

Board Approves New Locomotives, New Station, North Philadelphia Upgrading

Three major programs were approved by Amtrak's Board of Directors at its April 22 meeting.

Included were:

- Purchase of ten new diesel locomotives,
- Refurbishment and repair of the North Philadelphia station, and
- Funding for a new station in Canton, Ohio.

Locomotives

The light-weight, 3,000 horsepower, four-axle, high-speed units will cost approximately \$7 million and be equipped with 800 KW head-end power to meet an anticipated need for additional locomotives as the company begins placing its new bi-levels into service on long-distance routes later this year.

The ten new locomotives will supplement a fleet of 30 similar F40PH units, built by the Electro-Motive Division of General Motors, that Amtrak has been operating with a high degree of reliability for the last year.

Like the F40PH locomotives, the new units will incorporate a number of special Amtrak features that meet, or exceed, both Federal Railway Administration safety standards and the Environmental Protection Agency's proposed 1980 noise and pollution standards.

The locomotives will be geared for a top speed of 103 miles-per-hour. Their light weight will result in considerable fuel cost savings compared to larger units. They will be powered by 16-cylinder, 3,000 horsepower, turbocharged diesel engines comparable to those which now power both SDP40F and F40PH locomotives. They will also provide cab signal and train speed control

equipment, an intercom system and eight-channel radio.

North Philadelphia

North Philadelphia's busy station will be refurbished and repaired at an estimated cost of \$314,000.

The funds will be used to improve the passenger waiting area on the ground floor, rehabilitate the roof and portico, paint both the interior and exterior, install modern wash-rooms and make repairs to the existing platforms.

Portions of the badly deteriorated shelters on trackside platforms will be demolished and the remaining structures repaired.

Work will get under way immediately and is expected to be completed by December.

Well over 15,000 passengers use the station each month to patronize the 40 trains that stop there daily.

Board approval of the work comes less than a month after the start of the \$1.75 billion Northeast Corridor Im-

provement Program which will bring the Corridor up to 120-mile-per-hour speeds by 1981.

Canton Station

Nearly \$200,000 has been approved for a new passenger station in Canton, Ohio. Rail passengers there have been using a shelter since the old station was condemned and torn down by the city earlier this year.

The City of Canton has agreed to provide landscaping for the new station, as well as a parking lot with lighting, police protection and snow removal.

The new station, one of Amtrak's standard station designs, will be a one-story building of masonry and glass with a capacity of 50 persons. It will include a ticket office, baggage area, passenger lounge and rest-rooms, baggage lockers and vending machines. The station will be completed by the end of this year.

Canton is served by the *Broadway Limited*.

Holland Heads On-board Services

H. Rex Holland has been named director, on-board services, for Amtrak, effective April 1. He replaces David Baucom who has returned, at his own request, to his job as director, on-board services, for the Western region.

Holland will be responsible for the directing and planning of on-board service requirements for the Amtrak organization.

Prior to joining Amtrak, Holland was a private consultant to the food industry. From May 1973 to August 1976 he was director of dining service for Eastern Airlines, and from De-

cember 1970 to May 1973 he was staff vice president, catering services, for Pan American World Airways.

Before that he held positions as group vice president, Airport Division, Fred Harvey, Inc.; general manager for Skychef, Inc.; resident director and general manager of the Feathers Hotel, Hertfordshire, England; and catering manager for Cunard Eagle Airways, in London.

A native of England, Holland attended Westminster College, where he majored in food and beverage service. He holds a fellowship from the Hotel and Catering Institute.

LRC Locomotive, Car Tested On Amtrak Routes

Amtrak recently completed testing a prototype LRC locomotive and car that will be the basis for two complete train sets to be leased in 1979. The equipment easily matched claims of its Canadian builders that it possesses unique riding quality characteristics on curved track.

Amtrak has signed an agreement to lease the two trains, to be built by the Bombardier-MLW Company of Montreal, and plans to put them in service between Vancouver, British Columbia, and Seattle and Portland, a route with substantial curved track.

Each train set will consist of a streamlined, low-profile diesel locomotive, four coaches and a combination coach with food-service area, accommodations for the handicapped and a premium class section. The locomotives will be four-axle units and produce 3,700 gross horsepower.

The LRC (which stands for Light, Rapid, Comfortable) has shown itself to be an impressive and stable train on level track after thousands of miles of testing in both Canada and the United States. But it really is especially suited to curved track, where its two unique features — low-center of gravity and a tilting-body suspension — drastically reduce normal limitations curved track places on

train speeds. How well these two features worked on such track was the primary question of Amtrak's testing program. The results were impressive.

The LRC coach tilts the car body away from the direction of the curve, virtually cancelling out any lateral forces applied to the passenger. This enables the LRC to operate around a curve at approximately 50 per cent greater speed with no decrease in passenger comfort.

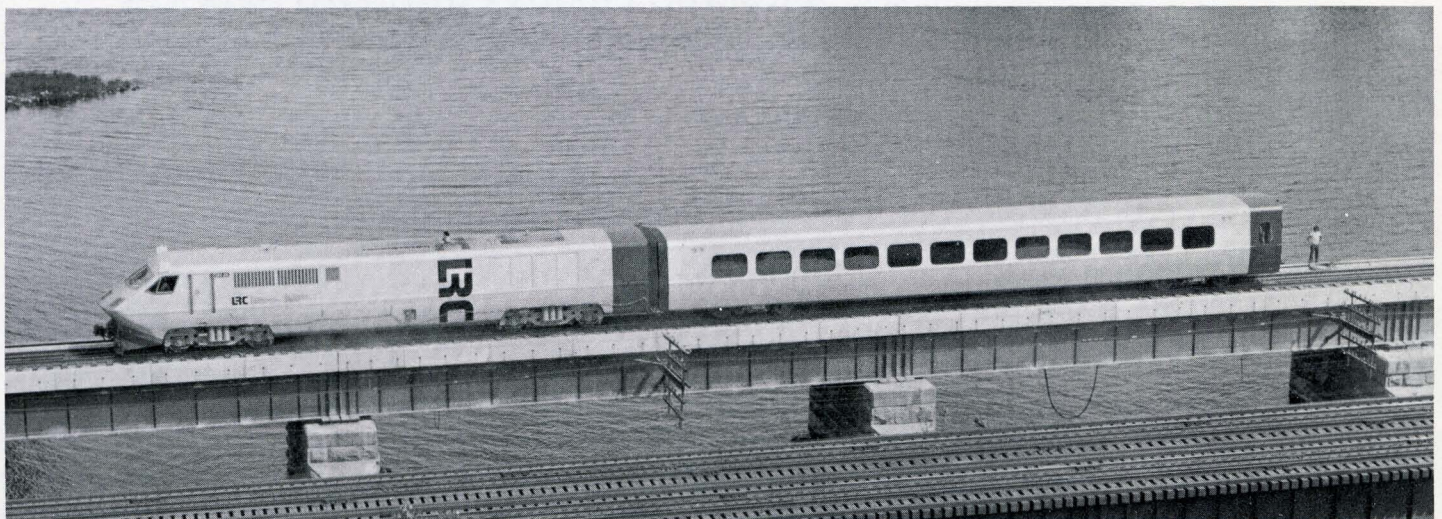
Such speed increases also require that the train meets FRA's safety standards which place strict safeguards on any tendency of the trucks to either climb over track or to damage it. The unique design of the LRC locomotive results in a center of gravity approximately two feet lower than in a conventional unit and contributes to an increased stability.

The LRC began its rigorous testing schedule on January 1, with Amtrak, FRA, the Association of American Railroads, Burlington Northern and Bombardier-MLW participating. At East Lyme, Connecticut, on an instrumented three-degree-13-minute curve, the LRC attained a speed of 89.6 miles per hour while still operating well within all safety limits. For conventional equipment, that same

curve is restricted today to 60 mph by timetable.

The LRC locomotive and car were also thoroughly tested on tangent track near Princeton Junction, New Jersey, on Amtrak's high-speed track. Again, it performed flawlessly and operated at speeds up to 117 mph on the instrumented track. In all, the LRC logged well over 500 miles of instrumented running in both locations, and provided Amtrak engineers with their own first-hand experience with the equipment. This recent testing program added much to what was already known about the LRC, based on over four years of test results conducted in Canada plus another 30,000 miles of testing conducted by the Department of Transportation at its Pueblo, Colorado, experimental Transportation Test Center.

At the end of March, the LRC locomotive and coach were returned to Canada. Two years of actual revenue service in the Northwest will teach Amtrak a great deal more about the two LRC's that are to be leased. If they perform up to expectations, their potential impact on scheduled running times for highly curved routes over the system will be impressive.



The prototype LRC locomotive and car went through extensive testing at Amtrak, on both tangent and curved track.

New Brochures Feature Routes, History, Points Of Interest

Passengers riding on certain Amtrak trains now have the added pleasure of being able to follow their trip on one of the new route brochures appearing in their area.

Seven of the projected 17 new brochures are already out on the trains, including the *Sunset Limited*, *Floridian*, *Lake Shore Limited*, *Panama Limited*, *Broadway Limited*, *North Coast Hiawatha* and *Empire Builder*.

Still to come are brochures for the *Inter-American*, *Lone Star*, *Southwest Limited*, *National Limited*, *San Francisco Zephyr*, *Montrealer*, *Adirondack*, *Coast Starlight*, *Shenandoah* and the Florida Fleet.

The folders, intended for on-train use, make the passenger's ride more enjoyable and educational. The text tells the history of the area the train is

traversing, and names points of interest.

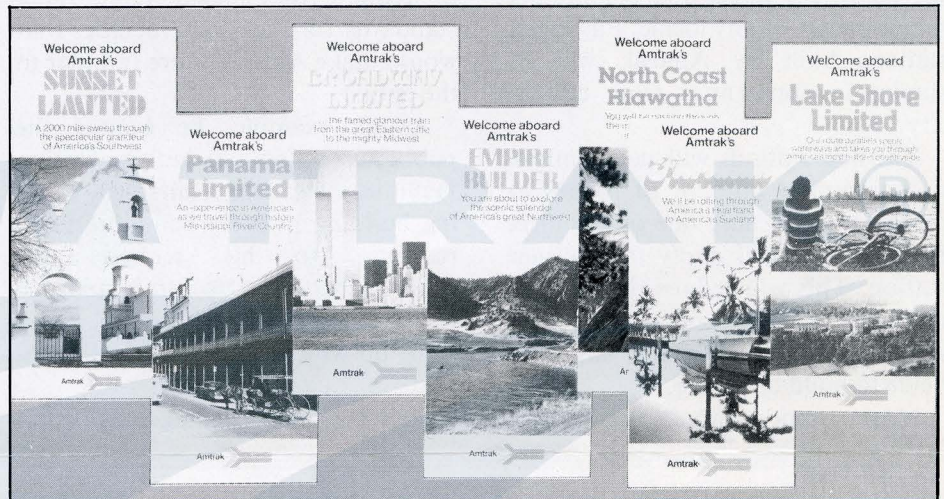
Printed in blue and black, the brochures also list toll-free numbers that passengers can call for more Amtrak information. Although basically the same in design, each folder features the train's name in a different, dramatic type face.

The new route brochures differ from the previous ones in that they

are accordion-folded and printed in two colors instead of four. Maps of the individual route and the Amtrak system are now incorporated into the brochure itself, instead of being inserted as a separate fold out.

Says Bud Brettelle, Amtrak's sales promotion manager, "These folders have been completely revised and updated, and the two-color printing process, although still very attractive, is less expensive to produce."

The new brochures were designed by Chennault Associates, Amtrak's sales promotion agency.



Cruise Packages

Rail/sail Caribbean cruise programs that combine train trips to Florida with sailings from Miami are being offered for the 1977-78 season. Prices start at \$444.

Ships to be used include the Carnival Cruise Lines' T.S.S. *Mardi Gras* and T.S.S. *Carnivale*, Commodore Cruise Lines' M.S. *Boheme* and M.S. *Caribe*, and Holland American Lines' S.S. *Statendam*.

Week-long cruises include such ports as San Juan, St. Thomas and Montego Bay. Longer cruises range as far as Panama and Venezuela.

Says F. Paul Weiss, Amtrak's Eastern region sales manager, "These are by far the largest combined rail and sail cruise programs Amtrak has offered. They also have the widest range of destinations and lengths of sailings."

Details about the rail/sail program are available from Amtrak travel agents and reservations offices, or by writing Amtrak Sales, 1 Penn Plaza, Dept. MT, New York, N.Y. 10001.

Keim Named Month's Top Salesman

Amtrak's "Salesman of the Month" for February is William J. Keim, manager of sales, covering the northern portion of New Jersey and attached to the New York district.

Keim's selection was made on the basis of several factors, including:

- Normally a two-man territory, New Jersey had been covered from the end of November to February 1 by Keim alone.
- The area controls 299 approved travel agents, with average agency revenue of nearly \$200,000 for the four reporting months of October through January.
- Keim has been successful in handling the New Jersey Chamber of Commerce special train from New York to Washington and return on an annual basis.
- The national headquarters of the

Boy Scouts of America is located in North Brunswick and is on Keim's regular call pattern, resulting in his being named rail coordinator for the 1977 National Boy Scout Roundup to be held this summer near Pittsburgh.

• Keim has also recently installed ticket stock at the Lipton Tea Company whose travel manager, significantly, is president of the National Passenger Traffic Association.

Says Jack Gordon, Amtrak's director of sales, "The highlights of Bill's activities are indicative of his interest and dedication to the company. He also continues to be most active in following through with agency and commercial training sessions."

"We all extend our congratulations to him on being selected the top salesman of the month."

Standardized Station Designed To Facilitate Future Expansion

Just as the corporate logo has become the familiar symbol for Amtrak, train stations being constructed throughout the country in the future will be similarly recognizable and familiar to rail passengers.

Amtrak will feature standard station designs that can be adapted to the passenger levels and community requirements of any locale. Passenger stations built by Amtrak will be similar in appearance from city to city.

The new stations will save Amtrak a considerable amount of money in design costs because one of the three basic designs will apply to any new station. This will reduce the time required to provide a community with a station once a decision has been made to build one there.

Most importantly, the many

unique features of the basic designs for the different size stations will allow Amtrak to build a station today that can be enlarged in the future as train travel increases.

The idea for the design program came from Amtrak President Paul Reistrup last spring when he called a meeting of various department heads to request they begin establishing standards for their new facilities that would make Amtrak more familiar to the public.

As an example, he wanted the public to see familiar-looking station facilities instead of a different looking building in every community. In response to his request, the departments went to work and the facilities engineering group soon came up with its standard station design.

Bob Ovelman, manager of archi-

tectural design, worked with Larry Dodd, architectural assistant, over several months studying past designs and developing criteria for the new standardized station.

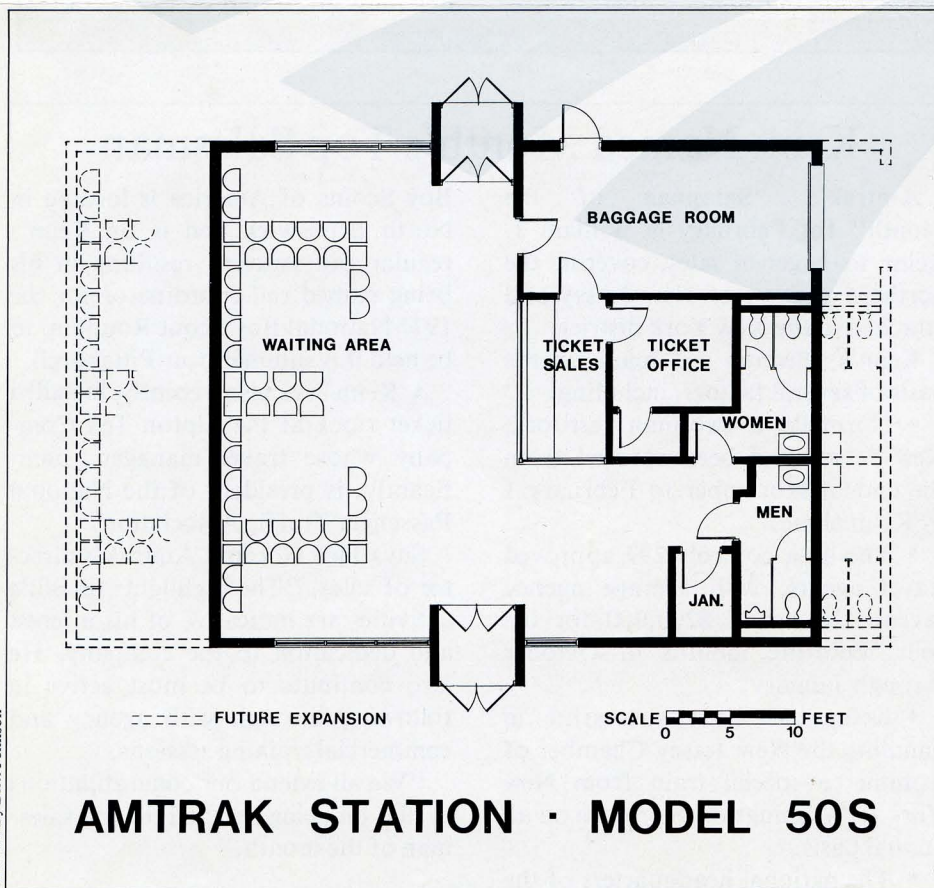
A number of factors had to be taken into consideration. Their design had to allow for stations of varying sizes that could handle anywhere from as few as 50 passengers to several hundred. It had to be attractive enough to appeal to the public and the neighboring communities. It also had to communicate the idea that Amtrak is a forward-looking, progressive transportation company.

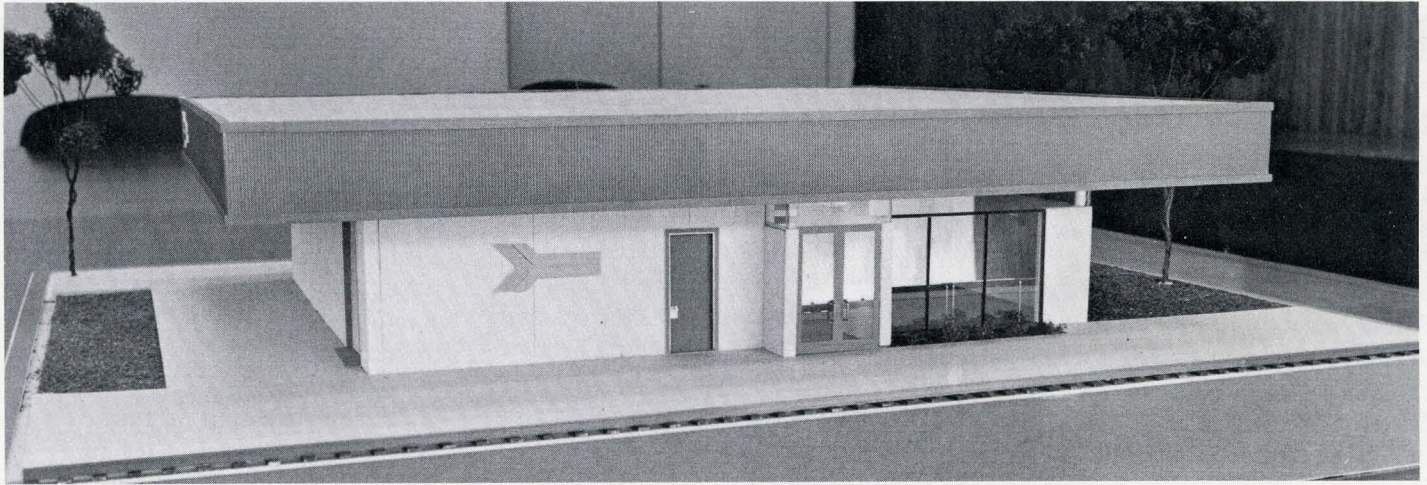
Reistrup has insisted that Amtrak be a good neighbor wherever it does business and that the stations be well received by the communities in which they are built.

A prime factor in the standard design is the flexibility of the station concept, taking into account future growth to create a station that can expand as business increases. The standard design provides three different size stations; one to handle between 50 and 150 passengers, a second to accommodate 150 to 300 passengers, and the largest to handle over 300 people.

The basic stations were so designed that the building ends can be removed and interiors expanded without interference with station operations during the expansion period. The difficulties Amtrak has faced in expanding the Cincinnati station, for example, have highlighted the importance of such flexibility.

Building materials for the new generation of stations have been standardized with low cost and attractive appearance the primary considerations. Additionally, materials are all readily-available "off the shelf" items. The stations feature textured masonry wall surfaces, rectangular overhanging roofs and prudent use of glass for com-





The standard station will be able to expand to accommodate increased numbers of passengers.

portable, well-lighted stations taking into account energy conservation.

In standardizing the design, Amtrak can also standardize the basic interior layouts to reduce the cost of furnishing stations and insure good placement of the various marketing and sales material displays.

According to Ovelman, the standard design approach will take much of the initial cost and design work out of each station effort. "In effect, we won't have to keep re-inventing the wheel each time around," he says. "Now we can concentrate our efforts on keeping costs down while at the same time providing each community

with a station tailored to its own particular needs."

Cost savings will be substantial. On a station designed to handle between 50 and 150 passengers — at present the smallest basic design — Amtrak will save as much as \$8,000 and three months of work by having plans already prepared. On the larger stations, savings could run upwards of \$50,000.

The process can't hurt Amtrak's image with the public either. When representatives of a community interested in having a new station come to Amtrak, the engineers and architects can show them exactly how their

station will look. They can discuss its function and how the station will meet local needs.

The standard design minimizes many of the unknowns and makes the decision process for the local community that much easier.

Amtrak will be building its future stations so they will be familiar to the public and represent the smallest investment for the most proven designs. Most significantly, the stations have the built-in flexibility to expand as ridership grows, a feature that few transportation companies previously have managed to design into their passenger facilities.

Central Region Reorganized Into Five Districts

In order to reduce costs and increase operating efficiencies, Amtrak's six operating districts in the Central region have been reorganized into five.

With the reorganization, Richard E. Fahey, formerly of the Chicago-based North Central district, becomes superintendent of the combined St. Louis and North Central districts. His office will be in St. Louis and the new unit will be known as the St. Louis district.

"The two districts fit together quite logically," says C. James Taylor, vice president, Central region, "and the combined operation should enhance our ability to move trains more efficiently over the territory."

The Central region's other four districts are Chicago Metro; Twin Cities, based in Minneapolis; South Central, based in New Orleans; and the Detroit.

Patrick L. Mehlick, former superintendent of the St. Louis district, retired March 31, after 43 years of service with Amtrak and the Baltimore and Ohio.

Twin Cities Continues Winning Ways

The Piedmont, North Central and Twin Cities districts incurred no reportable injuries during March, tying for first place for the month in the district category of the President's safety contest.

Brighton Park and Los Angeles' 8th Street facility also had no injuries, tying for first place in the shop category. The Western region topped the other three in its category with a 3.2 safety ratio.

For the year to date, the Twin Cities district continues with no injuries and a resultant Zero safety ratio. The western region leads the regions with a 4.1 ratio, and Chicago's 21st Street Coach yard leads the shops with a 5.2 ratio.

The injury ratio is a figure indicating the number of injuries per 200,000 man-hours of work. Injuries that require more than mere first aid are counted in the statistics.

Keeping Track of Amtrak

Fifth San Diego Train

Amtrak's fifth Los Angeles-San Diego train, the second Caltrak state sponsored one, was inaugurated on Sunday, April 24.

A short ceremony was held at the San Diego station prior to the train's 9:30 a.m. departure. Speaking at the ceremony were Governor Jerry Brown, of the State of California; State Senator James H. Mills, of San Diego County and president of the California State Senate; Adriana Gianturco, director of the state's Department of Transportation; and Neal Owen, vice president, Western region.

The event, attended by some 200 persons, was covered by all the media. Governor Brown emphasized that the implementation of additional train service was in line with President Carter's energy conservation moves. He said that he hoped more people would utilize train travel in the future.

All of the participants rode the train to Los Angeles where a second brief ceremony was held. There, Brown was even more enthusiastic, telling the audience how pleasant his train trip was, how he enjoyed the ocean scenery, and that the two-hour-forty-minute journey passed rather swiftly.

The two new trains are No. 773, departing San Diego at 9:30 a.m., arriving in Los Angeles at 12:10 p.m., and No. 774, departing Los Angeles at 1:30 p.m., arriving in San Diego at 4:05. The first northbound train carried 139 passengers, the first southbound carried 107.

Braniff Sells Amtrak

Braniff International Airlines and Amtrak have extended a sales agreement that adds Mexico to the countries where Braniff and its travel agents will sell Amtrak's unlimited-travel U.S.A. Rail Pass.

Braniff had earlier agreed to sell the pass in ten countries in Central

and South America. With the new agreement, effective April 1, over 450 travel agents in Mexico will now sell the pass to Mexican visitors touring the United States. Mike Harding, manager of special projects, marketing department, says, "We feel that our U.S.A. Rail Pass has become available in Mexico at an excellent time. We expect to do a brisk business through the travel agents there."

In preparing for this newly-created market, Amtrak has prepared and delivered to the Mexican agents Spanish-language materials needed to promote the pass. Amtrak and Braniff have also begun a series of joint familiarization trips to the United States to show the Mexican agents Amtrak's passenger system.

U.S.A. Rail Pass Goes Up

The prices for Amtrak's unlimited-travel U.S.A. Rail Pass will be raised again this summer through the peak travel months.

The 14-day Pass, which now sells for \$165, will be raised to \$290, effective May 16 through August 31. The 21-day pass will go up from the present \$220 to \$365, and the 30-day pass from \$275 to \$450.

The new prices will be in effect at all sales points in the United States and Canada. U.S.A. Rail Passes sold overseas for exclusive use by visitors from abroad will be offered at their

present rates through October 31.

It is expected that lower off-season rates will be offered again in the fall.

Swede Heads Home

Amtrak's testing of the Swedish ASEA electric locomotive, the Rc4a, has been concluded and the unit was returned to Port Elizabeth, New Jersey, for shipment back to the manufacturer. Originally leased for six months, the locomotive was kept an extra two.

The four-axle unit performed well, both in formal testing on instrumented track and in revenue service in the Northeast Corridor hauling Amfleet equipment on Metroliner schedules.

Foreign Travel Reductions

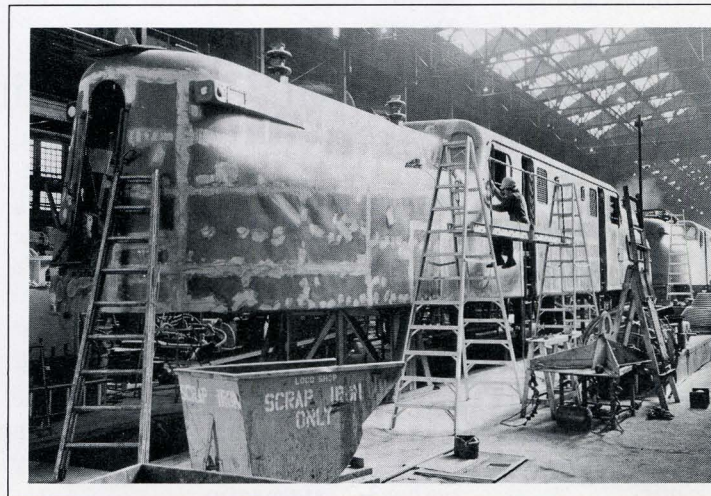
With the signing of an agreement with the French National Railroads, Amtrak employees and their families can now travel over the French system at a 50 per cent reduction in rail fare.

Similar agreements are already in effect with:

British Railways,
German Federal Railroad,
Danish State Railways,
Swedish State Railways,
Cerro de Pasco Railway, of Peru,
and

Indian Railways.

Employees intending to travel in any of those countries who would like to take advantage of the reduced rail fares should contact the Pass Bureau, in Washington, for further details.



Work continues on GG1 4935 at Amtrak's Wilmington shops. The locomotive will be repainted in original Pennsylvania Railroad Brunswick Green. The refurbished electric locomotive will be "unveiled" in ceremonies in Washington on May 14-15.

Bond Drive Continues, Payroll Savings Urged

Employees are reminded that Amtrak's annual U.S. Savings Bond campaign will run from Monday, May 2, to Friday, May 13.

In a letter to employees, kicking off the drive, Amtrak President Paul Reistrup noted, "The money accumulated by this automatic method of saving has helped many of us attain our financial goals, meet emergencies, provide for the education of our children and insure a worry-free future by expanding our retirement income.

"I sincerely hope that you will give this program your careful consideration and choose to make a safe and sound investment in your future by participating in the payroll savings plan."

Millions of Americans already own bonds. By enrolling in the payroll savings plan, Amtrak employees can allow their savings to accumulate automatically, and provide a reserve for emergencies, special occasions and other purposes.

Now and then, however, bond owners raise some questions about their holdings. Following are some of the most frequently-asked questions and their answers.

Question: I've been buying bonds since they first came out in 1941. How can I find out how much interest they've earned?

Answer: Bond tellers at banks and savings and loan associations have tables that show current values of any Series E bond you own.

Question: I own a number of Series E bonds, bought from the 1940s through this year. Should I cash in the older bonds and put the money into current-issue bonds to take advantage of the six per cent interest currently being paid?

Answer: No, and for two good reasons. First, the six per cent rate applies to all E bonds held to maturity and beyond, even those that were purchased in the 1940s.

Another good reason not to do so is that if you cash the bonds, you will have to report their gain in value on your federal income tax return and pay tax on it.

Question: There are two widely separate dates stamped, or typed, on the face of my bonds. How can I determine when they began to earn interest?

Answer: Bonds earn interest from their "issue date," which is the first day of the month in which they are

Amtrak Appoints

Jay Lawrence as District Sales Manager, Pacific Northwest. Lawrence will report to Jerry Sheehan, regional sales manager, San Francisco, and his territory will include the states of Washington, Oregon, Idaho, Montana and Alaska as well as the Canadian provinces of Alberta and British Columbia.

A native of Chattanooga, Lawrence received his bachelors degree in economics from Baylor University in Waco, Texas. He received his masters degree in transportation and marketing at San Francisco State University under Amtrak's educational assistance program.

Lawrence joined Amtrak in April 1972 as sales manager at San Jose, California, after having held various airline sales positions.

Raymond D.C. Caldwell as Manager, On-Board Services, Bay District. He will have jurisdiction over the Oakland commissary and dining car, coach and sleeping car employees on the *San Francisco Zephyr*, the *San Joaquin* and the *Coast Starlight* while they operate within the Bay district, which extends east to the Nevada-Utah state line, north to the California-Oregon line and south to Bakersfield and San Luis Obispo.

A native of Seattle, Caldwell received his bachelors degree in hotel and restaurant administration from

purchased. The other date is the actual date the bond is issued and has no effect on interest accruals or the waiting period for redemption.

Question: I've been told that bonds are "indestructible." What does that mean?

Answer: Bonds are registered securities. If one is lost, stolen, damaged or destroyed, it will be replaced by the Treasury — at no cost to you — via the Parkersburg office of its Bureau of Public Debt. Over the years, fires, storms, thefts and freak accidents have taken a large toll of bonds, but not a single penny has ever been lost by their owners.

Washington State University. Before joining Amtrak in 1973 he held various positions for four years in the hospitality industry.

He began with Amtrak as senior buyer in Seattle and progressed to purchasing agent for the entire Western region before transferring to corporate headquarters in Washington as corporate coordinator, commissary planning and development. He then transferred to Jacksonville as coordinator of the commissary takeover there, and then to Los Angeles as regional purchasing agent, the position from which he is now being promoted.

AMTRAK NEWS

Published twice a month for employees of the National Railroad Passenger Corporation and those of participating railroads who are engaged in rail passenger service.

NEWS STAFF

Ed Wojtas, Editor

John Jacobsen

Gayle Fedrowitz



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Voluntary Supplemental Insurance Available To Union-covered Employees

Since December 1975, when the program was first announced, 1,300 union-covered employees have enrolled in Amtrak's voluntary supplemental life insurance plan.

The program is underwritten by the Provident Life and Accident Insurance Company and the additional coverage is intended to enhance an employee's existing insurance program.

All regular full-time employees, under 65 years of age, covered by collective bargaining agreements are eligible to apply for the additional group life insurance in the amounts of \$6,000, \$12,000 or \$18,000.

The insurance is made available at rates generally lower than similar insurance purchased individually. The monthly cost of the coverage depends on the applicant's age.

For example, the monthly rates per \$6,000 of coverage are:

Below 35 years of age	\$2.24
35 through 44	3.38
45 through 54	7.48
55 through 64	15.95

The amount to be paid is determined by the employee's choice of coverage and will be deducted monthly from his or her paycheck. When the contribution rate changes because of an increase in age, the payroll deduction will be automatically adjusted.

Active agreement-covered employees of Amtrak are already provided with basic group life insurance of \$6,000 under the National Health and Welfare Plan. To apply for the additional coverage, an employee should pick up an enrollment form for the coverage from a personnel

office, fill it out and then return it to Benefits Office, Room 5037, 955 L'Enfant Plaza, SW, Washington, D.C. 20024. The insurance company will advise the employee by letter whether the application has been approved. If it has been, a certificate will be enclosed.

Employees who receive the additional coverage will have the option of deciding how benefits are to be paid. If preferred, that decision can be left for their beneficiaries.

Insurance offered is term insurance, meaning that it provides coverage up to a certain date, either to age 65 or up to 12 months after a person leaves Amtrak. Persons totally disabled prior to 60 years of age will have their insurance continued to age 65 without additional premium payments.



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