

Amtrak NEWS

A NEWSLETTER FOR AMTRAK EMPLOYEES

Vol. 5, No. 5

May 1978

Alan Boyd Named Amtrak President, Reistrup Leaves After Three Years

Alan S. Boyd, the first U.S. Secretary of Transportation and former president of the Illinois Central Gulf railroad, was elected president and chief executive officer of Amtrak by the company's board of directors at its April 25 meeting. He will take office June 1.

Boyd succeeds Paul H. Reistrup who has been Amtrak's president since March 1, 1975, and who had said he would not be a candidate for reappointment when his current term expired. Boyd automatically becomes an ex-officio member of Amtrak's board of directors. Reistrup came to Amtrak from the ICG where he was senior vice president.

A special committee of the Amtrak

board began interviewing potential candidates for the top job in early April after Reistrup said he would not be available. The full board elected Boyd unanimously after hearing the search committee's recommendations.

The search committee, consisting of Amtrak board members and which was named at the board's March meeting, included William J. Quinn, as chairman; and as members, Ronald G. Nathan; Charles Luna; Federal Railroad Administrator John M. Sullivan, who represents Transportation Secretary Brock Adams; and Amtrak Board Chairman Donald P. Jacobs.

In commenting on the new presi-



Alan S. Boyd

dent, Reistrup noted, "I worked for Alan Boyd for six years and feel
(Continued on page 11)

DOT Restructured Amtrak System Plan Unveiled

Secretary of Transportation Brock Adams, at a press conference in Washington on Monday, May 8, un-

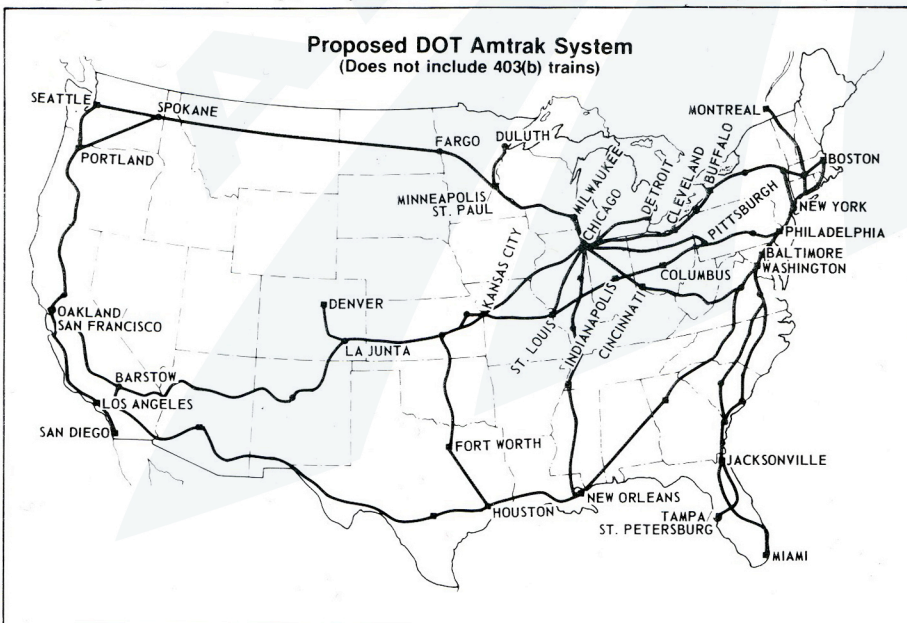
veiled the Department of Transportation's preliminary report on a restructured Amtrak system.

The 166-page report recommends cutting Amtrak's present 26,000-mile system down to 18,900 miles and eliminating several trains.

If the report were to be adopted intact by Congress, gone would be such trains as the *Floridian*, *Pioneer*, *Shenandoah*, *Hilltopper*, *Inter-American*, *San Francisco Zephyr* and one of the two trains between Chicago and Seattle.

Service would be continued, under the plan, to Denver by a stub train from La Junta, Colorado, and to Oakland/San Francisco by a train from Barstow, California. That train would probably follow the route of the present *San Joaquin*, via Bakersfield.

Adams said that his recommended passenger system would still be national in scope, serving 160 major metropolitan areas, but, in fact, it



Department of Transportation Map

would add Arkansas, Nebraska, Wyoming, Nevada and Utah to the present states — Maine, New Hampshire and South Dakota — that have no Amtrak passenger service.

The proposed system would provide daily coast-to-coast service on a northern route between Chicago and Seattle; a central route between Chicago, Kansas City, Albuquerque and Los Angeles/Oakland/San Francisco; and a southern route between New Orleans and Los Angeles.

Adams emphasized to the assembled reporters that his department's recommendation is not a final proposal but a preliminary one.

Candidly, he admitted having been given "a political hot potato" and, he continued, "I'm trying very hard to avoid third-degree burns from it."

In explaining the plan to the reporters, Adams said the new service would eliminate routes with the fewest passengers and that the remaining services were expected to average more than 150 passengers per train mile. He pointed out that all of the chosen routes thus would have good potential for energy efficiency because, at the projected ridership levels, trains would consume less energy per person than if their riders were traveling in automobiles.

The report was commissioned by Congress last year when it became obvious that the operating and capital budgets being proposed for Amtrak by the Administration were not sufficient to operate Amtrak's existing route structure or to pay for necessary rebuilding and equipment replacement.

Adams said, "The present system is far too costly for the service it offers. Projections show that if we continue as is, by 1984 we will be providing subsidies to Amtrak of around \$1 billion a year for operations alone."

DOT said that during the first full year of operation, in Fiscal Year 1980, the recommended system would require a subsidy of \$547 million and by 1984 would still need \$800 million.

Some short routes would be added to the system under the DOT plan. Already mentioned was the La Junta-

DOT Study And Amtrak Employees

It is important that Amtrak employees understand what this study is and its significance to the company, our passengers and to each of us.

First, remember that it is a "preliminary" report and was asked for by Congress.

Secondly, the study will be subject to extensive public hearings and detailed Congressional review before any part of it could be put into effect. This will take a minimum of several months and it is impossible to forecast how long after that a final system plan would be approved by Congress.

Amtrak will have a chance to comment on the plan.

During the coming weeks, Amtrak will thoroughly analyze the DOT's recommendations, especially as to operational feasibility, and how the proposed network would impact on present riders and revenues, current labor contracts, corporate legal obligations and the various state-supported services.

Amtrak will also consider whether the DOT revenue and cost assumptions are realistic to run the proposed new system.

This analysis, which is a high priority project, will enable Amtrak's board of directors, who are the company's policy-making body, to determine what course of action they will recommend in the public and Congressional hearings to be held later this year.

For the sake of Amtrak's passengers, it is important to note that under no circumstances will the hearing process be completed in time to require any train discontinuances during 1978. The Secretary estimated that the earliest for such action would be July 1979. Most would not take place until May 1980.

One result of the study should be a resolution of what the Amtrak system should be, what it costs to run and maintain, and what commitment is necessary by both Congress and the Administration to supply necessary funds.

If this happens, then Amtrak can be spared existing from one fiscal crisis to another and we can all settle down to running an efficient railroad for our customers.

Denver link, but there would also be a new train between Spokane and Portland. Amtrak would also pick up the Southern Railway's *Southern Crescent*, between Washington and New Orleans, which would be put on a daily schedule for the entire route.

The report also touched on Amtrak's pricing structure, noting that fare increases might be needed, and mentioned the possibility of more governmental control of the company.

Adams said, "I'm looking forward to public comment on our recommended route system. I expect to make changes in the recommendations based on the public's views and as we further refine our basic in-

formation and methods of analysis."

Those comments can be mailed to Adams in care of the Department of Transportation, 400 Seventh St., SW, Washington, D.C., 20590.

Requests for copies of the full preliminary report should also be forwarded to the Secretary.

Haswell Withdraws

President Carter withdrew his nomination of Anthony Haswell to be a member of Amtrak's board of directors on May 3.

Philadelphia Delayed

Because of space limitations, the Philadelphia 30th Street Station story has been postponed to the June issue.

Best On-Board Services Employees? Year-Long Contest Seeks Answer

All on-board services employees are eligible to win a six-day vacation at a resort location in a new service recognition contest that began on May 1.

The contest is being held to find the top on-board service personnel in Amtrak's system.

Says Rex Holland, Amtrak's director of on-board services, "We want to formally recognize our superior employees. We want to find the ones who, through their daily performance of duties, reflect the image of our company and maintain, or exceed, our established levels of service to passengers."

Holland strongly believes that Amtrak's on-board service is at least the equal of most transportation companies but hopes the new program will result in an even higher performance level and better esprit de corps.

On-board services employees will be divided into two distinct groups. The first category includes all employees who have direct contact with passengers, such as attendants in coaches, sleeping and lounge cars, and waiters in diners.

The second category includes those employees whose jobs in dining car service prevent direct contact with the passengers, such as chefs, food specialists and pantrymen.

Judging will be done in the first category on the basis of the number of unsolicited letters received regarding the employee's performance from either fare-paying passengers or Amtrak employees. On-board service personnel are not permitted to write about each other.

The second category will be judged on ratings from stewards or other personnel in charge of dining cars.

The on-board services employee, in each category, who receives the highest number of points at each crew base on a monthly basis will then compete for his or her region's quar-

terly award, which will be presented in June, September and December.

Because of the late start, this year's contest will take in eight months. Subsequent ones will span the full calendar year.

Regional quarterly winners will receive letters of commendation and a dinner for two at a local quality restaurant. First and second runners-up, in each category, will receive letters of commendation.

Each regional winner will then automatically be eligible for the annual corporate On-Board Services Employee Award.

Those two top employees, one in each category, will be invited to Washington for presentation of a service pin, plaque and a vacation for two for six days and five nights at a choice of one of three resorts. The vacation will be taken during normal vacation time, but all expenses will be paid.

First runners-up, in each category, in the annual competition will receive a certificate plus a three day, two night vacation, while the second runners-up will each receive a certificate

and an electric watch. Those presentations will be made locally.

A parallel crew base contest is being run at the same time as the individual competition.

The crew base in each region that gets the highest point score at the end of the year, based on the number of individual letters of commendation, will receive an excellence trophy.

That trophy will rotate between crew bases on an annual basis. However, if one base wins the award three years running, it will retain permanent possession of the trophy.

Says Holland, "We hope many, many passengers write us and comment on how our employees are doing.

"We are looking not only for specific praise about good performance by our people but also for comments on how we can do our work better."

Passenger comments should be directed to Amtrak's Office of Consumer Relations, P.O. Box 2700, Washington, D.C. 20002. Conductors and stewards on Amtrak's trains can also furnish official Passenger Response Forms.

Mini-Sleeper In Shenandoah Service

A new type of Amfleet car has been put into service on the *Shenandoah*, providing sleeping accommodations for passengers on the up-to-now coach-only train.

Beginning May 3, passengers had the option of purchasing sleeping space in two economy bedrooms that have been built into one end of an Amfleet coach. The rooms use components designed for the bi-level Superliners destined for long-distance services in the West.

Two Amfleet coaches were converted to the new configuration in Amtrak's Beech Grove shops for the *Shenandoah* service.

Each new bedroom offers two

wide, reclining seats—facing each other—that fold flat to form a bed for nighttime use. An upper bunk can be swung down from the ceiling for the second occupant.

The spaciousness of the room is complemented by windows on the train side, as well as two large windows on the aisle side. Curtains on both windows can be drawn for privacy.

Each seat has a reading light and the room has its own controls for temperatures.

The rooms are sold at \$15 per night for single occupancy, \$20 for double occupancy. This is in addition to regular coach fare per passenger.

Safety Trophies Presented Employees At Richmond, Rensselaer Ceremonies

Awards to the top district and the top maintenance facility in last year's President's Safety Contest were presented to employees at Richmond on Tuesday, April 11, and Rensselaer on Thursday, April 27.

Another ceremony will be held later in May at Chicago's Union Station for employees of the Central region which took the top honors in the regional category.

Richmond had been headquarters for the former Piedmont district, which was the 1977 winner and is now included in the Southern district.

Presenting the awards at Richmond were Amtrak President Paul Reistrup; Martin Garelick, executive vice president and chief operating officer; and Robert Herman, vice president, national operations.

Accepting on behalf of the district were Bill Grimmer, superintendent of the present Southern district; and Kelly Hughes, former district manager of the old Piedmont district. All Richmond employees attended the ceremonies which were held in the

passenger station.

At Rensselaer, the awards were accepted by Facility Manager Paul Baker and Jim Roseman, Amtrak's assistant vice president and chief mechanical officer, Washington. Presentations were again made by Reistrup, Garelick and Herman.

Reistrup lauded the winners and urged the other districts, regions and maintenance facilities and shops to put out extra effort during 1978 and

provide some stiff competition to the present champions.

"We want to operate a safe railroad," he stressed. "We want our employees to work safely, follow the rules and not get hurt."

Work stopped at Rensselaer so all shop employees could attend the presentation that took place in the employees' lunch room on the second floor of the new building. A short open house, complete with coffee,



Richmond employees at trophy ceremony include, left to right, John Sookins, Sr., lead red cap/baggage man; Kelly Hughes, former district manager, Piedmont district; Bill Jaworski, electrician; Cliff Russ, district supervisor; Paul Reistrup; R.M. "Pete" Moss, district security investigator; Paul Bello, station supervisor; Bill Grimmer, superintendent, Southern district; F.C. "Firecracker" Edwards, lead ticket clerk; Walter Davis, ticket clerk; Brian Lee, sales representative; and John Martin, station supervisor.



Rensselaer maintenance employees proclaim their number one status during the safety award presentation ceremonies.

soft drinks and sweet rolls, followed.

The awards consist of a large trophy that rotates on an annual basis between winners and a plaque that is kept by each winner permanently. Each supervisor also receives a permanent, smaller trophy.

Rensselaer's 1977 victory was so much sweeter because it nosed out Brighton Park and Beech Grove by just tenths of a percentage point.

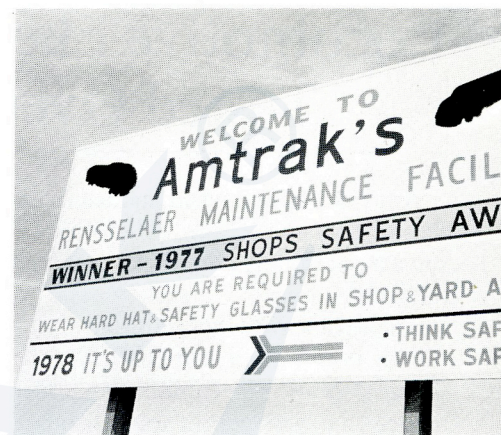
The measure of the safety contest is the safety ratio, a figure that is compiled by averaging the number of injuries and job-related illnesses on a 200,000 man-hour basis. As 1977 ended, Rensselaer won with a 6.0 ratio, trailed closely by Brighton Park with 6.4 and Beech Grove with 6.6.

Noted Joe Bonelli, Amtrak's director of corporate rules and safety, "Just one injury more or less at any of the three facilities would have changed the standings."

As a result, as the year was ending and the shops noted their positions, extra emphasis was placed at all of them to have employees work safely and to follow the safety rules. Says Bonelli, "Some of their people would call our office almost every day to check up on progress at the other facilities and to see if the standings had changed at all."

Rensselaer is so proud of its championship that a large sign has been erected at the entrance to the area declaring that status to all visitors.

The win is also significant because the "shop" moved into its new facility late in the year. Prior to that time, work had been done on the outside, near the station, under very trying conditions. And before that, Turboliner work was performed at Providence, Rhode Island, in a very old and inadequate facility. Many of the present employees transferred to



Rensselaer from Providence when that shop was closed.

The Central region also engaged in a scrappy fight to win its crown for the second year in a row. It ended 1977 with a 6.1 safety ratio, followed closely by the Eastern region with a 6.4 and the Western with a 6.5. The Northeast Corridor, which is judged with the regions, trailed with 21.9.

System Bond Drive Begins, Runs For Two Weeks

Amtrak's annual system-wide United States Savings Bond drive will be held from May 22 to June 2.

During that two-week period, volunteer canvassers will contact each Amtrak employee to explain the many advantages of Series E Bonds.

Bonds can be purchased on Amtrak's payroll savings plan, with money deducted automatically from one's pay check. When enough has been accumulated, the bond is mailed directly to the employee's home. Each employee chooses the amount deducted each pay period and the value of the bond he wants.

Says Anne Douglas, manager, employee development, personnel department, and Amtrak's corporate drive chairman, "Can anyone think of an easier way to save? The money is put aside before you can get your hands on it and spend it."

Series E Bonds pay six per cent interest, if the bond is held to its full maturity of five years.

Interest on savings bonds is exempt from all state and local income and

personal property taxes. The interest is subject to federal income tax, but can be deferred until bonds are either cashed in or reach final maturity.

For example, Series E Bonds marked their 37th anniversary on May 1. Those first ones issued have reached their original maturity some time ago, but Congress has extended their deadline and all continue to bear interest at present rates.

Bonds are one of the safest investments a person can make since they are backed by the full force of the na-

tional government.

A record is kept of each bond sold. Any that are lost, stolen, damaged or destroyed will be replaced by the Treasury at no cost to the owner.

Bonds, too, are fully liquid and can be cashed any time after two months of ownership.

Most people buy things on the installment plan. Amtrak's payroll savings plan offers all a chance to build a nest egg for future emergencies or planned expenses with an installment savings plan.

Lower Summer U.S.A. Rail Pass Price

Amtrak's peak summer season prices for its U.S.A. Rail Pass will be 14 per cent less this summer than last.

Off-season prices for the unlimited-travel pass ended May 15 and the pass went up in price the following day from \$159 to \$250 for 14 days, from \$215 to \$315 for 21 days, and from \$255 to \$385 for 30 days.

But, last summer's prices were higher, namely \$290 for 14 days, \$365 for 21 days and \$450 for 30 days.

Al Michaud, Amtrak's vice president, marketing, said prices will be lower this summer to get more families from behind their cars' steering wheels and onto Amtrak's wheels. The higher summer prices will be in effect at all sales points in the U.S. through September 5.

"We have plenty of space now on most trains through May and early June," he said. "But, summer is traditionally our peak travel season."

Locomotive Fuel Tender Built, Tested Over Florida, Seattle Routes

Amtrak has borrowed an idea from the days of the steam locomotive to solve a potentially costly environmental problem.

The problem? Upgrading up to 70 fueling points across the country.

The solution? Building a fuel tender that will permit long-distance trains to operate over 2,500 miles without refueling.

The project, which is being watched closely by the nation's railroads, could save the company millions of dollars. It came about after the Environmental Protection Agency told Amtrak that it must redesign and rebuild its 70 fueling points by 1983 to comply with updated environmental regulations.

Some of the locations have been in service for over 30 years and a study showed that the work could cost \$250,000 to \$500,000 per station for most of them and up to \$1.5 million for several others.

The total cost could be well over \$20 million.

An ad hoc Amtrak task force, directed by Herb Gall, assistant chief engineer, design and construction, was told to come up with a less costly solution.

The fuel tender idea ensued and, if successful, could result in the elimination of more than 50 of the present fueling points.

An E9A locomotive was taken out of the motive power fleet and stripped of its traction motors. Its

stock 1,250-gallon fuel tank was rigged to serve as a tender between two SDP40F locomotives. Special fuel connections and pumps were installed to permit transfer of fuel from the tender to the locomotives.

The first tests were successful, proving the locomotives could operate between Washington and Miami in regular New York-Florida service without enroute refueling.

Following the first tests, the tender, formerly locomotive number 400, underwent a much more extensive modification in Seaboard Coast Line's West Jacksonville shops.

Its two diesel engines and generators were removed and six additional tanks, each with 1,350-gallon capacity, were installed inside the body. The six were connected by a common manifold and a diaphragm valve to the main tank beneath the body.

Pumps, flow meters and other instrumentation were added and two F40PH locomotives, numbers 264 and 265, were modified to operate with the fuel tender. The three are connected together and operate as a team. Total fuel capacity of the tender and locomotives is 12,950 gallons.

Says Gall, "We borrowed from space age technology and used special high pressure hoses between the tender and the locomotives. The hoses are equipped with automatic shut-off valves in case of a disconnect."

Transfer from the six internal tanks to the main tender tank and between tender and locomotives is controlled automatically with float switches. "We keep the locomotive tanks full as possible so that in case of a malfunction we'll have maximum fuel capacity to get to a refueling station," points out Gall.

Transfer between tanks can be done while locomotives are moving or standing still.

Phase II testing began officially on April 21 with the locomotives and tender leaving Chicago at the head of the *Empire Builder*. The 2,287-mile run to Seattle was made without intermediate refueling. Normally the train would be refueled three times enroute.

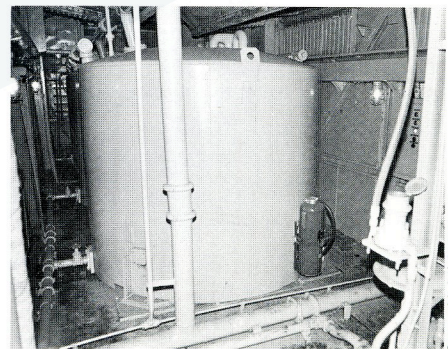
Five round trips between Chicago and Seattle were scheduled over both the *Empire Builder* and *North Coast Hiawatha* routes.

At the end of the third test, Gall was ecstatic. "We haven't had a 'glitch' yet," he said. "Everything has worked perfectly."

The Phase II test equipment is not a prototype but is being used to develop criteria for a possible prototype—or production—unit.

The plan is to have statistics and projections available for submission to the board of directors by July. The figures will take into consideration all costs incurred in the new system and all eliminated in the old system. The board can then determine whether the

(Right) Externally, the new fuel tender looks just like any other locomotive. Markings, however, denote its new role. (Far Right) Six 1,350-gallon tanks were installed inside the locomotive shell after diesel engines and generators were removed.



James N. Michel Photos

project is economically feasible and should continue and whether production tenders be built.

Working closely with Gall's task force were Danny Boehr, manager of operations control, train operations, who coordinated the many operating requirements; and Jim Roseman, assistant vice president, chief mechanical officer; Frank Conte, assistant chief mechanical officer, motive power; and Robert Chambers, manager, special equipment, mechanical department, who supervised the building of the tender and the modification of the F40PHs at SCL's West Jax shops.

Bob Breese, on loan from the planning department, is the special projects officer on the tender task force, in charge of data collection and correlation.

Bowling Plans

Rensselaer maintenance facility employees celebrated the end of their September-April bowling season with an awards dinner on April 22 at the Cardinal Greens Country Club.

Foreman Herb Knott, who originated the idea of an Amtrak league, admitted the first year's effort was modest but hopes for increased participation next season.

The all-male league was composed of 16 bowlers comprising four teams. Wives of Amtrak employees started and participated in their own league last year, but plans for next year are to have two leagues, that would bowl at different times of the day, and for mixed male-female participation.

One of the deterrents to greater attendance last season was that bowling was done at noon, limiting participation to night shift employees.

Ramrodding plans for the upcoming competition is Ed Czuchrey, general foreman. Says he, "We'd like to get a lot of people involved, and we'd also like to get some challenges from other Amtrak points. Heck, what I'd really like to see is an intra-system competition."

Any challenges?



Martin Kuhn Photo

At each stop on the preview run, people came out to hear the speeches and see the new equipment.

Chesapeake Begins Service, New Philadelphia-Washington Train

Nearly 2,000 persons turned out on a Sunday to participate in ceremonies, ride on and see the *Chesapeake* Amtrak's new Philadelphia-Washington train.

The new train, funded jointly by the Pennsylvania and Maryland Departments of Transportation, operates regularly Monday through Friday, leaving Philadelphia at 7:10 a.m., arriving in Washington at 9:20 a.m. Northbound, it leaves Washington at 4:45 p.m., arriving in Philadelphia at 6:54 p.m.

The special preview run, which was sponsored by the Maryland Department of Transportation, operated on Sunday, April 30, the day before it went into regular service.

The train, composed of eight self-propelled "Jersey Arrow II" cars, leased from the New Jersey Department of Transportation, left from Philadelphia and made 15 minute stops at all of the new points that were to be served. These included Chester, Pennsylvania; Newark, Delaware; and Elkton, Perryville, Aberdeen, Edgewood, Odenton and Bowie, Maryland. Regular stops on the *Chesapeake* also include Wilmington and Baltimore.

The preview train ran as far as Bowie, then returned to Baltimore for public display there. Crowds ranged from about 50 persons at Chester to

over 300 at Odenton. When the Odenton crowd was offered a ride to Bowie and back, about 200 took advantage of the sample trip.

Riding the train for portions of the preview trip were Congressman Thomas P. Evans, Jr., Delaware; Congresswomen Marjorie S. Holt and Gladys M. Spellman, Maryland; Senator Paul Sarbanes, Maryland; and Maryland Governor Blair Lee. Local civic officials also were aboard and participated in the brief ceremonies held at each stop. Richard E. Pinkham, director of planning, coordination and commuter service, Northeast Corridor, was spokesman for Amtrak.

At each stop, the local mayor was presented with a large, 18-by-36-inch facsimile ticket.

Other Amtrak personnel involved in the train's operation included Doug Golden, manager, state and local affairs, Northeast Corridor; George Sharp, superintendent, Baltimore division; Don Conti, trainmaster, Wilmington; and Jack Wilson, commissary supervisor, on-board services, Washington.

The preview run of the *Chesapeake* coincided with the opening of the refurbished Aberdeen station. That facility had been renovated under Amtrak's joint station program of matching funds.

Station Preservationists Charter Train, Jackie Kennedy Leads Group to Washington

Jacqueline Kennedy Onassis joined 400 other passengers who rode a special chartered Amtrak train from New York to Washington on Sunday, April 16, to tell the country how much they cared for New York City's venerable Grand Central Station.

The one-day trip was organized by the Committee To Save Grand Central, which was organized in 1975 under the auspices of the Municipal Art Society of New York, to focus attention on the fight to maintain the building's landmark status.

The train ride was timed for the day before the United States Supreme Court was to hear arguments in a suit by the Penn Central Transportation Company to overturn the City of New York's designation of the station as a historic landmark.

The Penn Central wants to replace the beaux art station, built in 1913, with a 55-story office building, while the Municipal Art Society wants to keep it as it is.

The special train consisted of four Amcoaches, three Amcafes and New York Attorney George Pins' private car, the *Pennsylvania*. The *Pennsylvania* has been used by four American presidents and also carried slain Robert F. Kennedy's body from New York to Washington for burial in Arlington National Cemetery in 1968.

The train made stops at Philadelphia and Baltimore to pick up additional riders. Between stops, Mrs. Onassis strolled through the cars and thanked the riders for coming along. Drama Critic Brendan Gill, chairman of the Society, said, "She's one of the most vivid figures in American life and she took the time to walk through the train and thank each of the 400 aboard individually. That's an exhausting thing to do."

Passengers on the special train, dubbed the *Landmark Express*, first rallied at the head of the grand staircase overlooking the grand concourse



Helen Hayes Photo

Jackie Kennedy walks through an Amcafe to thank her fellow riders for coming along to protest the proposed razing of Grand Central Station.

in Grand Central Station, where they heard from New York City Mayor Edward Koch and New York State's Lieutenant Governor Mary Anne Krupsak. They then transferred by bus to Pennsylvania Station to board the special train.

Aboard the train there was entertainment by clowns, mimes, a pair of fire eaters and roving musicians.

On arrival in Washington, the group was met by Second Lady Joan Mondale, Senator Patrick Moynihan of New York, a jazz band and several

dozen reporters.

A press conference was held in the National Visitor Center, during which a cake, baked in the shape of Grand Central Station, was cut and passed out to the crowd.

Afterwards, the group moved to the Center's Presidential Room for an informal reception before returning to New York.

Arrangements for the special move were handled by Paul Nestor, sales representative, New York, who accompanied the group on its trip.

Empire Builder Rerouted North

The *Empire Builder* has been temporarily rerouted on the Seattle/Spokane leg of its transcontinental run via Wenatchee as of April 22. The *Builder* and its companion train, the *North Coast Hiawatha*, thus provide daily service for passengers in Washington via the northern Stevens Pass route.

This action was necessary because of deteriorated track conditions on the detour route, via Snoqualmie Pass over the Milwaukee Road, which the train had been using since

the closing of the Burlington Northern's Stampede Pass route by washouts last December.

Service along the southern route, via Ellensburg, Yakima and Pasco, will be handled by buses until work is completed on reopening the Stampede Pass route the train normally used.

That is expected sometime between June 15 and July 1 depending on how quickly work proceeds.

The Auburn to Seattle bus connection to and from the *Empire Builder* will continue.

Amtrak People

Picture From Photo Ideas, Inc.



Illinois Central Gulf Conductor Harold McGraw donned his noted green derby on St. Patrick's Day to greet fellow employees and passengers boarding his train to St. Louis. McGraw, who has 33 years of service as a conductor on the ICG, always celebrates holidays by wearing appropriate attire and handing out candy and other favors to children aboard his trains.

Wishing him a bit of Irish luck on his St. Louis trip is, appropriately, Dorothy O'Kelley, general supervisor of station operations, Union Station, Chicago. (And a bit of the green to you, too.)

Union Pacific Conductor Max Stoddard, who works the San Francisco Zephyr between Denver and Cheyenne, is a hooker and doesn't care who knows it.

He's a rug hooker who began his hobby just three years ago when he acquired a small kit and proceeded to create his first rug by tying the pre-cut yarn through the webbed material.

After going through a couple of kits, Stoddard became bored and proceeded to design his own rugs. The first one he created was a 52-by-36-inch white rug featuring a large UP emblem and a UP train curving toward the viewer. He followed an existing beach towel design he had.

He then tackled an Amtrak design using an old placemat as the model. The placemat had a white background but he felt that would dirty too fast so he changed the background to a blend of three colors—red, orange and gold.

Stoddard says it took him three months to complete, devoting one to two hours a day for a total of 90 hours of his spare time. He estimates 32,801 squares—with one knot per square—on the 62-by-36-inch rug which won first place in a recent hobby show. The rug now hangs in the office of Kevin Scott, district supervisor, Denver.



When John McVeigh isn't helping save people's lives, he sells tickets at Amtrak's Reno, Nevada, station.

The life saving incident occurred earlier this year just as McVeigh was about to service the westbound San Francisco Zephyr.

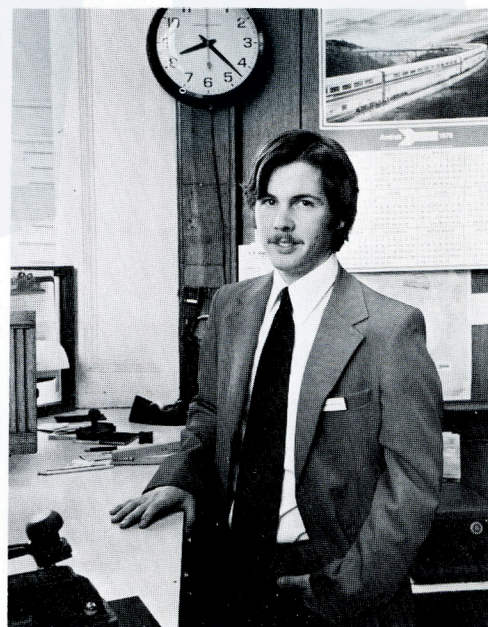
As he headed for the train platform—the train was just leaving Sparks—a woman called him over to an elderly man who had suddenly slumped over on the waiting room bench.

Says Lead Ticket Clerk McVeigh, "He had stopped breathing, his dentures had fallen out and to all appearances he was dead." McVeigh began administering CPR, pumping the man's chest and giving him artificial respiration.

One passenger began scouring the crowd for a doctor, while John Malinowski, district supervisor, who happened to be in the station, phoned for an ambulance.

By the time the ambulance arrived and a doctor found, the man was breathing again. He was taken to a local hospital for observation. Both the doctor and ambulance attendants credited McVeigh's quick action with saving the man's life.

The incident happened so fast that McVeigh was able to finish servicing the train before it left for Oakland.



Keeping Track of Amtrak

Pullman Strike Settled

An agreement was reached in April on a new three-year contract between Pullman Standard and the United Steelworkers, ending a 27-week strike.

This means that production of Amtrak's Superliner cars will be resumed although no date has been firmed up for delivery of the first cars.

Hopefully, the first train sets can be put into service before the end of the year.

An extensive testing and training program must be undergone before the cars can be put into service after acceptance by Amtrak.

Handicapped Fares

Amtrak is making first-class travel by train less expensive for overnight passengers with physical disabilities.

Beginning April 30, handicapped persons are able to travel in a bedroom without paying extra to occupy the double accommodation alone.

It has been a long-standing policy

to require an additional charge of 50 per cent of the basic fare for single occupancy of a bedroom. The new policy was adopted because space limitations often prohibit disabled passengers from using the smaller, less expensive roomettes. The new fare structure, for example, will mean a \$90 savings for handicapped passengers traveling from New York to Los Angeles via Chicago.

Amtrak estimates that over 3,500 handicapped persons traveled by train in 1977. The company has modified some stations and equipment and instituted policies at reservations bureaus, stations and onboard trains to make rail travel more pleasant and convenient for the handicapped.

March Safety Standings

Five mechanical facilities—New Orleans, Houston, Dallas-Fort Worth, Kansas City and Detroit—continued their injury-free performance resulting in a zero injury ratio for the first three months of 1978 as

the March results of the President's Safety Contest were released by Joe Bonelli, director of corporate rules and safety.

The five were joined by Brighton Park, Buffalo and Jacksonville in the zero category for the month of March.

Also for March, the Empire, Southern and Chicago Terminal districts compiled zero ratios, while the Central led the other four regions with an 8.4 ratio, and Albany-Rensselaer lead the shop group with 14.5.

For the year to date, in addition to the already mentioned mechanical facilities, the Empire district leads the districts with its continuing zero ratio, the Central leads the regions with a 7.9 ratio and Beech Grove tops the shops with an 18.2.

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

Turbine Engine Test

A test program to improve fuel efficiency of Amtrak's Turboliners has been approved by the company's board of directors.

Under the six-month test, the Turmo III turbine engines, currently in use, will be replaced on two train sets by more powerful Turmo XII engines. The new units will have 1,200 kilowatts of power compared to 820 kilowatts on the older engines.

The increased power will enable the Turboliners to operate with just one turbine rather than the two smaller units as is currently required.

Fuel consumption is expected to be reduced from 140 gallons an hour to 98 gallons, a savings of 42 gallons an hour per train.

The reduced hours of overall turbine running time realized by operating one unit rather than two will reduce maintenance costs by lengthening the calendar time between turbine overhauls.

The French National Railways is conducting similar tests on its turbine



Ray Caldwell Photo

Oakland, California, on-board services employees lay claim to being the first crew base to have all its employees outfitted in the new white uniforms. Left to right are Ralph Crane, train attendant; John Brown, lead service attendant; John Johnson, train attendant; Aaron Morris, steward; Fred Taylor, chef; and Joseph Miller, McKinley Thompson and Walter Gaskin, service attendants.

trains and is making the Turmo XII engines available to Amtrak with the agreement that both railroads exchange test data and results.

Both of the test engines will be placed in operation on trains operating out of Chicago.

Montreal Tour

Nearly 150 top travel agents from New York—all \$1 million producers for Amtrak—traveled to Montreal on the *Adirondack*, April 13, to participate in a familiarization tour of the city and the nearby Laurentian mountains.

Enroute the group held an executive meeting in the Turboclub, while other members participated in a wine tasting party, hosted by Robert Mondavi winery, of California, in one car, and watched travel movies in another.

Says F. Paul Weiss, Amtrak's Eastern regional sales manager, "The charms and sights of Montreal and its surrounding area are such that they should attract many New Yorkers. I think we were able to show the travel agents that Amtrak, with the Turbo-

liners, provides an excellent service to Montreal from New York. Hopefully, they'll be recommending to their clients that they use the train."

The travel agents were all members of New York City's chapter of the American Society of Travel Agents, largest in the world with over 1,900 members.

Air Wagon Inventor

Los Angeles' Eighth Street Yard Foreman Tino Rodriguez is the inventor of the Air Wagon, a mobile unit that can test the brake and public address systems of Amfleet cars—and the upcoming Superliner cars—without the need of a locomotive.

The machine is connected to an Amfleet consist with the standard 27-pin cable that is normally used between cars. Two air hoses are then used to connect yard-supplied air to the wagon and from the wagon to the cars. When the train is fully charged with air, Rodriguez checks for proper pressure and possible air leaks. By flipping another switch he can apply the brakes to see if they operate correctly. Using the hand set, he can also



Tino Rodriguez checks out a cut of Amfleet cars before sending them to Los Angeles Union Station for passenger boarding.

check the working of the cars' public address and intercom systems.

The advantage of the tester is that malfunctioning cars can be discovered in the yard and cut out of the train before being sent to the station for loading.

Rodriguez is also the originator of the facility's Employee of the Month contest.

BOYD

(Continued from page 1)

confident that the transition will be smooth and that he will rely on the experience and judgment of the staff as Amtrak moves forward into its next era.

"I would suggest that all Amtrak employees just keep on working, doing a good job every day. You won't see much of a change in operations or organization.

"Just take care of the passengers because that's what we're all about. Remember to keep customer-oriented because they are the ones who buy the tickets and support us with their taxes."

Boyd, 55, became Secretary of Transportation in January 1967 after having been Under Secretary of Commerce for transportation since 1965. Before that he was a member of the Civil Aeronautics Board and its chairman from 1961 until 1965.

After leaving the Cabinet in 1969,

Boyd became president of the Illinois Central Gulf, a post he held until 1976 when he became vice chairman of IC Industries.

Most recently he has been special representative (with rank of ambassador) on the U.S. delegation for United States-United Kingdom Air Service Agreements.

Boyd also is a former member of the Florida Public Utilities Commission. He was appointed to the commission in 1955 and elected to a full term in 1956. He was chairman of the commission in 1957 and 1958. Earlier he had served as chairman of a civilian committee for the development of aviation in Florida and as general counsel for the Florida State Turnpike Authority.

A lawyer, Boyd attended the University of Florida and received his law degree from the University of Virginia in 1948. He was a pilot with the Troop Carrier Command during World War II from 1942 until 1945

and served again during the Korean conflict.

Boyd was born in Jacksonville, Florida, on July 20, 1922. He is married to the former Flavil Juanita Townsend and they have one son, Mark.

AMTRAK NEWS

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

STAFF

Editor

Ed Wojtas

Circulation

Marguerite Broyhill



Amtrak News is a member of the Association of Railroad Editors.

Material in Amtrak News is not copyrighted. Readers may use what they wish with proper attribution to Amtrak News.

Mystic Station Rededicated

After Joint Station Program Upgrading

Mystic, Connecticut's, station was rededicated in ceremonies held on Saturday, April 29.

The building had been renovated by Mystic Depot, Inc., a non-profit group organized to do the job. The group took advantage of Amtrak's joint station program that offers matching funds to participating civic groups.

The station, which had once been a prototype for a Lionel model station, has been restored to its original 1905 appearance.

Nearly 400 people attended the ceremony which was followed by an open house, sponsored by Mystic Depot, Inc. Light refreshments were served and music provided by a band.

Congressman Christopher Dodd and local civic officials attended the ceremonies. Amtrak was represented by Richard J. Duggan, superintendent, Boston division, and Doug Golden, manager, state and local affairs, Northeast Corridor.



The Noank, Connecticut, community band plays at the Mystic station rededication. The building was once used as a prototype for a Lionel model railroad station.

The upgraded station will once again be available as a waiting room for passengers. Mystic's Chamber of Commerce has installed an informa-

tion office in the building and will be responsible for opening and closing the facility. Ten Amtrak trains serve the station daily.

Amtrak
National Railroad
Passenger Corporation
400 N. Capitol St., NW
Washington, D.C. 20001

First Class Mail
U.S. POSTAGE
PAID
Permit 1911
Merrifield, VA

FIRST CLASS

ADDRESS CORRECTION REQUESTED