

Amtrak NEWS

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Boyd Asks Congress, Provide System With Resources, Commitment

Amtrak President Alan S. Boyd urged Congress, on Monday, March 5, to match any new Amtrak route system with both resources and a long-term commitment needed to provide good service.

Given resources to meet its mission and a period of reasonable stability in its structure and financing, Amtrak can begin to provide significant benefits as part of a national transportation system, Boyd told the Subcommittee on Surface Transportation of the Senate Commerce Committee as hearings opened on the Transportation department's proposed restructuring of the Amtrak route system.

Boyd agreed that a re-examination was necessary.

"Amtrak—as a public service—is spread too thin," he told the Senators. "We cannot do the job the American public expects of us, given the extent of the route structure we now have and the resources at our disposal."

Boyd cited ancient cars, rundown facilities and poor track among the problems needing early attention if Amtrak is to fulfill its Congressional mandate to operate a service which is "modern, fast and comfortable."

Boyd stressed that modernization, speed and comfort will all require a realistic commitment of resources no matter what route system is finally chosen.

Boyd further told the subcommittee that Amtrak's management agrees that the reduced route structure recommended by DOT can be operated for the \$552 million budgeted for 1980 and that the system would probably produce the \$325

million in revenue that DOT predicts.

"But now comes the tough part," Boyd told the Senators. "Congress must decide whether the recommended route structure and the funding level are acceptable."

Much testimony reflected Boyd's conviction that the national rail passenger company has reached a watershed. Stressing his belief in the need for a national rail passenger service, Boyd said that whatever system Amtrak is given to run . . . "be it the DOT plan or something that approximates that system . . . we must have the resources to implement and operate it well."

At this crucial juncture in Amtrak's life, Boyd said, there is a necessity that "we have a total national commitment to operate a

national rail passenger system.

"If the commitment is hesitant or if we cannot provide better service over whatever route system the Congress dictates, I personally believe it would be better to close Amtrak down."

Boyd used his first Congressional appearance as Amtrak's president to talk about Amtrak's potential as well as its problems. He noted the good safety record of rail transportation. He pointed out Amtrak's service to central cities and to travelers who reject or have no access to other modes. He also noted the environmental advantages of rail travel and the railroad's help in reducing congestion on highways and overcrowding of air systems.

Boyd came down hard for the
(Continued on page 11)



Two locomotives—one an aging veteran GG1, the other a modern E60CP—plus a sleek Turboliner power car make an unusual trio as they stand quietly in Washington's Union Station awaiting the start of Amtrak's Family Days, a two-day equipment exhibit for government officials, employees and the general public. The idea worked so well it will be repeated at other locations in the future. More on Family Days on pages 4-5.

Passenger Fuel Efficiency?

Trains Win By Wide Margin

In his testimony before Congress on March 5, Amtrak President Boyd pointed out that if each mode of transportation was used to its peak, the passenger train would come out way ahead in energy efficiency.

What specifically does that mean?

Transportation today consumes 30 per cent of all energy used in this country with the automobile consuming 53 per cent of the total transportation allotment.

Hence, if there is to be an effective conservation of petroleum, as President Carter requests, the greatest share of any savings must come from decreased use of the private car.

For intercity travelers, the alternatives are the bus, the airplane and the passenger train. The most energy-efficient of those modes is the train and this can be demonstrated by a simple comparison of relative fuel efficiency.

Just how many passenger miles per gallon of petroleum fuel can be obtained in normal operation by each of the modes?

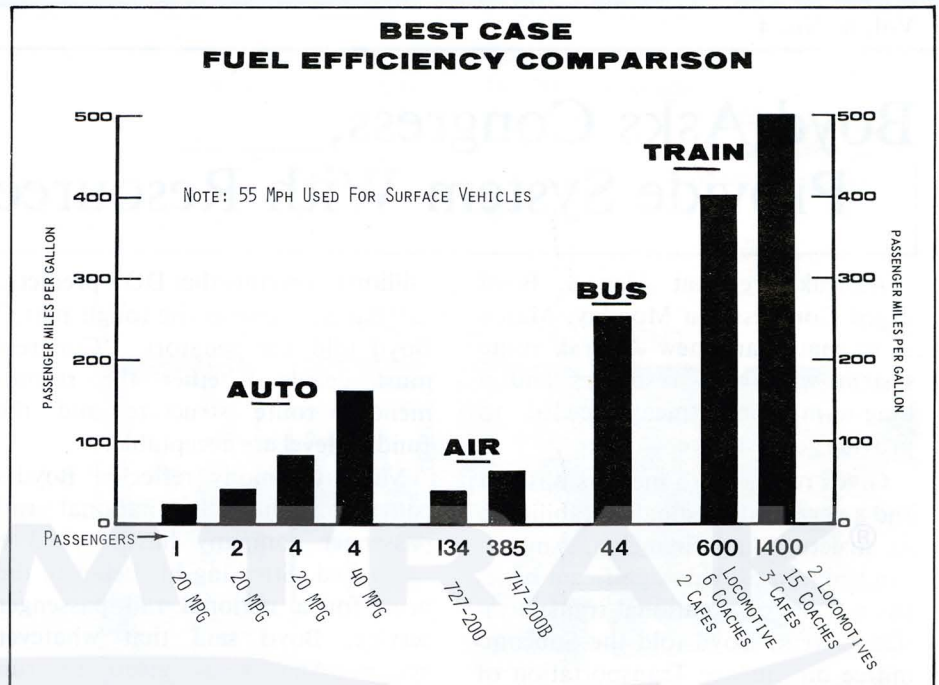
The Automobile

A car that gets 20 miles per gallon and moves only one person is rated at 20 passenger miles per gallon (pmpg). One that gets 40 miles per gallon, but moves four passengers while it does so, is rated at 160 pmpg.

The average automobile in America gets less than 20 miles per gallon and the average passenger load is 2.2 persons. Therefore, the average fuel efficiency of the auto today is just about 44 passenger miles per gallon.

Intercity Bus

According to the American Bus Association, a modern intercity bus can produce 250 pmpg with 44 passengers on board. The fuel consumption of the bus, at six miles per gallon, can be affected significantly by stop-and-go driving,



highway congestion or high-speed speed driving. Under normal conditions, however, the bus is a reasonable alternative to the private car in attempting to achieve fuel conservation.

Aviation

According to the Boeing Company, a 747-200B, one of the most efficient airplanes ever built, can carry 385 mixed-class passengers at the rate of 62.1 passenger miles per gallon. The 727-200, the most popular jet airplane ever put into commercial service, carries 134 passengers at the rate of 36.2 pmpg.

These airplanes exceed the average fuel efficiency of the private car but because of their speed and range do provide service which is unparalleled in passenger movement.

Transfer of a share of automobile travel, especially for long trips, to air service would conserve fuel in the long run.

Passenger Trains

A conventional train of six Amcoaches, two Amcafes and one locomotive, carrying 600 passengers

will produce 400 passenger miles per gallon. A similar Amfleet train of 15 Amcoaches, three Amcafes and two locomotives will raise even that figure to 500 pmpg.

Energy effectiveness and congestion go hand in hand. When one 18-car Amfleet train goes about its business it does so on a single track. On the other hand, to carry the 1,400 passengers it would require 32 intercity buses spread out along one mile of highway at 55 miles per hour. It would also take eleven 727s, four 747s or 636 automobiles to do the same job.

The cars, please note, would make a line 20 miles long traveling at 55 miles per hour.

The accompanying graph illustrates the comparison most graphically.

Please note: This is a "best case" comparison.

This means that each mode is rated at full capacity with a resultant best passenger miles per gallon (pmpg) figure. In the case of the auto, examples are shown for a single driver car, one with two persons and ones with four riders.

Car Shortage, Track Repairs Result In Metroliner Cancellations

One morning and three mid-day Metroliners between New York and Washington will be suspended temporarily, effective April 1, because of equipment shortages and increased work planned for the Northeast Corridor rail rebuilding project. Alternate rail service is available within 10 to 30 minutes of each of the suspended trains.

Trains affected are 107 and 113, the 9:30 a.m. and 12:30 p.m. departures from New York; and 114 and 116, the 1 and 2 p.m. departures from Washington.

These four trains will be the most severely affected by the work program because track construction is heaviest in the middle of the day.

There is also a shortage of Metroliner cars because of the Metroliner rebuilding program currently under way. Twenty-six cars have already

been sent to General Electric's Erie, Pennsylvania, plant and eight more must be sent in the next few weeks.

When the rebuilt Metroliners are put into service during the next six months, they will bring speed, comfort and improved reliability back to Metroliner service. As rebuilt cars are delivered and as the track work progresses, Amtrak will then decide when to resume operation of the four suspended trains.

The trains could be back on as early as July or as late as October but operations will not resume until the company feels it can operate a more reliable service.

The federally-funded Northeast Corridor Improvement Project (NECIP) will enter its third construction season on April 2, 1979. Plans call for increased production in tie replacement, welded rail installation, and bridge rehabilitation.

Superliners On Illinois Zephyr

After their introduction to service on the Milwaukee-Chicago route, Amtrak's new *Superliner* coaches went into service on Thursday, March 8, on the *Illinois Zephyr*, linking Chicago with Galesburg and Quincy.

The new coaches will operate on

the Chicago-Quincy route for an indefinite time to train Amtrak employees and crews of the Burlington Northern in their operation. BN crews will eventually operate the equipment on Amtrak's long-distance trains.

Superliner Debut

(Below) Milwaukee Road Conductor Tim Plumb walks through the upper level of the Superliner. (Right) Train 332 rolls along the Wisconsin countryside after leaving Milwaukee.



(Right) With no diners yet available, William Harrell, on-board services attendant, works from a corner of the coach. (Far Right) Headed by an F40PH, the Superliner train waits in Milwaukee station.



Photos by J. David Ingles, *Trains Magazine*

Kids and Adults Both Enjoy Washington Family Day Exhibit

Several thousand persons turned out on Saturday and Sunday, February 24-25, to view a display of Amtrak equipment during "Family Days" at Washington's Union Station.

The two-day affair was segmented into three specific audiences.

Invited to Saturday's first session were Senators, Congressmen, Governors who were in town for a conference, Transportation Department officials, key members of the administration and Executive branch, board members of the National Association of Railroad Passengers, and Washington representatives of suppliers, public interest groups and rail unions.

On Sunday, the first hour was devoted exclusively to Amtrak employees who were greeted on arrival by Amtrak President Alan Boyd. After the first hour the exhibit was opened to the general public.

Souvenir programs were distributed to all visitors while children received paper engineer hats and balloons.

Despite the rainy weather of both days, over 6,000 persons came out to

view the rail equipment.

The idea for an exhibit such as this grew out of a casual comment in the government affairs department that new members of Congress might be unfamiliar with Amtrak and its equipment. The idea was quickly expanded to include other government officials, employees and the general public.

Some 22 pieces of railroad equipment were spotted on four tracks in Union Station. Included were an E60CP electric locomotive, a Turboliner power unit and coach, Amfleet cars, F40PH and SDP40F locomotives, a refurbished Metroliner, and an upgraded conventional coach, diner and sleeping car.

Also on exhibit were Budd Company's SPV-2000 high-speed self-propelled rail car, a track geometry car, a tie tamper and the company's two Amtech classroom cars.

Providing contrast to the modern equipment were an old Pennsylvania Railroad P-70 commuter coach, a privately-owned business car and the repainted GG1 4935.

Three baggage cars housed exhibits ranging from models of track equipment to an operating reservations terminal. A few manufacturers provided some of the exhibits for the cars.

The project took countless hours of planning and execution by over 100 Amtrak employees during the months preceding the exhibition. Other employees, from various cities, came to Washington to staff the equipment on the days of the exhibition.

Said Boyd, "Everyone worked very hard to come up with a top exhibit. It was one we could all be proud of. Anyone who visited Union Station during those two days had to come away with a positive image of Amtrak."

Coordinator for the two days was Rima Z. Parkhurst, director of legislative affairs in the government affairs department.

"I may have been the focal point," she quickly says, "but the finished product was the end result of hard work by a lot of people."

"Every department in the company cooperated in this venture from marketing to the chief engineer's office to graphics. Without them we never could have finished the job in time, if at all."

"There are a lot of people out there who deserve a great big pat on the back."

On Saturday, children of the visiting dignitaries participated in a special train game. The rules specified that the youngsters had to follow a trail through the exhibits, much like following a train route, to visit nine "cities."

The cities were, in reality, Amtrak personnel who were identified by labels bearing city code letters.

At each "city," the kids had to have their "tickets" punched. When they had all nine punches, they



E.L. "Bud" Zimmerman, training officer-conductors, manned the refurbished Metroliner during the exhibit. Many questions regarding all of the equipment were asked by the eager visitors.

showed their ticket to collect a prize, a choice of Amtrak promotional material ranging from luggage identification tags, T-shirts and iron-on decals to playing cards and calendars.

Also, on Saturday, a tent was set up just outside the main entry gate to house a food and beverage service. A

bluegrass band played railroad tunes while the visitors enjoyed coffee and soft drinks and chomped away at slices lopped off from a huge Italian hoagie sandwich.

The overwhelming success of the two-day show was evidenced by the fact that portions of it were "held over" until Monday and Tuesday to

allow more local Amtrak employees to visit it.

Also, plans are being formulated to have a similar, albeit smaller, exhibit at Los Angeles, on May 5-6, when Union Station celebrates its 40th birthday. Other plans are being advanced for possible displays at more Amtrak locations.



(Left) Despite rainy weather on both days, crowds were large and enthusiastic as Family Days attracted many to view the displays. Some 22 pieces of equipment were spotted on four tracks.



(Above) When does one get a chance to visit a locomotive cab? Not too often, so many waited in line to climb aboard.

(Right) A young visitor inspects a large model of the upcoming AEM-7 electric locomotive.



(Above) A privately-owned office car attracted those who wanted to see what old-time rail travel was like. (Left) Another popular exhibit was the one that explained the Track Laying System, or TLS, being used in the Northeast Corridor.

Duffaney, Franz Named Top On-Board People For 1978

Top winners for 1978 in the on-board services "Employee of the Year" contest are:

Linda Duffaney, Boston, in Category I, employees who have direct contact with the public, and

Edward Franz, St. Paul, in Category II, employees who do not have direct contact.

Each will be brought to Washington D.C., in the near future to have lunch with Amtrak President Alan Boyd and other top officers and collect their prizes of a six-day, five night vacation for two.

First runner-up in Category I is Michael Zega, New York, while first runners-up, a tie, in Category II are Willis Baisch and Charles Maher, St. Paul, and Allen Prioleau, Chicago.

Each of the four will receive vacations for two of three days and two nights.

Safety Winners

The Southern, Philadelphia and Western divisions all tied for first place in January in the division category of the President's Safety Contest with a 4.6 safety ratio.

New Haven led the shops category with an 11.3 ratio, followed closely by Beech Grove with an 11.8 figure.

Six mechanical facilities—Minneapolis, Detroit, Kansas City, New Orleans, Buffalo and Jacksonville—tied for first place in their category with no injuries during the month and a resultant zero ratio.

Kansas City, it might be noted, continues its injury-free record from the previous year. It had gone—along with Fort Worth-Dallas—through entire 1978 without a reportable injury.

The safety ratio is a figure that 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.

Second runner-up in Category I is Richard Morris, Chicago, and in Category II, Leroy Jerricks, St. Paul. Each will receive an electric wrist watch.

Also announced were the regional Crew Base Service Excellence awards. These are based on the total points

accumulated during the year by Category I winners compared to the number of those employees at each of the bases.

Winners for 1978 are:

East: Boston.

Central: St. Louis.

West: Los Angeles.

January On-Board Contest Results

First winners in the on-board services recognition contest for 1979 have been announced.

Winners in Category I, on-board employees dealing directly with the public, are:

Boston: Linda Duffaney.

New York: A tie between Gary Chambers, Carlos Diaz, William Hardy, Roy James, Paul McKissick, Wilson Miller, Ashley Rainey and Bruce Redding.

Washington: A tie between Janet Blakeney, Julie Byrne and Donald Ewald.

Miami: Areitious Teemer.

Jacksonville: A tie between Charles Docoteau, Robert Mervin, Ira Smith and Robert Sutton.

Chicago: A tie between W.C. Jenkins and Willie Wallace.

Seattle: Gordon Gray.

Oakland: A tie between Alvin Oldwine, Paul Clements and

Lawrence Solomon.

Los Angeles: A tie between Donnie Beatty and Albert Mason.

Winners in Category II, employees not dealing directly with the public, are:

Chicago: Ernest Thomas.

St. Paul: Anthony Graziano.

New Orleans: Anthony Thomas.

Miami: Archie Mobley.

New York: A tie between Connie Tolen and Vincent Douglas.

Washington: John McLurkin.

Oakland: Cornelius McDowell.

Los Angeles: Joseph Phillips.

Employees for the contest are chosen by two methods. Those dealing directly with the public are picked on the basis of unsolicited letters received by Amtrak regarding their performance. Employees who do not deal directly with the traveling public, such as chefs and pantrymen, are nominated by their supervisors.

Rails West, A Prize Winner

Amtrak's 25-minute color film, *Rails West*, won first prize in its category at the Travel Film Festival held in early January in Los Angeles.

Rails West concentrates on scenery seen through the windows of Amtrak's premier long distance trains. The beauties of Donner Lake and the High Sierras are seen from the *San Francisco Zephyr*, the spectacular Pacific ocean passes by the *Coast Starlight*, and the endless desert

horizon and mountains are viewed from the *Southwest Limited*.

Produced and directed by Richard Slade, the film is the end product of over a month's actual riding of Amtrak trains by a crew of six West German filmmakers.

Rails West is available for group showings. Copies are available through major sales offices and from the public affairs department, Washington.

New Tour Books Issued, Smaller But Better

Amtrak has added 23 new tours to its 1979 program, an increase of 21 per cent over last year, and has published five new tour books to list them.

Last year, Amtrak printed one large national tour book, 8½-by-11-inches in size, of 100 pages, plus eastern and western regional books, plus a separate volume for escorted group offerings.

The 1978 books were more ornate and correspondingly more costly to produce. A limited number were printed and distribution was selective.

This year, nearly 1.4 million of the smaller, cheaper-to-produce books have been printed and can be distributed more liberally. By separating the tour into three regional volumes, plus separate ones for group and escorted tours, Amtrak can distribute a book to any individual who is interested in a specific area. And, although the 1979 tour books are smaller, they contain just as much information and tour offerings as last year's books.

The new four-color 5½-by-9-inch descriptive catalogs, all entitled "Amtrak Tours America," are segmented into:

Western Wonders: featuring 33 western vacation packages ranging from a \$7.50 one-day tour of Reno to \$644.50 for a week in either California or Colorado with a deluxe recreation vehicle.

Eastern Escapades: 26 tours ranging from a \$24.50 overnighiter in New York City to a \$354 week in New York with side trips to places like Atlantic City and West Point.

Southeast Sojourns: 19 tours from a \$24 two-night visit to Orlando, Florida, to \$450 for a week with recreation vehicle roaming the state of Florida.

Escorted Experiences: 26 tours ranging from a \$219 five-day Gray Line tour of New Mexico to a \$2,868 adventure of 25 days of touring

America with the Four Winds Grand Circle Americana.

Group Gatherings: 29 group tours ranging from an \$11.50 per person day in Springfield, Illinois, to a \$439 eight-day tour in the Southwest, including visits to Grand Canyon and Las Vegas.

Group tours are those organized by any organization and are sold as a package to the entire group. Escorted tours are usually provided by travel wholesalers and are sold to individuals, although the actual traveling is done in a group.

Amtrak works with dozens of tour specialists in compiling a program

like this. The major new addition this year is Maupintours, of Lawrence, Kansas, which has long been famous for its deluxe international trips.

Destinations new to this year's tour books are Dallas, Fort Worth, Houston and San Antonio, Texas; Nashville, Tennessee; Charleston, South Carolina; and Niagara Falls, New York.

The tour books are available from Amtrak travel agents or by writing Amtrak's Travel Center, P.O. Box 311, Addison, Illinois 60101. Persons should specify which particular volume they wish.

Michigan Track Work Continues

Work will continue to keep Amtrak's Michigan track in top condition as a result of a \$555,000 project approved by the company's board of directors at its February 28 meeting.

Approximately 30,000 crossties will be installed and 47 miles of roadbed resurfaced in the continuing effort to keep track speeds at 79 miles per hour. The work will be performed by Amtrak's own work crews under the direction of Resident Engineer Ben Stark, of Niles, Michigan.

Amtrak owns the 83-mile stretch of track between Kalamazoo and Michigan City, Indiana. As a result of nearly \$9 million in trackwork already completed or in progress of being upgraded under the first two phases of this program, the former Penn Central track has been upgraded from 60 to 79 miles per hour.

The State of Michigan provided \$2.3 million for the original track program which included replacement of 140,000 worn ties as well as roadbed resurfacing and new crossing installations.

This latest phase of the track upgrading is part of an overall program to install a total of 206,000 new ties. In addition to providing a smoother, faster ride for Amtrak's Michigan-supported trains, it will help prepare the track for future high-speed service over the entire route between Chicago and Detroit.

The new track work will get underway in April and be completed this August.

Purchasing Honor

Robert Lightner, Amtrak's purchasing agent in the Western region, was named "Purchasing Agent of the Year," at the fifth annual awards ceremony held by the Black Businessmen's Association of Los Angeles at its banquet at the Century Plaza hotel on Thursday, February 22.

Selection of nominees for the honor was made by the BBA from a cross section of purchasing agents working for major firms in the Los Angeles area. Lightner was chosen by a ballot vote of the BBA membership.

Articulate Announcer

Charms Pennsylvania Station Crowds

For almost ten years now, Dan Simmons has been charming rail passengers at New York's Pennsylvania Station with his distinctive style of train announcing.

Scoffed at by some as "old fashioned," his style combines precise articulated speech with a rhythmic quality that makes his New York audience take notice.

His rhythm and clarity of speech is much in the style of the old but still familiar cry of "Call for Philip Morris," that was echoed by Johnny, the cigarette company's mythical bell boy.

Simmons candidly admits this was the inspiration for his announcing style.

"I try to pronounce my words crisply and distinctly," says the 51-year-old announcer. "I like my voice to come through loud and clear."

And loud and clear it is. So much so that Simmons was the subject of a recent *New York Times* article commending him for doing a good job.

Perched above tracks 11 and 12 in a glass-enclosed booth that overlooks the main waiting room, Simmons re-

ceives waves and smiles from passengers who often write or telephone him to express their satisfaction with his train announcing.

Bad responses also occur and, depending on the quality of train service, reactions can range from "boos when I report a train delay" to "yeas when I announce the arrival of a late train."

Simmons laughs, "Sometimes, I even get applause."

Reaction has increased since the *Times* article made him a celebrity. Besides writing and telephoning him, many of the people now come in to congratulate Simmons personally.

Simmons likes to suck on wintergreen mints when his mouth becomes dry from too much vocal activity. After reading this in the *Times*, the company sent him a full case of wintergreen Life Savers.

Simmons sits in a chair referred to as the "hot seat" because of the responsibilities that go with the job.

Among his duties, Simmons must make announcements of all train arrivals and departures, keep a log of those announcements and post information on the black Solari boards

located throughout the station.

Because passengers rely so heavily on the information posted on these boards, Simmons must guard against mistakes.

"In this job, you can't afford to make blunders," he explains. "There's no place to hide."

Throughout his announcing career, Simmons has made only one mistake. He once posted the wrong track number on a particular train and had to guide the irritated passengers back to the correct boarding site.

What does an announcer do with his spare time? This one likes to dance and watch television.

On one point, though, he's quite firm. Off duty he just doesn't do much talking.

Student Travel

Amtrak is offering a low-cost way for students to see the country by using the unlimited-travel U.S.A. Rail Pass and staying at reduced-rate lodgings along the way.

A newly-published brochure lists over 40 such budget-rate facilities along with a map of the company's 27,000-mile system.

The brochure tells how to obtain accommodation vouchers—\$10 single, \$14 twin—that are good in listed YMCA hotels, ranging from the 1,474-room Sloane House, in New York City, to a 75-room facility, in San Diego.

The new brochures are being distributed through Amtrak's campus sales representatives at many of the country's major universities so students can use them in planning their spring vacation travels.

Brochures can also be obtained by writing Amtrak's National Accounts, c/o Marketing Department, 400 N. Capitol St., NW, Washington, D.C. 20001.



Dan Simmons, Pennsylvania Station's noted announcer, mans the "hot seat" as he calls out trains for Amtrak passengers.

Keeping Track of Amtrak

San Diego Riders

The upward trend continues as more and more passengers are using Amtrak's *San Diegans*.

Total passengers carried in January 1979 was 58,192, compared to 43,417 in January 1978, for an increase of 34 per cent.

Rescheduling of the first morning train to Los Angeles 30 minutes earlier doubled ridership on this particular run. This is the former *El Camino* which now averages almost 200 passengers per weekday trip.

Toastmasters Elect

New officers for the corporate headquarters chapter of the Toastmasters club are Richard McGarity, accounts receivable, president; G. Ranganathan, central station accounting, educational vice president; Jim Smith, travel agents accounting, administrative vice president; Jim Brown, accounts

receivable, secretary; Kris Sahgal, accounts receivable, treasurer.

And Vaughn Ennis, train earnings, sergeant at arms; John Goodman, accounts receivable, membership and attendance chairman; James Morrow, legal claims, publicity chairman; and F.J. Dalal, accounts receivable, bulletin editor.

Also, at the January 16 meeting, awards were presented to the club's top speakers.

Named "Toastmaster of the Year" was Garrett Moore, accounts receivable, while Jim Morrow was named best speaker. John Goodman was tagged as best evaluator, while F.J. Dalal was hailed as best table topic master.

Employees in the Washington area are invited to join the club.

Cupid Rides The Trains

Amtrak played Cupid again by providing the environment for Major Peter Hefler, stationed at the Penta-

gon in Washington, to propose to his now fiancée, Janet Rummel, of Alexandria, Virginia.

Hefler was finishing temporary duty in Norman, Oklahoma, when he decided to return East via train. He made arrangements for Ms. Rummel to meet him in Chicago so they could visit some friends there.

The two got together at Union Station where he arrived on the *Lone Star* and she on the *Broadway Limited*.

After their Chicago visit, the couple flew to New Britain, Connecticut, to visit other friends. From there they traveled to Boston to see Hefler's parents.

The couple rode one train to New Haven where they transferred to the *Patriot* for the rest of the ride to Boston. Knowing he was going to propose, Hefler purchased seats in the Amclub to mark the occasion.

Also an avid sound movie buff, Hefler asked Conductor Bob Connolly to photograph himself and the future Mrs. Hefler. When the camera began to roll, he popped the question.

Said Hefler, "Since it was a once-in-a-lifetime event, I wanted it on film. I never did think she'd say no, but I do have to admit she was certainly surprised."

The couple plans an April wedding followed by a 14-day U.S.A. Rail Pass honeymoon.

Hefler smiled and said, "You can bet I'll be upgrading us to sleeping car space on that trip."

New Orleans Tours

Amtrak and Abbott Tours are now offering tour packages of both New Orleans and Atlanta for rail passengers using the *Crescent*, which Amtrak recently took over from the Southern Railway.

One three-day "All Jazzed Up" tour includes admissions, plus refreshments, to such bastions of New Orleans entertainment as Pete Fountain's and Pat O'Brien's. The \$67-and-up, per person, double oc-

Week of Wheels Rates Reduced

Amtrak and Airail Rent-a-Car have signed a new agreement which provides savings of more than 30 per cent under last year's Florida Week of Wheels rates.

The popular rail-rental car combination provides a car for a week, with unlimited mileage, for three people, or two adults and two children, traveling together from northern cities to major Florida destinations.

The Week of Wheels round-trip coach fare from both New York and Chicago is now \$120, compared to last year's New York fare of \$172 and Chicago fare of \$170. There are also special Week of Wheels fares this year of \$110 from Philadelphia and \$100 from Washington, D.C.

Current regular Week of Wheels fares apply until June 15 when higher summer season fares go into effect until September 1. They will be \$150

from New York and Chicago, \$145 from Philadelphia and \$140 from Washington. In computing the Week of Wheels rates, family plan and other discounts cannot apply.

The rates are applicable for a subcompact car picked up and returned to Orlando, Tampa, Fort Lauderdale or Miami.

Two persons traveling with just one child may obtain the rental car for just \$10 extra. Two adults, or one adult with two children, can obtain the car for \$20 extra. Four adults, on the other hand, can get a larger model car.

The Week of Wheels rates can be used in combination with one of Amtrak's other tours. Amtrak travel agents and reservations personnel can supply information on the Week of Wheels program as well as various available package tours of Florida.

cupancy, package also includes two nights at a choice of 20 hotels, cafe au lait and beignets at Cafe du Monde, and admission to "Jubilee New Orleans," a multi-media presentation of the city's history and culture.

A "New Orleans Student" three-day tour, from \$55, concentrates on sightseeing and includes a Mississippi river cruise on the SS Natchez. It offers the same range of hotels, from the economical St. Charles to intimate inns like the Prince Conti and Bienville House to the newest high-rise, the New Orleans Hilton.

For Atlanta there is an "Executive Trip Plan," also from \$55, which includes two nights at a selected hotel plus 48 hours of unlimited-mileage use of a rental car. There's also a "Peachtree Tour," from \$51, that includes two nights in a hotel and a selection of sightseeing trips.

The 10 available hotels include the Riviera Hyatt House, the Hyatt Regency, Peachtree Plaza and the Atlanta Hilton.

Information on any of the tours is available from Amtrak travel or reservations agents.

New Menus

New brighter-appearing menus have been placed on all Amtrak dining cars with listed dishes appealing to the entire family.

Catching the passenger's eye immediately are the cartoon-type drawings that range across both sides of the menus showing a cross-section of an Amtrak train, from locomotive and coach to dining car and sleeper.

Meal selections now include both adult and children's selections. Previously, children's dishes were printed on a separate menu.

Evergreen Preserver

Because of swift action on the part of Rosalind Ellis, clerk-steno, baggage department, in New York's Pennsylvania Station, some 150 young evergreens are alive and well and living in Central Park.

Ellis was working her job one

morning when she heard loud noises coming from the outside. Investigating, she found work crews demolishing the concrete benches on Eighth Avenue on the corners of 31st and 33rd Streets.

She learned they were being demolished because they had become gathering places for derelicts and other undesirables. The circular benches, completely surrounded an area that had been filled in with dirt and planted with the evergreens.

Rather than see the bushes carted off to the city dump, Ellis quickly made some inquiries. New York City's park department was interested, so much so they immediately sent an inspector to check on the number and quality.

By next morning all 150 were loaded aboard park department trucks and taken to Central Park where they were replanted.

Pass Sales Up

Revenue from sales of the unlimited travel U.S.A. Rail Pass was up 23 per cent in fiscal year 1978, according to Jack Gordon, Amtrak's director of sales.

Sales for the fiscal year, ending last

September 30, totaled \$10.2 million compared to \$8.3 million the previous year.

Biggest percentage gains were registered by travel agents. Sales by agents in the U.S. and Canada were up 62 per cent while by those in other countries were up 56 per cent. Sales by Amtrak's own ticket agents, almost 50 per cent of the total, showed a five per cent gain over the previous fiscal year.

Fast Action CPR

Shortly after they completed their eight-hour cardio-pulmonary resuscitation training, three Amtrak employees at New York put that training to the test.

In response to a call for help to a possible heart attack victim, Police Officers Robert Reilly and Richard Rodgers were sent to the *Silver Star* at Penn Station.

There they found a 70-year-old woman who was having difficulty breathing. The two immediately began administering CPR, helped by Carol Breen, lead time clerk.

After about 20 minutes of CPR, an ambulance arrived and moved the revived patient to Bellevue hospital.

Phase Three For Chicago Work

Modernization of Amtrak's big Chicago maintenance and service yards will move into its third phase as a result of an additional \$2.8 million commitment by the company's board of directors.

To be constructed, under the new phase, are car washing and wheel truing facilities, a maintenance-of-way building with shops and offices as well as related track work.

When the entire modernization program is completed, at an estimated cost of \$40.6 million, the Chicago 12th and 16th Street facilities will be the most modern passenger yards in the world.

Already completed are the diesel locomotive repair building and the greater portion of the new coach

servicing yard. Construction is underway on a new car shop building. New concrete platforms for access by work personnel have been completed, as well as electrical connections for standby power for the new *Superliner* and Amfleet cars. The seven new servicing tracks each can accommodate approximately 16 cars.

The new car washing facility will replace obsolete equipment inherited by Amtrak when it took over the former Penn Central yards. The wheel truing machinery will replace equipment currently used at the former Santa Fe yards at 21st Street. Amtrak eventually will abandon the 21st Street yard, consolidating all work at the 12th and 16th Street yards.

Book Reviews

Passenger Train Annual No. 3: Published by PTJ Publishing Co., 72 pages, 8-1/2-by-11 inches, horizontal format, soft cover, \$6.95 (\$1 extra for postage). Available at book stores, hobby shops or from publisher at P.O. Box 397, Park Forest, Illinois 60466.

Passenger Train Journal, the monthly magazine about America's passenger trains, past and present, has a reputation for excellent photography. This book continues the trend with 96 black and white and color views of great railroading.

The publication is divided into four sections:

- *1977 Highlights*, an all-color look at some of the major events of passenger railroading during the year. These include views of several steam excursions, an all-Amfleet train pulled by GG1 4935, the *Pioneer*, and Amtrak's testing of the Swedish locomotive.

- *The West from a Dutch Door* is

an excellent story—pictures and words—of an 8,000-mile trip taken over Amtrak by Californian Dick Dorn.

- *Shore Line in Transition* is another picture essay, this time zeroing in on Amtrak's railroad from New London, Connecticut, to Boston. The pictures are excellent, featuring both people and equipment.

- *Thirty Years of Passenger Trains* is a personal collection of nostalgic photographs by Ben Bachman that spans both the years and the length and breadth of this country.

Reading through Annual No. 3 only makes one more anxious to see No. 4 as soon as possible.

The Milwaukee Road East: By Patrick C. Dorin, 176 pages, 8-1/2-by-11 inches, hard cover, \$14.95. Available at book stores, hobby shops or directly from the publisher, Superior Publishing Co., 708 Sixth Ave. North, Seattle, Washington 98111.

Author Dorin grinds out books for Superior with the skill and speed of a dedicated rail historian. This is his

10th volume, averaging about one a year.

This book deals with a review of Milwaukee's trains, traffic and passenger travel east of Harlowton, Montana, from the 1920s to the present. It covers steam, gas electrics and diesels, from the original Hiawathas and Chicago commuter fleets all the way to Amtrak.

Chapter five of the ten-chapter book deals with Amtrak and the Chicago-Milwaukee and Chicago-Minneapolis trains that operate over the system. Photos show the early trains that were composed of all-Milwaukee consists, including locomotives, to the latest Turboliners parked in the ultra-modern Milwaukee, Wisconsin, station.

There are also plenty of photos of steam-powered *Hiawathas*, the unusual 1935 "beaver-tail" observation cars, the 1948-era *Sky-top* lounge-sleepers, and the *Super Dome* full-length dome cars.

With a *Milwaukee Road East* a fact, can a *Milwaukee Road West* be far behind?

BOYD TESTIMONY

(Continued from page 1)

potential energy savings possible if the country possessed a modern and well-used rail system. In a new analysis, released as part of his testimony, Boyd noted that if each transportation mode—auto, airplane, bus and train—was used to its peak efficiency, the passenger train would yield twice as many passenger miles per gallon of fuel as the nearest fuel-efficient competitor.

Boyd also suggested that the Senators view the costs of operating Amtrak in context with the federal subsidies necessary to operate all modes of transportation. He cited figures from a study by the U.S. Conference of Mayors which showed that Amtrak's federal support represented just over two per cent of total federal subsidies disbursed to all forms of transportation.

Amtrak's president had reserva-

tions about some details of the DOT plan. For instance, he restated Amtrak management's belief that a train which runs less than daily on a route is not marketable. He warned against reducing service standards below levels accepted by the traveling public and also said Amtrak should retain management control both in this area and in such others as train frequencies over specific routes.

Boyd made several specific recommendations to the committee.

They included:

- That Amtrak operating contracts be retained with railroads where passenger routes might be dropped, so that track and facilities could be maintained in case passenger service needed to be restored in the future.

- That an average speed goal be established for all Amtrak trains in excess of that for the interstate highways.

- Full reimbursement to Amtrak

for any commuter services it must operate.

- More encouragement to states to support intercity passenger service.

The DOT plan, unless rejected by either body of Congress, would be implemented beginning October 1.

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Beech Grove Safety Case

Displays Equipment, Awards, Slogans

Shop employees arriving for work at Beech Grove's maintenance facility get a constant reminder of the importance of safe work practices.

Just inside the main entrance stands a 15-foot-long display case that houses various safety items, awards and messages.

The case—15 feet long, six feet wide and eight feet high—was designed and built in 1966 by shop employees when the facility still belonged to the New York Central.

In 1975 it was completely refurbished to resemble an Amtrak passenger car.

The dominant feature in the case is a pair of mannequins. One is outfitted as a welder and displays proper protective clothing including correct pants, jacket, gloves, face mask, spats and safety boots. The second is garbed for working with chemicals and features rubber apron, gloves and sleeves, steel-toed rubber boots, a hard hat and face shield.

Other items on display include samples of respiratory protective gear, fire extinguishers, safety footwear, and hearing, eye, face and head protective devices.

The exhibit, which is in charge of

the safety and rules officer at the facility, is changed periodically to display the latest in safety equipment.

Windows in the case are actual passenger car windows. The display is lighted at night.



Beech Grove's display case houses exhibits that show shop employees the myriad of equipment available to make their daily jobs safer.

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