The three winners are to be congratulated for a



About to receive their trophies from Amtrak President Paul H. Reistrup, third from left, are Bob Ringnald, superintendent, Twin Cities district; Walt Barrick, general manager, Beech Grove; and C.J. "Jim" Taylor, vice president, Central region.

superb job in promoting safe work habits in their areas.

"We decided to have the contest to make our employees more safety conscious and correspondingly proud of their safety records.

"We want to make Amtrak a company that has a reputation for being a safe place to work."

The safety ratio — the mark used to compare the various regions, districts and shops — is a figure derived from the number of reportable injuries per 200,000 man-hours

of work. Reportable injuries are any injury or job-related illness that requires more than simple first aid.

Two trophies were presented to each of the winners, a wall plaque that will remain with them permanently and a large trophy that will rotate between each year's winners.

Says Joe Bonelli, Amtrak's director of safety, "I'd like to see the other regions, districts and shops roll up their sleeves and make it a real contest for 1977. Competition would be good for all concerned."

## Frick Named Assistant Vice President

James E. Frick has been named assistant vice president, Northeast Corridor. Frick, who had been assistant to Vice President and General Manager Charles Bertrand, joined the Northeast Corridor group at its formation in April 1976.

Prior to joining Amtrak, Frick had

been with the Reading Railroad for 25 years until its merger into Conrail in 1976.

He is a graduate of the University of Notre Dame and the University of Pennsylvania Law School and a member of the Philadelphia Bar Association.

# Steam Train Heads West, Nineteen Day Trip Scheduled

Amtrak will operate a 3,655-mile transcontinental steam excursion from Birmingham, Alabama, to Portland, Oregon, via New Orleans and Los Angeles, beginning April 13.

The special train, hauled by former Southern Pacific 4-8-4, Golden State locomotive No. 4449, will give people a unique chance to be aboard as the locomotive returns to its home in Portland. For the past two years, 4449 has powered the American Freedom Train over portions of its nationwide journey.

Amtrak President Paul H. Reistrup agreed to the Freedom Train Foundation's request to return the locomotive to its home base. The huge locomotive, which with its tender weighs 425 tons, is owned by the City of Portland.

In its heyday, 4449 pulled many of the premier trains on the SP, including such as the *Coast Daylight*, *Sunset Limited*, *Starlight* and *San Joaquin Daylight*, name trains which operate today under Amtrak's banner.

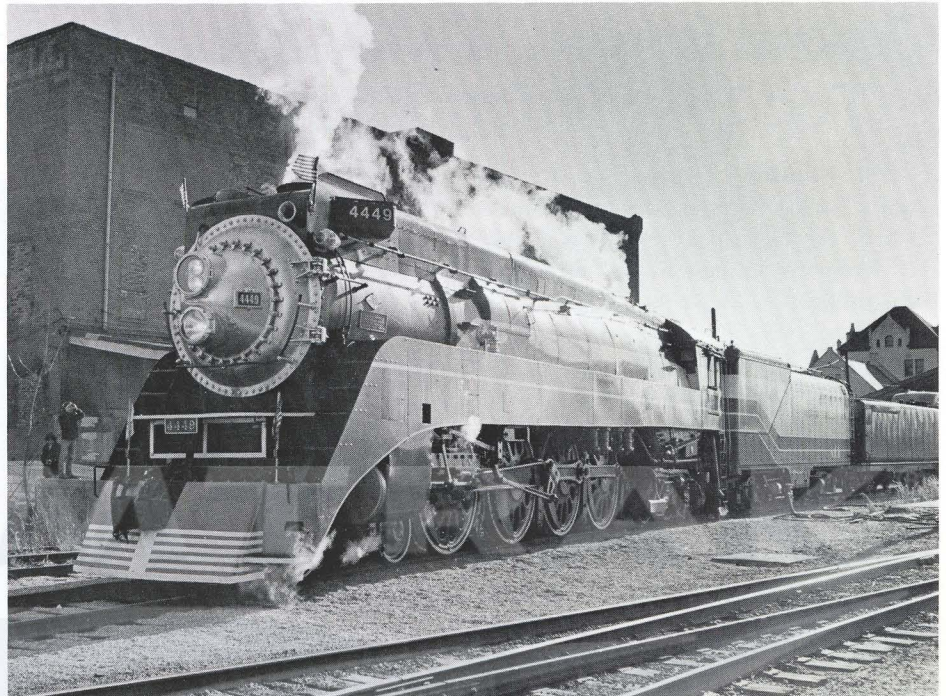
Amtrak had moved the locomotive in revenue service from Miami to Birmingham in mid-January in a three-day trip. The locomotive is now stored at the Southern Railway's shops in Birmingham awaiting its return to Portland.

Fares and schedules have been announced for the 19-day special trip, which will operate in daylight segments of about 300 miles a day from April 13 to May 1.

Passengers will be able to ride for just part of one day, for one or more days, or for the entire trip.

Information on schedules and fares can be obtained and reservations made by calling Amtrak's toll-free telephone numbers.

Reservations are urged as soon as possible since some segments of the reserved-seat-only train's route may be sold out even before departure from Birmingham.



*Ex-Southern Pacific 4449 stands ready to haul Amtrak's special train enroute to Birmingham in January.*

As a special inducement to encourage steam train fans to take the entire trip there is also a special fare of \$299 for the entire route.

Another special fare of \$399 is a combination of the steam train's full-length fare plus a 14-day U.S.A. Rail Pass. This will enable travelers to go lengthy distances to or from the

steam trip's route and have 14 days of additional Amtrak travel.

The additional 14-day U.S.A. Rail Pass can be used before or after the steam run, but not for both.

The steam train will carry a parlor car if there is sufficient demand. Rates in the parlor car would be 50 per cent higher than in coach.

## Itinerary

**April 13:** Birmingham to Jackson. Stops at Bessemer, Tuscaloosa, Eutaw, Livingston, Meridian and Forest.

**April 14:** Jackson to New Orleans. Stops at Hazlehurst, Brookhaven, McComb and Hammond.

**April 15:** In New Orleans.

**April 16:** New Orleans to Houston. Stops at Schriever, Morgan City, New Iberia, Lafayette, Jennings, Lake Charles and Beaumont.

**April 17:** Houston to San Antonio. Stops at Rosenberg, Schulenberg and Seguin.

**April 18:** In San Antonio.

**April 19:** San Antonio to Sanderson. Stops at Uvalde and Del Rio.

**April 20:** Sanderson to El Paso. Stops at Alpine, Valentine and Fabens.

**April 21:** In El Paso.

**April 22:** El Paso to Tucson. Stops at Deming, Lordsburg and Benson.

**April 23:** Tucson to Yuma. Stops at Mesa and Phoenix.

**April 24:** Yuma to Los Angeles. Stops at Indio and Colton.

**April 25:** In Los Angeles.

**April 26:** Los Angeles to San Luis Obispo. Stops at Glendale, Oxnard, Santa Barbara and Guadalupe.

**April 27:** San Luis Obispo to Oakland. Stops at Salinas and San Jose.

**April 28:** In Oakland.

**April 29:** Oakland to Dunsmuir. Stops at Martinez, Davis, Orland and Redding.

**April 30:** Dunsmuir to Eugene. Stops at Black Butte and Klamath Falls.

**May 1:** Eugene to Portland. Stops at Albany and Salem.

# GG1 Locomotive To Be Restored To Pennsylvania Railroad Livery

One of Amtrak's GG1 locomotives, used in the electrified Northeast Corridor, will be restored to the original 1935 Pennsylvania Railroad color scheme as a result of an idea pushed forward by Howard Serig, a rail buff and economist with the U.S. Department of Transportation.

Serig's original idea was seized upon by railfan groups who organized the "Friends of the GG1" (or F.O.G.G.) committee to raise money to fund the project.

The group approached Amtrak President Paul H. Reistrup who approved Amtrak's participation. Funds were collected from railfans to pay for labor, shop overhead costs and materials to upgrade and repaint the locomotive, inside and out. The group is supplying its own primer, paint, varnish and stencils.

When the locomotive rolls out of the Wilmington, Delaware, shops in mid-May, it will be painted Brunswick green, with Pennsylvania Railroad lettering and carrying the Pennsy's keystone heralds. It will also have the distinctive gold pinstriping along its side.

Some of the committee members had originally suggested the locomotive be painted in Pennsy's even-rarer Tuscan red color, but the group voted for the green scheme because it was more historically accurate.

Locomotive chosen for the honor is No. 4935 because it is the last GG1 on Amtrak's roster that has its original Pennsylvania Railroad number, has unmodified air intakes and is in excellent mechanical shape.

Interestingly, 4935, built in 1943, was not on the property when the green paint scheme originated on the Pennsy.

The newly-painted locomotive will be "unveiled" in Washington Union Station on May 14 for invited guests, and on the 15th for the general public. It will go into revenue service

on the 15th, hauling the *Murray Hill* to New York, leaving Washington at 3:05 p.m.

It will then go into the locomotive pool to haul virtually any Amtrak train in Corridor territory.

Special guest of honor at the ceremonies will be Raymond Loewy who designed the locomotive and paint scheme back in 1935.

Pennsylvania Railroad green was lost when the Pennsy merged with the New York Central into the Penn Central. Locomotives on the PC were henceforth painted black.

The GG1s are the oldest locomotives in mainline service in the country and have set a standard of performance that is yet to be equalled.

*Railfan* magazine, in commenting on the railfan-backed campaign, said, "Do not bug the daylights out of Amtrak to repaint other equipment. F.O.G.G. includes professionals in the railfan ranks and a responsible group of people who are willing to back up their proposal with hard work and hard cash. They are not just asking favors."

In an "opinion" column in the November 1976 issue of *Trains* magazine, Serig outlined his proposal for the repaint job and said, "Imagine going down to Princeton Junction on a Sunday afternoon in 1977 and seeing a Loewy-styled G raising the dust hitting 80 per. Wouldn't it be nice?"

It certainly will be.



(Left) The "Friends of the GG1" committee "delivers" a check for \$8,712 via a Lionel GG1 to Gene Bonas, assistant to the president. Left to right are R.L. Eastwood, Jr., Paul J. Dolkos, Bonas, L.S. Dietrich, Larry Battley, Nelson Bowers, F.O.G.G. Treasurer D.W. Watts and G.A. Hott.

# Railroad Industry Celebrates Sesquicentennial, Special Train Carries Guests To Event

Three hundred invited guests of the Association of American Railroads climbed aboard a special seven-car Amtrak train on February 28 to ride from Washington to Baltimore to celebrate the 150th anniversary of the founding of the Baltimore and Ohio railroad.

It was on that date in 1827 that the state of Maryland granted the B&O its charter, making it the oldest American railroad in continuous existence. The event thus was also the 150th birthday of the American railroad industry.

Guests included members of Congress, railroad officials, including chief executive officers of all major lines, plus members of the press.

The train, powered by an F40PH locomotive and consisting of four Amcoaches, an Amdinette, an Amclub and an Amcafe, traveled over the B&O directly to the site of its

museum at the Mount Clare shop area west of downtown Baltimore. An anniversary reception and dinner were held in the museum, on the turntable of the large roundhouse. Diners were surrounded by historic locomotives and vintage equipment.

The train was provided by Amtrak, while the AAR paid for the basic on-board service. Dinner and refreshments at the museum were courtesy of the Chessie System, which owns the B&O now.

Speakers included Stephen Ailes, president, Association of American Railroads; Charles J. Chamberlain, president, Railway Labor Executives Association; and Hays Watkins, chairman and president, Chessie System.

While guests were visiting the museum and at dinner, the train was turned for the return to Washington.

One of the special guests was

Charles Carroll III, the seventh in direct line of descent of Charles Carroll of Carrollton, who was instrumental in the founding of the railroad.

Construction of the original B&O, from Baltimore to the Ohio river, actually began on July 4, 1828, when Charles Carroll, the then sole surviving signer of the Declaration of Independence and a B&O director turned the first spade of earth.

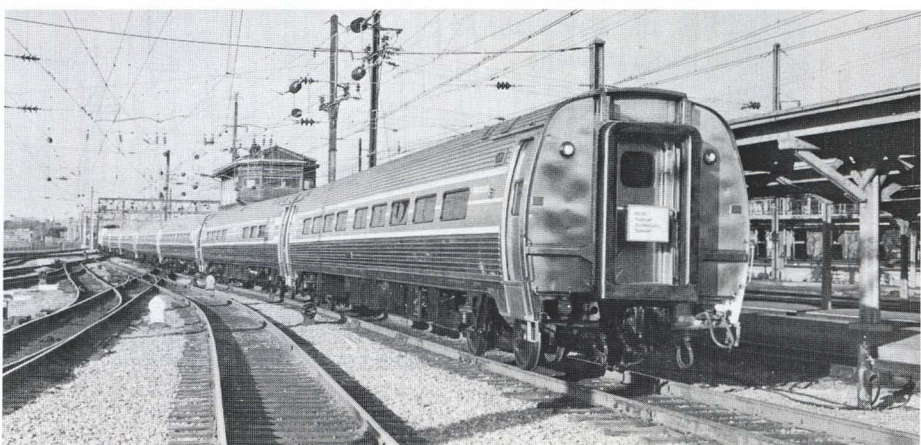
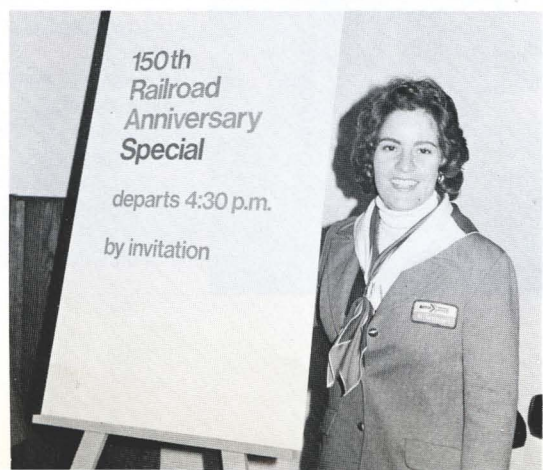
The B&O was the first railroad to serve Washington. A "branch" line was constructed from the original Ohio river line, beginning at Relay, six miles outside of Baltimore. Other railroads had already built from New York to Baltimore so the new "branch" line would complete a link to the nation's capital.

The first train arrived in Washington on August 25, 1835.

*(Below) Ex-Astronaut Jim McDivitt, now president of Pullman Standard, signs in to receive credentials for the trip. (Lower Left) Mary Tennant, station supervisor, Washington, greets visitors.*



*(Left) On-board Service Attendant Hamlin Wisdom greets visitors as they arrive. (Below) Special train leaves Washington Union Station.*



The anniversary special train followed the historic route of the "branch" line to Relay, then over the "Old Main Line" to the Mount Clare station.

Before dinner, B&O personnel restaged the historic race between the railroad's Tom Thumb locomotive and a horse drawn vehicle. In the original race, the Tom Thumb had been returning to Baltimore from Ellicott Mills when it was challenged to the race. The two ran neck and neck for a while before the Tom Thumb began to nose ahead. However, a pulley belt slipped off, the steam pressure dropped and the locomotive eased to a stop. The horse won that race.

Crew on the special train were J.G. Piraro, conductor; J.F. Mewshaw, engineer; W. Jasek, fireman; and J.E. Lewis, flagman.

On-board service personnel working the train included Patricia Barclay, Colleen Haggerty, Alexandra Guild, George Davis, John Merritt, Gregory Parker, Cleave Harris, Arsenio Soriano, Blondie Clinton and James Yarborough.

Working the platform and greeting guests were Hamlin Wisdom, Briscoe Smith and Robert Feldman. Riding along on the train were On-board Supervisors Thomas Middlesworth and John Wilson.

Train commander for the move was Bruce Heard, coordinator, service implementation and standards, national operations.

Working with him were Diane S. Liebman, manager, special services, AAR; Jack H. Griffin, manager, passenger operations and Bill Kelly, assistant manager, Chessie System; Rudy Masters, trainmaster, Washington Terminal Company; and Harry A. Shepler, Amtrak's manager, special movements.

Said Heard, "The cooperation we received from everyone involved in the special was outstanding. It all added up to an excellent operation which pleased everybody aboard.

"I'm sure we made a lot of friends — inside and outside the railroad industry — that evening."

## Inflation Forces Raise In Package Express Rates

Amtrak economy express rates will be raised five per cent effective April 1. The increase is necessary because of rising costs due to inflation.

The rate for Amtrak's priority express (a flat \$10) will remain the same.

Economy package express may be used by individuals or businesses to send packages or shipments between 301 stations in the Amtrak system. Single packages up to 100 pounds, and up to 48" in any dimension, or multiple shipments of up to 1,000 pounds may be sent from 231 major stations without prior arrangements.

The 280 other stations will take individual packages up to 50 pounds, 36-inches in any dimension, or shipments up to 250 pounds without prior arrangement. Packages or shipments over the weight limit will be handled if staff or equipment is available. Rates are based on distance and weight.

Priority package express is a high-speed small package service between 32 specified cities on Amtrak's Washington-Boston, New York-Buffalo, New York-Chicago, Washington-Chicago, Chicago-Detroit, Chicago-Milwaukee-Minneapolis, Chicago-St. Louis, Chicago-Kansas City, Seattle-Los Angeles, and Los Angeles-San Diego routes.

The shipments must be under 25 pounds each and there is a flat \$10 charge between any two points. Priority packages must be taken to Amtrak's express offices at least 30 minutes before train departure, and may be picked up at the destination 30 minutes after the train's arrival.

Amtrak also offers custom express, an individualized service accommodating frequent, regular express users. Services and rates are tailored to the requirements and characteristics of the traffic. Custom express is used by shippers for publications, drugs and pharmaceuticals, automotive parts and other items.

Amtrak developed its package express service in 1973 in response to a federal law authorizing the rail passenger corporation to develop additional revenues from mail and express. Express revenue in 1976 totaled \$2 million, a 30 per cent increase over the previous year.

## Amtrak To Duluth

Amtrak's *Arrowhead* began operating into Duluth, Minnesota, beginning February 15. The four-mile extension of service from Superior, Wisconsin, coincided with an inverted schedule for the train. It now leaves Duluth in the evening and returns from Minneapolis/St. Paul in the morning.

Service to Duluth had been held up waiting for a new station. That was provided by funding from the Upper Great Lakes Regional Commission, the City of Duluth and Amtrak.

The new station, a one-story structure, is located adjacent to the train shed of the city's old Union Station. The train shed now houses a railroad museum.

The former Union Station now is used for civic and community activities. The new facility houses a baggage room, ticket office, and has seating and vending machines for passenger convenience.

## New London Award

Amtrak's contribution to the restoration of the architecturally-historic railway station at New London, Connecticut, was recognized at a recent luncheon of the Society of American Travel Writers at Fraunces Tavern in New York.

The Society presented a "Connie" (for conservation) award to Mrs. Claire Dale, chairman of the Union Railroad Station Trust. Mrs. Dale introduced Don Pross, Amtrak's director of passenger facility planning, praising Amtrak's help to save the old station from demolition.

# Keeping Track of Amtrak

## Headquarters To Move

Amtrak's corporate headquarters will be moving from L'Enfant Plaza to a new location at 400 North Capitol Street in Washington.

The new site is just across the mall from Washington Union Station.

The decision was made after a lengthy study to determine Amtrak's needs and approval by the Board of Directors at its February meeting.

The move will be made in phases with the most crowded departments moving first. Present plans call for the marketing department to move in late summer or early fall with other departments phased in between then and August 1978, at which time Amtrak's lease at L'Enfant Plaza expires.

Amtrak's computer room operation will remain at L'Enfant Plaza.

Says Ken Housman, vice president, personnel and administration, "When we are settled in the new offices, we will find our effectiveness improved by virtue of better office layout, including proximity of one department to another."

## New Excursion Fares

New 30-day, round-trip coach excursion fares on the *Lake Shore Limited* and the *Broadway Limited* are being offered from March 15 through

May 31.

The new economy fares will be available for long-distance travel in coaches and slumbercoaches between many cities on the routes of both these trains.

The excursion discount will apply only to the basic coach charge. It will not apply to the additional accommodation charge for either single or double slumbercoach rooms.

The excursion fare tickets are good for 30 days in addition to the date of travel in the case of reserved space, and for 30 days in addition to the date of sale for unreserved space.

Also, the excursion fares will not be available for travel that begins on March 31 or April 1 or in the period between April 7 and 11, inclusive. These are traditionally peak travel days.

Children, 11 or younger, may travel at approximately half the excursion fare. No stopovers are permitted and the excursion fares are not sold on the trains but must be purchased at ticket offices or an Amtrak-appointed travel agency.

## Station Restaurant

Train riders using Washington's Union Station now have a new and imaginative restaurant they can use.

The Marriott Corporation has come to the rescue of the travelers

## Rochester Station Work To Begin

Amtrak has signed a contract with the Rochester Atlas Wrecking Company to demolish the existing Rochester, New York, rail passenger station and to erect a temporary station on the site until the new station there can be completed.

The temporary station will be located at the east end of the present site and is expected to be ready for use in about six weeks. When it is in service, demolition of the old four-story station will begin. The contract calls for all work to be completed in 90 days.

The Rochester station is one of five

stations in the state being replaced or rebuilt under a joint Amtrak-New York State program. Amtrak will contribute \$1.2 million to the Rochester station, New York will contribute \$577,560 and the city of Rochester is providing land valued at \$307,000.

The new station will be built on the site of the existing station at Clinton and Central avenues. The 7,200-square-foot building will have a waiting room for about 150 persons and a lighted parking area for 75 cars. The new station is scheduled to be ready by May 31, 1978.



Amtrak's Rochester, New York, passenger station will be a modern, one-story structure.



Washington, D.C. travelers can take advantage of The Rail Head between or before trains.

with a railroad-oriented eating place called, appropriately, The Rail Head.

The entrance resembles an open end observation car, while the interior of the eating establishment is what might be described as "turn of the century," with red walls, simulated gas lamps and ornate furnishings.

The restaurant is open 24 hours a day and serves both snacks and more complete meals. The upper level of the two story restaurant features booths, tables and chairs, while the lower level consists of a stand-up snack area, plus a cocktail bar.

The Rail Head is a good place to spend time between trains, or waiting for a Metroliner or an Amfleet train.

## Blue Water Speedup

The *Blue Water Limited*, operating between Chicago and Port Huron, Michigan, had its schedule modified on February 15 to reflect another reduction in travel time.

The new time savings will allow the train to reach Port Huron ten minutes earlier in the evening and leave ten minutes later in the morning. The train keeps its noon arrival and 3:25 p.m. departure times at Chicago.

The new mid-February schedules are one-hour-and-five-minutes faster eastbound and 50 minutes faster westbound than when the train first went into service two-and-one-half-years ago.

## Cogent Quote

Secretary of Transportation Brock Adams was in Boston attending a "town meeting" on transportation in New England in late February when he was asked about the upgrading of the Northeast Corridor. He pledged to have work begin on the overhauling of the Corridor by April 1 "if I have to go out there myself with a pick and shovel."

Governor Michael Dukakis, of Massachusetts, who was at the meeting to greet Adams, promptly handed him a pick and a shovel.

## Amtrak Appoints

**Roger L. Patelski as Director, Internal Audit.** Patelski reports to Don R. Brazier, vice president-finance, and will be responsible for all corporate and field audit functions including station and train audits. He will also be involved in the development of the audit program to review accounting procedures of the Northeast Corridor Improvement Project.

Patelski joined Amtrak in 1971 as a senior contract auditor and was subsequently promoted to manager, internal audit. Before joining Amtrak he spent five years with Arthur Andersen & Co. in Chicago. He is a graduate of the University of Illinois and a certified public accountant.

## AMTRAK NEWS

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Two Illinois newspapers made note of Wayne Buck's—he's conductor on Amtrak's Illinois Zephyr—singing ability. Each printed stories about his warbling "Chicago, Chicago, that toddlin' town" over the public address system of his Amfleet cars as the train coasted to a stop in Union Station. Both papers complimented the crew on their courtesy to passengers.



# College Student Participates In Business Intern Program

Amtrak is participating in the first of several business internship programs offered by colleges to give undergraduate students course credit for actual business work experience.

First student to work at Amtrak under such a program is Colby-Sawyer College Senior Karen S. Roeder. A business administration management major at the New London, New Hampshire, women's college, she will receive credit for her 12-week internship at Amtrak.

Working for Wade Hall, director of route evaluations, Roeder has been evaluating routes, performing cost analysis and studying statistical data since February 7 to develop costs for Amtrak's route criteria.

When her Amtrak internship is completed at the end of April, she will return to school with six business credit hours toward her degree, plus the valuable on-the-job experience. Amtrak will be bringing a student on board from another school in a similar program later this summer. The unique aspect of such college/cor-



*Karen Roeder, right, and Wade Hall discuss Amtrak routes.*

porate programs is that students actually hold management positions under a supervisory sponsor during their "working" school term.

A resident of Arlington, Virginia,

Roeder says she is very pleased with the program and grateful for the opportunity to combine academic studies with some actual management experience.

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