

## Montrealer Gets Amfleet Equipment, Refurbished Electric Sleepers

Amtrak's *Montrealer*, which connects Washington, New York and Montreal with overnight service via Vermont, has begun operating with new Amfleet coaches and refurbished electric sleeping cars.

The first newly-equipped train ran northbound on Monday, February 27, with the first southbound trip for the new equipment the next evening.

For the train's passengers the conversion from the older steam-heated rail cars to Amtrak's newest Amfleet equipment means obvious improvements in comfort, reliability and decor.

Coach passengers now travel in new 60-seat, long-distance Amcoaches with wide, reclining seats equipped with leg rests, and individual tray tables and reading lights.

Sleeping car passengers now have reupholstered and recarpeted roomettes and bedrooms available in the renovated conventional cars in which the old steam heated equipment has been replaced by modern electric heating and air conditioning systems.

The "new" *Montrealer* features at least one first. This is the Amlounge, a new configuration for an Amfleet train with one end of the car furnished with chairs and small tables. The other end features facing groups of conventional seats with a beverage and snack counter in the center of the car.

Another innovation for the train is the dining service in the Amdinette. First tested some weeks ago on the *Panama Limited*, the new service offers checkered table cloths, napkins, metal flatware, flowers and waiter service.

A new bi-lingual French-English menu has been developed to coincide

with the inauguration of the new equipment.

Dinner entrees include breast of Cornish hen with wild rice and filet mignon with Parisienne potatoes. Both include vegetables, salad and desert.

Lighter fare is also available, including hot sandwiches and quiche Lorraine. One special light food choice on the train is an item called

"Soup, etc." This includes a large bowl of soup, a loaf of hot French bread with butter, a wedge of cheese and an apple.

Wines, beers and ales and distilled spirits are also available.

The *Montrealer* traditionally is a train with a multi-faceted personality.

A large number of its passengers travel only on the segment between  
(Continued on page 7)

## Sixth San Diegan Begins Service

A sixth train in each direction has been added to the Los Angeles-San Diego corridor beginning February 14, affording passengers a wide variety of departure times.

The new service is a 403(b) cooperative venture with the County of Los Angeles and the State of California Department of Transportation.

The new train leaves San Diego, Monday through Saturday, at 5:45 a.m., with arrival at Los Angeles at

8:20 a.m. It leaves Los Angeles, Sunday through Friday, at 4:30 p.m., with arrival in San Diego at 7:04 p.m.

The *San Diegan* that had previously departed at 4:30 p.m. has been moved to a 5:30 p.m. departure.

The new train was inaugurated with a special run on February 14, although the county and Atlantic Richfield Corporation, with Amtrak's cooperation, operated a VIP pre-inaugural special the day before.

On that day the refurbished cars



Photo by Carol Lim

Governor Jerry Brown lauds Amtrak's San Diegan service after arrival in Los Angeles.

operated to San Diego as regular train 772, with 220 invited business leaders of Southern California riding to San Juan Capistrano. There they detrained to enjoy an Arco-sponsored luncheon at *The Depot*, a rail-oriented restaurant operated in the former Santa Fe station there. The guests returned to Los Angeles on regular train 775, affording them a chance to ride and inspect Amfleet equipment.

The new train's cars were on display in Los Angeles station on February 9-10 and in San Diego on February 13 after arrival there.

On February 14, at 5:15 a.m., ceremonies were held in San Diego station. Presiding was James H. Mills, California state senator and Amtrak board of directors nominee. Speakers included Baxter Ward, supervisor of Los Angeles county who is conceded to be the father of the idea to establish the new train. He was presented a Gold Spike Award by *Key* magazine for his dedication to rail passenger service.

Other speakers included Adriana Gianturco, director of California's Department of Transportation; Ralph Clark, Orange County supervisor; and Neal Owen, Amtrak's Western region vice president.

California Governor Edmund G. "Jerry" Brown boarded at San Juan Capistrano and rode to Los Angeles where a short program was held. Gianturco christened the train with a bottle of California champagne, while Governor Brown lauded Amtrak and praised rail service as an effective alternate to the automobile.

Despite the early departure from San Diego, 402 riders made the trip, including members of the press.

The new train, informally dubbed the *El Camino* but in reality another *San Diegan*, does not feature the Amfleet equipment normally used on the route. The cars are owned by Los Angeles County and consist of five ex-Illinois Central coaches from the former *City of New Orleans*, two ex-Milwaukee Road buffet-coaches from the *Twin Cities Hiawatha* and an ex-Western Pacific *California Zephyr* vistadome observation car. The car's sleeping compartments have been removed and lounge seats installed.

Total seating capacity on the new train is 473.

After purchase by the county, from the Oregon, Pacific and Eastern railroad at Cottage Grove, Oregon, the cars were completely refurbished by Hoover Industries, at Miami,

## Train Politics

Amtrak's California train service is attracting a lot of attention, including that of the politicians.

When San Diego Mayor Pete Wilson decided to run for governor on the Republican ticket, he chartered an Amdinette for himself, the press and supporters and rode train 773 on February 9 to Los Angeles.

When the train arrived and was parked next to the *El Camino* equipment on display, he held a press conference where he announced his candidacy.

Florida. Former Amtrak employee Mike Weinman was in charge of the refurbishing.

The San Diego-Los Angeles service has been a spectacular success with dramatic ridership increases as service was expanded and new equipment made available.

Trains now leave Los Angeles for San Diego at 7:30 and 10:30 a.m., and 1:30, 4:30 (except Saturday), 5:30 and 8:30 p.m. Departures from San Diego are at 5:45 (except Sunday), 7 and 9:30 a.m. and 1, 4:30 and 7:30 p.m.

Photos by Carol Lim



Crowds came out to see the new train despite its early running time. Over 400 riders detrained in Los Angeles.



(Far Left) California State Senator James Mills talks to passenger riders as train leaves San Diego. (Left) Pluto greets visitors boarding at Santa Ana. (Below) New train consists of refurbished cars owned by the County of Los Angeles.



# New Locomotive Servicing, Fueling Facility Goes Into Service In Chicago

A new, heated building for fueling and servicing Amtrak locomotives was dedicated on Thursday, February 9, at Chicago's 16th Street yard.

The much-needed facility, which went into service immediately, is part of the first phase of the \$38 million program to completely modernize Chicago's maintenance yards by 1981.

When Phase One is completed in May, there will also be five new car servicing tracks, each capable of holding 19 cars, with platforms adjacent to the tracks for servicing and supplies.

The new building is of concrete block and corrugated metal construction. Rectangular in shape, and some 70 feet wide, 180 feet long and 50 feet high, it contains three tracks capable of handling nine F40PH locomotives at one time. The building has six fuel and four watering cabinets, with tracks set into a concrete floor.

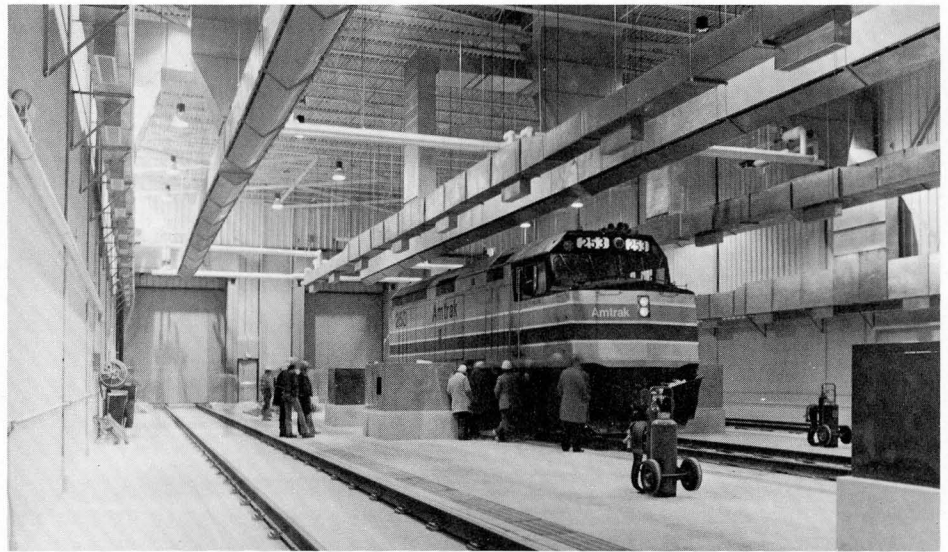
Two heating units and a heat exchanger that recovers 65 per cent of the heat from the locomotives' exhausts are mounted on the roof. Lighting consists of high intensity sodium units.

Three air curtains on the south end of the new building keep out the cold air when the doors are open.

On the north end, the new structure is attached to the present engine house. The doors of the old building were left intact and will be used as fire doors between the two. The old building will get a new roof and heating units in the near future.

Another addition is planned on the east side of the present buildings. It will have four tracks and be almost as long as the two present buildings combined. Heavier maintenance will take place in that structure.

Drains are located at trackside for any spillage of fuel. If that does occur the fuel is channelled to a coalescer



*First locomotive awaits servicing in new Chicago facility.*

that separates the oil and then directs it to a recovery tank.

The new building is strictly for fueling and watering. With the operation enclosed and under roof, the building is one of the very few such facilities in the country. Locomotives will also be sanded inside the structure although machinery for that operation is yet to be installed.

Amtrak acquired the Penn Central's badly-deteriorated passenger yard in January 1976. This first phase of Chicago's yard improvement project was approved by Amtrak's board of directors last February.

The indoor locomotive servicing will save immeasurable man-hours and improve morale of the people who previously had to work on locomotives on the outside despite the sometimes devastating weather.

For example, during the 1977 winter—described as one of the worst on record—the otherwise simple task of refueling a locomotive became a day-long job with lines freezing and the men working in minus-40 degree wind chill weather and deep snow.

Said C.J. Taylor, Central region vice president, "We've already benefited from the yard im-

provements. They've helped make this winter's weather a little easier to take."

Ted Jordan, Amtrak's resident engineer on the yard improvement project, predicts, "When this is all done in 1981, Amtrak will have the most modern rail passenger yard in the world."

Phase Two, a \$15 million modernization plan, includes construction of a car repair building and the locomotive shop, as well as additional track construction, platforms, inspection pits and an electrical system for the Armfleet and Superliner cars.

Chicago is one of Amtrak's busiest points with 605 cars and 122 locomotives assigned for maintenance to the various Chicago yards.

## Amfleted Arrowhead

Amfleet equipment has been put into service on the *Arrowhead* beginning Monday, February 27.

The train operates between the Twin Cities and Duluth, Minnesota, with daily service in both directions. Intermediate stops on the route include Cambridge and Sandstone, Minnesota, and Superior, Wisconsin.

# Super Blizzard Hits Northeast,

## Amtrak Employees Battle The Weather

The devastating blizzard that hit the Northeastern United States in early February brought all transportation to a halt in much of Massachusetts and Rhode Island, all that is except for Amtrak trains.

Veteran railroaders, many with more than 40 years of service, called it the worst snow storm they could remember. But despite the odds, the battle between the railroad and nature to keep the Corridor open was eventually won through dedicated employee effort and the time-honored railroad tradition of getting the trains through.

Thousands of stranded motorists found haven in the trains, which made unscheduled stops at a number of towns and cities along the Boston-Providence-New Haven corridor. Additional trains were put into service to move travelers who could not use other transportation.

Hundreds of railroad employees

who reported to work "as usual" on Monday, February 6, did not get home again until three or four days later. Some came prepared to stay at least over night, but most ended up staying at least two days while many others worked even longer.

About mid-day on Monday, when the storm was beginning to reach its peak, the top priority was to obtain sufficient lodging for those who would be needed to keep yards and tracks open, trains moving, stations operating, cars and locomotives serviced and maintained and switches and signals functioning.

The next day, getting food to many of these same people—who were working around the clock—became priority number two.

Decisions had to be made quickly on the spot. Communications were kept moving between Corridor headquarters, in Philadelphia, and the Corridor's four divisions. Sleeping

and eating became catch as catch can.

When the blizzard, which was packing wind gusts of up to 90 miles per hour, hit the Providence and Boston areas, Amtrak quickly responded to calls for help from Rhode Island Governor J. Joseph Garrahy, Senator Claiborne Pell and Massachusetts Governor Michael Dukakis.

"Our trains were the only—stress that word only—transportation to Boston and Providence for a couple of days," noted Amtrak President Paul Reistrup, "and we were happy to pitch in and help the people."

Amtrak's trains continued operating even on Tuesday, February 7, as the two big cities recorded snowfalls of up to 28 inches and drifts were piling as high as 10 feet. Airports were shut down, highways impassable and even the ubiquitous Boston trolleys were halted for a time.

But all trains did get through to

## Champion Restored, Six Trains for Richmond

Amtrak has restored its New York-Florida train, the *Champion*, and modified schedules for two other Florida trains—the *Silver Meteor* and *Silver Star*—as of Sunday, February 26.

The *Champion* will serve Jacksonville, Orlando with its nearby Walt Disney World, Tampa and St. Petersburg on a route that takes the train through Richmond, Raleigh, Columbia and Savannah.

All of the trains in Amtrak's Florida fleet offer coach, sleeping car, dining and lounge service.

The *Champion's* return coincided with Amtrak's new round-trip excursion fare of \$87—in effect until June 15—between the Northeast and Florida, as well as special intrastate Florida round-trip fares of only \$5 more than the one-way fare. The fares are designed to stimulate train

travel to and within the Sunshine State.

Restoration of the *Champion* also means that Amtrak now offers a record level of direct service between major Northeastern cities and Richmond, Virginia, where six daily trains in each directions are now available.

All six of the trains operate in "through service" from Richmond all the way to New York, eliminating the necessity of transferring at Washington. Two of the trains continue to Providence and Boston.

This level of direct train service has not been available to Richmond travelers in almost seven years.

Said Amtrak President Paul H. Reistrup, "I think motorists are tired of the increasing congestion on Interstate 95 and will be happy to learn

of our expanded train service."

Rail travel in Richmond has grown considerably in 1977 compared to the previous year. Ridership shows a gain of 21.5 per cent for the period, with 101,411 passengers boarding or leaving Amtrak trains in Richmond last year compared to 83,441 the year before.

The increase is attributed to the restructuring of two routes that connect the city better with the Northeast. One of the trains was the *Colonial*, from Williamsburg and Newport News, the other the *Hilltopper*, from Roanoke and points in West Virginia.

Schedules for the six trains now serving Richmond are spread throughout the day giving the city's passengers a wide variety of arrival and departure times.

Boston, although some admittedly were late and several unable to make the final mile from Back Bay Station to South Station.

As the storm peaked at various points along the Northeast Corridor, Amtrak stations were kept open around-the-clock to provide shelter for pedestrians, motorists and train travelers caught in its fury. At one point the station at Providence was a temporary home-away-from-home for over 400 people. Back Bay Station offered shelter to about 140 and other stations housed dozens at a time.

At the request of local government officials, trains made special stops at small community rail stations not normally served by Amtrak to pick up and drop off stranded travelers. Requests also came in to make special stops for medical emergencies, food drop offs and critically-needed emergency personnel.

Unscheduled stops included Warwick, East Greenwich, Davisville, Wickford Junction and Pawtucket, Rhode Island; and Mansfield, Attleboro and Canton Junction, Massachusetts.

Although a state of emergency was declared and all automobiles were ordered off the streets in almost all communities, Amtrak found thousands of unexpected travelers flocking to the trains. One major group consisted of college and university students trying to get home after heat had been cut off in their dormitories.

For the thousands of people stuck at major airports in Washington, Baltimore, Philadelphia, New York, Hartford and Boston, Amtrak helped by providing alternate transportation.

Amtrak also saved the day for one young man who was stranded in a Boston hotel and faced the prospect of leaving his bride waiting at the altar in Chicago. A phone call to Boston's South Station brought immediate action. The prospective groom was boarded on the *Lake*

## New Safety Contest Begins

With a new year begun, the President's Safety Contest starts again with a new contest, fresh figures, and four categories instead of the previous three. Continuing are contests for districts and regions, but now there are separate categories for "Shops" and "Maintenance Facilities."

For the month of January, the Chicago Terminal led the districts with no injuries occurring during the month and a resultant zero ratio.

The three regions are running neck and neck with Western barely on the top with a 7.05 ratio, followed very closely by the Eastern with a 7.06 and

the Central with 7.08.

Beech Grove leads the shop group with a 21.2 ratio.

In the maintenance facility category, eight locations tied with zero ratios, indicating no injuries occurring at those sites in January. The eight are New Orleans, Houston, Dallas/Fort Worth, St. Louis, Kansas City, Detroit, Jacksonville and Buffalo.

The safety ratio is a figure that denotes the number of injuries per 200,000 man-hours of work. Any injury or job-related illness that requires more than mere first aid is counted in the standings.

*Shore Limited* and got to Chicago in time for his wedding.

At the request of Senator Pell, Amtrak made up a special train on Friday, loaded with civil defense materials, and moved it from Providence to Worcester over a branch line that is not normally served by Amtrak. Train personnel and civil defense authorities distributed supplies to towns along the way and also picked up about 50 motorists who were stranded on roads along the railroad.

A water main break and a power outage were the only things that did halt Amtrak service for a time.

The water break occurred at Hartford and flooded the tracks there. Service between Hartford and Springfield was cancelled because of lack of equipment at the far end of the line. Trains continued to operate from New Haven to Hartford. Through service was restored about 10 p.m. when the *Bankers* was finally able to get through after the water had receded.

The blackout occurred at 3 a.m. in Boston when the commercial power source went out. Lasting about five and one half hours, the blackout prevented trains from getting into South Station until about 9 a.m.

Locomotives were put into standby service pumping air to operate switches along the main lines.

Philadelphians handed Amtrak a special vote of thanks. The city's police department called in mid-morning, on Tuesday, asking for help in getting some badly-needed parts for the city's many snow plows. The parts had to be moved from Baltimore as quickly as possible. The request was channelled through the proper departments and the parts arrived early on Tuesday afternoon.

Just about every employee who was involved in some way with the week-long weather problem has a personal story to tell. Their hours were long and hardships many, but their willingness to make an extra effort to help fellow humans who needed assistance was unfailing.

Sadly, for the most part, they didn't make the headlines of the national and regional news media.

Those went to the airports which were closed, the buses which couldn't operate, the trucks and automobiles that were buried under snow drifts.

Hardly anything was said about the trains, because they were out doing their job.

Amtrak thanks the many employees who helped achieve this feat.

# Headquarters Office Move Complete, New Building Is Near Union Station

The move of Amtrak's corporate headquarters from L'Enfant Plaza to 400 N. Capitol Street in Washington was completed the weekend of February 3-6.

The last departments to move included the president's office, legal, government affairs, claims, planning and public affairs.

The offices now occupy the fourth, fifth and eight floors of the south "tower" of the U-shaped building, as well as the entire sixth and seventh floors. Shipping, receiving and mail rooms are located on the lower level of the building.

The smooth transfer of 1,200 employees and their equipment took months of planning, then fine coordination during the actual moving process. The move was accomplished department by department over eight weekends, beginning with the marketing department on September 30.

Each of the eight moves followed a similar pattern.

On Friday, each employee would pack his material into cartons provided by the moving company. Desks, chairs, typewriters and all other furnishings, as well as the cartons, were addressed to the destination location with color-coded labels. Then the employee went home. On Monday, he or she would arrive for work at the new location and, hopefully, everything was waiting to be unpacked.

Helpful to employees was a booklet explaining how to pack and what was expected of each one. Move coordinators were named in each department to supervise and explain the various procedures.

When the movers came in on Friday afternoon, everything was stacked on dollies and rolled into waiting elevators, out through the lobby, onto semi-trailers and shuttled across the mall to the new location.

A communications system was established between the two locations so that Forrest Griffith, director, office management, and the man in charge of the move, who was stationed in the new building, and Ruth Lederer, manager, office services, in the old building, as well as the department coordinators, could reach each other if problems arose.

At L'Enfant Plaza, headquarters for Amtrak since its inception, the various departments had been scattered through four buildings. As more people were added to the company as it grew, offices were provided wherever they were available in the four-building complex. The result was a scattering of departments throughout buildings and various floors.

When leases came up for renewal last year, the company decided to see if it could consolidate the departments into contiguous space.

Consideration was given to staying at L'Enfant Plaza, if such space was indeed available, but cost studies comparing it and the various other locations showed that the 400 N. Capitol site was ultimately the best choice.

Several sites that were offered were rejected because they just weren't large enough.

One obvious advantage to the new location; Access to Union Station, just one and a half blocks away.

The only departments remaining at L'Enfant Plaza are the computer, which will remain for the present time, and part of the reproduction section, which is to come to the new building in the near future.



*Ruth Lederer, manager, office services, turns light off for last time in L'Enfant Plaza building.*



*Amtrak occupies space on fourth, fifth, sixth, seventh and eighth floors of southtower of new building, plus additional space in north tower.*

## Funseekers Club For Employees

Amtrak employees can now join the *Six Flags Funseekers Club* to afford themselves discounts at several well-known attractions around the country.

The membership, which is free, gives employees an admission discount at Six Flags Over Mid-America, at St. Louis; Six Flags Over Texas, at Arlington; Six Flags Over Georgia, at Atlanta; Astroworld, at Houston; Great Adventure, at Jackson, New Jersey; Movieland Wax Museum, at Buena Park, California; and Stars Hall of Fame, at Orlando.

In addition, there are discounts available at several hotels and camp grounds in the St. Louis area.

The Six Flags Club operates in much the same manner as the Walt

Disney Magic Kingdom Club which has been available to Amtrak employees for some time.

To apply for the free membership, in either or both clubs, employees should contact Missie Truban,

## Los Angeles Monthly Employee Contest

Employees at Los Angeles' Eighth Street maintenance facility are now eligible for an "Employee of the Month" award.

The contest was the idea of Foreman Tino Rodriguez, who felt that such an award would improve morale among personnel there.

Now, each month a committee of four supervisors scans a list of nominees which is submitted by foremen and union committeemen.

## MONTREALER

(Continued from page 1)

Washington and New York. This patronage is large enough to require a special segment assigned to the train. These are three short-distance Amcoaches and a food service car which operate only between New York and Washington.

Other important groups of *Montrealer* travelers include skiers who use the train to get to Vermont and New Hampshire slopes, and Vermonters for whom the train is an important form of basic transporta-

tion.

Finally, there are the international travelers who move between the United States and Canada. The attractions of Montreal at the northern end of the route and New York and Washington—with their Florida connections—at the southern end give the *Montrealer* a unique status and help account for the fact that it is one of Amtrak's best patronized long-distance trains.

The average Montrealer passenger rides 388 miles with about 54 per cent of the train's passengers crossing the international border.



*Montrealer features a new Amfleet configuration, an Am lounge, with one end of the car fitted out with chairs and small tables.*

Amtrak club director, personnel department, 400 N. Capitol Street, Washington 20001.

The Magic Kingdom Club recently announced an additional benefit for members, a 10 per cent discount on all merchandise purchased in Walt Disney World Village, at Lake Buena Vista, Florida.

Standards judged include a good safety record, safe working habits, attitude toward fellow employees, knowledge of job skills and productivity.

The first four recipients have been: November, Norm Blakey, Sr. carman; December, Leroy Cruce, foreman; January, Fred Mau, coach cleaner; and February, James Bennetts, electrician.

The selection committee includes Jerry Mescall, facility manager; Patrick Egan, assistant manager; Tino Pacheco, general foreman; and Tino Rodriguez, foreman.

Each winner receives a plaque inscribed with his name as well as a congratulatory letter from Mescall. A copy of the letter is inserted in the winner's permanent personnel record. A photo of the employee and the letter are also posted on bulletin boards around the facility.

## AMTRAK NEWS

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### STAFF

#### Editor

Ed Wojtas

#### Circulation

Gayle Fedrowitz



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# Free Kiddy Ride Program

## Kicked Off In Chicago, New York

Travel agents and members of the travel press in two cities participated in kicking off the Amtrak-Kellogg "Free Kiddy Ride" promotion.

The meetings were held in New York's Grand Central Station and Chicago's Union Station on Friday, January 20. A blizzard in the Northeast held down the guest list at the New York meeting, but attendance was excellent at the Chicago affair.

One of Amtrak's new Turboliners was on display in New York, while a new locomotive, Amdinette, Amclub and two Amcoaches were available at Chicago. Snacks and refreshments were served to the guests.

Greeting visitors at New York were Al Michaud, vice president, marketing, and representatives from Kellogg. In Chicago, Jack Gordon, director of sales, and other Kellogg officials did the same.

The Kellogg promotion features coupons printed on some 64 million boxes of three of Kellogg's best




*Tony the Tiger and friends greet visitors at Chicago's kickoff of the Kellogg campaign. Helping are Jack Gordon, top, Amtrak's director of sales, and Al Kaletta, Central region sales manager.*

selling cereals: Corn Flakes, Raisin Bran and Sugar Frosted Flakes. Amtrak will give free coach travel to one child under 12, traveling with a paying adult, if he turns in one of the coupons, plus three box tops from

any of the three cereals. The offer expires in January 1979. Details are printed on the Kellogg boxes.

Amtrak expects to attract over half a million new passengers on the basis of the promotion.

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