

New Fall Schedule Changes Include Shortened Travel Times

Amtrak shortened travel times on 26 trains beginning October 30 with the biggest time savings involving trains linking Chicago with Seattle, where up to nearly six hours were removed from schedules.

Trains elsewhere benefitting from the speed-up program were those linking Chicago with San Francisco, Minneapolis, Boston, New York City, Detroit, and Lansing, Michigan, along with some trains in New York State, Virginia and West Virginia.

"The schedule improvements resulted from a number of factors, including new Amtrak locomotives that can run at higher speeds and track improvements undertaken by Amtrak, by participating states, or by railroads that operate our trains," says Paul H. Reistrup, Amtrak's president.

"We also have a new contract with a major railroad that helped reduce times in the West and Southwest," Reistrup said. The biggest time savings occurred on the *North Coast Hiawatha*, where the schedule was cut 5 hours and 49 minutes westbound and 4 hours and 57 minutes eastbound.

The other Chicago-Seattle train, the *Empire Builder* operating through Minot, North Dakota, was speeded up 4 hours and 40 minutes westbound and 3 hours and 32 minutes eastbound.

Between Chicago and Minneapolis, the *Twin Cities Hiawatha* is now running 1 hour and 40 minutes faster westbound and 50 minutes quicker eastbound.

Track improvements in Wisconsin and Minnesota made by the Milwaukee Road, along with new Am-

trak locomotives able to operate faster between Minneapolis and Seattle, brought about higher speeds for these trains.

Amtrak's *San Francisco Zephyr*—America's longest-distance passenger train—now runs 50 minutes faster in each direction on its Chicago-Denver-Ogden, Utah-San Francisco route. A new operating contract between Amtrak and the Southern Pacific brought about time savings on the Ogden-Oakland/San Francisco portion of the *Zephyr's* route.

The same contract also allowed 15 minutes to be removed from the Los Angeles-El Paso-New Orleans train, the *Sunset Limited*.

A speed-up again went into effect for the *Blue Water Limited* between Chicago, Lansing and Port Huron, Michigan, where 30 minutes was removed from the eastbound schedule and 15 minutes westbound. Amtrak has reduced this train's schedule several times and by October 30 it was running 1 hour and 55 minutes faster eastbound and 1 hour and 15 minutes

faster westbound than when the train began on September 15, 1974.

This latest tightening of the *Blue Water Limited's* schedule was made possible by completion of a sophisticated traffic control signaling system in Flint, Michigan, installed by the Grand Trunk Western railroad. Previously, track work was funded by Amtrak and the State of Michigan and improvements are still underway on the Amtrak-owned Kalamazoo-Michigan City portion of the route.

Between Chicago and the east coast, 20 minutes have been cut from the eastbound *Lake Shore Limited's* schedule to Boston and New York City; 15 minutes have been taken out of the *Broadway Limited's* timetable to Pittsburgh and New York, and 10 minutes saved on the *Broadway's* Chicago-to-Washington section.

Time was shaved from these schedules as a result of track improvement projects carried out by Conrail.

The *Hilltopper*, linking Washington with Richmond, Roanoke, Blue-

Carter Names Board Nominees

President Jimmy Carter announced on October 18 that he will nominate five new candidates for Amtrak's board of directors and reappoint one present member.

The five new members are:

Harry T. Edwards, Ann Arbor, Michigan, for the term expiring July 18, 1980. He would replace Joseph MacDonald whose term has expired. Edwards, 36, is a professor of law at the University of Michigan and has also taught law at Harvard University Law School. His areas of specializa-

tion are labor law, collective bargaining and labor arbitration. He has served on numerous arbitration panels and is the author of books and articles in legal journals.

Anthony Haswell, Chicago, Illinois, for the term expiring July 18, 1981. He would replace Donald Jacobs whose term has expired. Haswell, 46, is an attorney who worked for the law department of the Illinois Central Railroad from 1958 to 1960. He organized the National As-

(Continued on page 7)



Amtrak's Empire Builder heads east through Montana. The Seattle-Chicago trains now operate on new, greatly reduced schedules.

field, West Virginia and Catlettsburg, Kentucky, will be 35 minutes faster westbound and 15 minutes quicker eastbound. Completion of Amtrak-funded track improvements in Petersburg, Virginia, brought about this time savings.

Trains speeded up 10 minutes or less include three trains linking Chicago with Battle Creek and Detroit; the northbound *Inter-American*, Laredo to Chicago via Dallas; the northbound *Pioneer*, operating Salt Lake City to Seattle via Boise, Idaho, and Portland, Oregon, and three trains operating on the New York-Albany-Buffalo line where New York State has funded track improvements along with Conrail.

Track work funded by New York State has allowed the speed of Amtrak's Turboliners to be increased from 70 to 79 mph over a distance of 88.5 miles and increases from 5 to 24 mph over a 100-mile distance on the Delaware & Hudson where trains will run at 60 instead of 50 mph or, in one instance, 79 instead of 55 mph.

A schedule slowdown went into effect for the Chicago-Florida train, the *Floridian*, where 42 minutes was added to the St. Petersburg section and 1 hour and 27 minutes to the Miami portion. This was necessitated by a change in the type of locomotive assigned to the run as Amtrak has ceased leasing Auto-Train units and is resuming use of SDP40F locomo-

tives. Five other trains were slowed from 5 to 15 minutes because of track conditions or added station time.

Schedules were revised on all trains where trip times have been changed.

Schedule patterns were also altered on the Chicago-Milwaukee and Chicago-St. Louis routes and modest adjustments made to these services: Chicago-Detroit; Chicago-Dubuque; Minneapolis-Duluth; Seattle-Vancouver, B.C.; Cincinnati-Washington via Parkersburg, West Virginia, and Seattle-Salt Lake City.

Important changes were made to the *Broadway's* schedule which reverts to a traditional "overnight" pattern leaving Chicago each afternoon at 3:30 p.m., arriving in New York at 12:02 p.m. the following day. Departure from New York will be at 6:30 p.m. and arrival in Chicago at 12:30 p.m. The new times replace a current 7:30 p.m. departure from Chicago and a 2:30 p.m. departure from New York. Trip time for the *Broadway* is improved by 15 minutes eastbound but five minutes will be added westbound to allow more servicing time in the Pittsburgh station.

The Washington section of the *Broadway* will depart Washington Union Station at 5:40 p.m. effective October 30. The new arrival time in Washington from Chicago is 1:05 p.m.

The *Lake Shore Limited* now departs Chicago at 2:50 p.m. on the new

schedule, 20 minutes later than previously but, because of a 20-minute improvement in running time, arrival in New York remains 12:30 p.m.

Departure from New York at 6:15 p.m. and arrival in Chicago at 2:40 p.m. is unchanged for the *Lake Shore Limited*. Also, there are no changes in the schedules of the Boston-Albany sections of this train in either direction.

The new schedule of the *National Limited* is affected by a temporary reroute effective November 1 which was made necessary by a Conrail decision to downgrade or discontinue a section of track in Indiana. The reroute means that this train will miss Dayton, Ohio, & Richmond, Indiana. (See Dayton story on page 7.)

On its new schedule the eastbound *National* leaves Kansas City 10 minutes later at 7:10 p.m. and arrives in New York City 25 minutes later at 2:25 p.m.

Westbound, the *National Limited* leaves New York 1 hour and 15 minutes earlier at 4:55 p.m. and arrives in Kansas City one hour earlier at 10:05 p.m. Corresponding changes have been made in times for all intermediate stops and for Washington-Harrisburg connections to the *National Limited*.

Amtrak service in New York State underwent numerous schedule changes as the new fall and winter timetable went into effect. As a new Buffalo-Albany train was added, several New York City-Albany trains were rescheduled or discontinued, and the patterns of arrivals and departures from many cities were revised.

An important new intermodal stop was opened at Richmond, California where passengers may transfer from Amtrak trains to San Francisco's Bay Area Rapid Transit System. The new station construction resulted from efforts by the California Department of Transportation. Other stops added to Amtrak routes are: Madiera, California in the *San Joaquin* route; Albany, Oregon on the *Coast Starlight* route; and Lee Hall, Virginia on the *Colonial* route.

Mrs. Carter Rides Metroliner, Visits With Passengers Enroute

Mrs. Rosalynn Carter, the nation's First Lady, rode Amtrak's 9 a.m. Metroliner to Philadelphia on October 20 to hit the campaign trail for Democrat Governor Brendan Byrne of New Jersey in his bid for re-election.

Mrs. Carter boarded the train at the last minute and rode in the Metroclub car as a paying customer. Besides normal security precautions, no special arrangements were requested. Other Metroclub passengers took their seats on the car as they would on any other day.

However, on this particular morning, they no sooner received their morning coffee than the First Lady strolled up and introduced herself with a "Hello, my name's Rosalynn Carter. How are you today?"

Mrs. Carter chatted with each of the passengers on the car, then returned to her seat to work for the remainder of the trip. A television crew and several Secret Service agents were the only outward indication that a

special passenger was on board. Mrs. Carter returned to Washington on another Metroliner later that afternoon.

Ed Blair, assistant superintendent, Washington Union Station, and Tom Kennedy, Philadelphia, coordinated the trip. Engineer on both Metroliners was Howard Gunther, while the conductors were Marty Leach, on the northbound trip, and Lee Quillen, on the return.

On-board service, performed by Service Attendants George Davis and Richard Randolph, was excellent. Northeast Corridor Chief of Police Thomas Barrett and Investigator Fred Klopzbach rode the train and worked closely with the Secret Service agents. Washington District Sales Manager Kathy Hartz handled most of the overall coordination. John Flynn of government affairs also rode the train.

Surplus Cars Offered For Sale

During November Amtrak will sell to the highest bidder nearly 170 vintage passenger cars of all types including sleepers, coaches, diners and recreation cars.

The surplus cars, most of them in good condition but some damaged by accidents, are currently stored, and will be sold, at rail yards in Oakland, Seattle, New Orleans, Chicago, Los Angeles, St. Petersburg, Topeka,

New Haven and Minneapolis/St. Paul.

These cars are no longer needed, either because they have been replaced by new equipment or because it would be too expensive to repair or refurbish them.

Potential buyers will first have a chance to inspect the cars. Bids must then be submitted in writing and all sales will be completed during November. There are no restrictions as to who may bid, but the cars are sold to an "as is-where is" basis with the buyer having the responsibility for moving the car or cars within 30 days after sale.

All cars up for sale were acquired by Amtrak from various private railroads after it took over national intercity rail passenger service in 1971.

The collection includes diners with woodburning stoves, round-end observation cars and dome sightseeing cars. Most of the cars are over 25 years old and have seen millions of miles of service.

Virtually all were built during the transition from steam to diesel locomotives and are dependent on steam for heat and, in many cases, air conditioning.

Persons interested in bidding on the cars should contact Amtrak's procurement office at 955 L'Enfant Plaza, S.W., Washington, D.C. 20024; (202) 484-3524.



Mrs. Rosalynn Carter makes her way down the Metroclub car aisle to greet fellow passengers during her Washington-Philadelphia trip.

Amtrak Programs Stress Grade Crossing Safety

Amtrak's nationwide grade crossing safety program has been underway nearly two years now, and has made important progress throughout the country in promoting improved grade crossing safety and involving Amtrak in the forefront of an expanding national effort to reduce the heavy accident rate over the nation's 400,000 grade crossings.

As director of the program since its inception, Bruce L. Gordon has been active in seeking Amtrak involvement in the many national and regional organizations and federal committees that develop and regulate both grade crossing legislation and safety technology.

Gordon and one of his assistants, Ms. Francine Richardson, have been quite successful in getting Amtrak membership in several national committees that focus on the recommendation of standards, regulations, guidelines and rules as they affect the rail-highway grade crossing environment.

In the last two years, Gordon has gained membership in the Association of American Railroads Rail/Highway Program Policy Committee, the Transportation Research Board's Rail Highway Programs Committee and Committee on State Role in Rail Transport and the National Safety Council's Subcommittee on Nationwide Grade Crossing Safety Education Programs, and Committee on Motor Vehicle Safety at Rail/Highway Grade Crossings.

The AAR Rail Highway committee sets the mood for industry on national policy, and Amtrak's membership on the committee has encouraged the consideration of passenger trains as well as freight when recommendations are developed.

The Transportation Research Board performs research to improve the rail/highway environment. The National Safety Council's program is better known as "Operation Lifesaver," a program underway in many

states that has proven highly successful in promoting public awareness of grade crossing safety and bringing about strong improvement in the efforts of the industry to reduce grade crossing accidents, fatalities and costs.

Gordon is seeking membership in other organizations, such as the American Railroad Engineering Association that deals with the railroad highway grade crossing problem and has a profound effect on recommended national policy and guidelines. Amtrak was a member of the planning committee of the National Conference on Rail Highway grade crossing safety, which was held in Salt Lake City this August. This important conference gave Amtrak President Paul Reistrup the opportunity to address the conference and reaffirm Amtrak's strong commitment to the national grade crossing safety effort.

Gordon was responsible for having a major management tool developed to guide Amtrak's grade crossing program toward the most effective action. This is the Amtrak Grade Crossing Inventory Computer file. It

allows Amtrak to describe over 62 data elements that apply to each of the 33,000 grade crossings over which Amtrak trains operate. The elements fall into four basic data categories: location and classification, traffic, physical and jurisdictional.

As complicated as this inventory file sounds, its job is simple. It allows Amtrak to pick any group of grade crossings and present a detailed description of the average train speed, the traffic picture at any particular time, the type of safety equipment installed and how it compares with other crossings in any particular category.

The file has enhanced Amtrak's use of a systems approach in reviewing improvement priorities for regional grade crossing projects, saving both manpower and money in deciding which crossings and in what order they are to be upgraded in any particular region of the country.

Amtrak's grade-crossing program is currently involved in six regional pilot projects with different railroads around the country. They are using the Grade Crossing Inventory file to identify the order in which the most



When an automobile meets a speeding train, the auto always loses. Amtrak's progressive program is designed to minimize grade crossing encounters.

hazardous grade crossings should be improved.

Amtrak is also working with local communities on selective improvements in ten states, where grade crossing improvements and efforts to encourage the lifting of locally-imposed speed restrictions can improve both safety and operational efficiency.

Careful research has shown that in many instances speed restrictions can adversely affect grade crossing safety. Amtrak is trying to convince local communities that when speed restrictions are imposed, citizens tend to be impatient and take more chances than when they are aware that trains travel at high speeds.

Gordon is working closely with Amtrak's executive planning department on further development of the three emerging corridors. He is helping to identify city-imposed speed restrictions, and holding discussions

with state, county and local authorities in an effort to correct safety conditions and remove the need for such restrictions.

Gordon has been instrumental in developing detailed guidelines for states to create "Operation Lifesaver" programs. Amtrak is presently participating in eight statewide programs, and the results, in both reduced accidents and fatalities, have been impressive. The Operation Lifesaver concept was conceived by the Union Pacific railroad in 1973 and implemented first in Nebraska. Its success led other states and railroads to follow the program.

Today's Operation Lifesaver programs begin with the creation of a state rail highway grade crossing safety council and a proclamation by the governor. State rail agencies, operating railroads, Amtrak, unions, safety associations and citizen's

groups all make up council membership. The program attacks the problem from three directions: engineering, education of the public and enforcement.

Operation Lifesaver programs have reduced accident and fatality statistics anywhere from 25 per cent to 70 per cent. With the widespread success of past programs, several states have asked Gordon to help in designing similar programs tailored to their region. He and his staff have done so.

Amtrak's national grade crossing safety program has been a catalyst in a growing awareness of the problem and the effectiveness of state and federal agencies in improving programs to improve safety. In the past two years, much progress had been made and Gordon is the first one to point out how far Amtrak still has to go to reduce dramatically the nation's grade crossing accident rate.

Hearings Set For Hiawatha Reroute Proposal

Amtrak has set the dates and locations of open meetings to seek public comment on a proposal to reroute the Chicago-Seattle *North Coast Hiawatha* through Helena, Montana, bypassing Butte.

An open meeting will be held in Butte on Thursday, November 17, at 7 p.m. at the Racetrack Firehall, Grand and Farragut Streets. Another meeting will be held in Helena on Friday, November 18, at 7 p.m. at the Civic Center Auditorium.

Anyone who would like to comment may reserve time on the program by writing to the Butte/Helena Project Officer, Amtrak, 955 L'Enfant Plaza North, S.W., Washington, D.C. 20024. Time may be reserved up until one week before each meeting, and time periods will be assigned on a first come, first served basis, except that principal elected officials will be given priority. Fifteen minutes will be allocated to each elected official, ten minutes to representatives of groups, and five minutes to each individual.

Participants will be notified of presentation times during the week before the meeting.

Persons who would like to participate but do not have a time assigned may arrange to do so at the end of scheduled presentations, if time permits.

The proposed reroute would provide direct service to Logan, Helena and Garrison, Montana, and would eliminate direct service to Butte and Deer Lodge, Montana.

Amtrak management has proposed the reroute for both operational and marketing reasons. The Burlington Northern's line through Butte is a

branchline and may be abandoned shortly, in which case maintenance of way costs could increase substantially. On the other hand, the BN's line through Helena is in good condition.

Butte is served by an east-west interstate highway and would not be left without a transportation alternative. Helena is not served by a major interstate highway. Although the populations of both cities is about the same, Amtrak believes that a train through the State capital of Helena would draw more riders. Additional revenue of \$91,617 annually is anticipated if the train is rerouted and operates on a tri-weekly basis.

Colonial Begins Serving Lee Hall

Amtrak's *Colonial* has begun serving Lee Hall, Virginia, beginning Sunday, October 30.

Lee Hall, located 57 miles east of Richmond and nine miles east of Williamsburg, is the station stop for Fort Eustis.

An agent will not be on duty at the station but tickets can be purchased on the train or from Amtrak-authorized travel agents.

The *Colonial* operates from Newport News to Boston via Richmond and the Northeast Corridor.

Keeping Track Of Amtrak

Million Rider Gain

Amtrak gained over one million new riders during the last twelve months, boosting its total ridership for the fiscal year just completed to 19,207,000 passengers.

The million passenger gain was a 5.8 per cent increase over the same period last year when 18,152,000 passengers rode Amtrak's trains throughout the nation.

Amtrak registered its strongest growth on short distance trains outside the Washington-New York-Boston corridor. With the delivery of its new Turboliners and the remaining Amfleet equipment, nearly 80 per cent of all passengers riding on daytime coach trains are riding in new equipment. Public reaction to the new trains is favorable, and ridership on these trains grew 15.4 per cent during the last fiscal year to 3.3 million riders.

Ridership in fiscal 1977 grew 5.5 per cent on long-distance trains, and Amtrak anticipates even more impressive gains once new bi-level "Superliner" equipment is placed in service on long-distance trains in the West early next year.

Rail Ad Campaign

The railroad industry has launched a new national advertising campaign

to inform opinion leaders in the business and financial world and the news media about present and potential values of rail freight service.

The present campaign depicts the railroads as America's "Great Untapped Resource" and is designed to show the opinion leaders what modern railroading is all about.

The program is the first national railroad advertising by the Association of American Railroads since 1972.

Dearborn Station Approved

Amtrak's board of directors has approved funds for the construction of a rail passenger station at Dearborn, Michigan. Additional construction funding will be provided by the State of Michigan and the city. Conrail will lease the land for the facility.

Dearborn will be served by Amtrak's Chicago-Detroit and Jackson-Detroit trains.

The station will be located at the foot of Continental Parkway within the Dearborn Civic Center complex. The site is also adjacent to the Henry Ford Library and not far from Ford's world headquarters and Greenfield Village. Southfield Highway, one mile west of the station site, will provide convenient access to the station for communities bordering Dearborn.

The station will be a 2,600-square-foot single-story structure of masonry, glass and steel. Its modern interior will include a passenger lounge, ticket office, baggage room and restrooms. It will provide barrier-free access to handicapped passengers in wheelchairs. The facility will also include a parking lot for 175 automobiles.

Amtrak plans to erect a temporary facility on the new site so that train service to Dearborn can begin soon. The permanent station is expected to be completed in early 1979.

Sleepers For Amfleet

Sleeping car service will be added to three long-distance Amfleet-equipped trains during the next five months and Amfleet-plus-sleepers will also be introduced on another long-distance route.

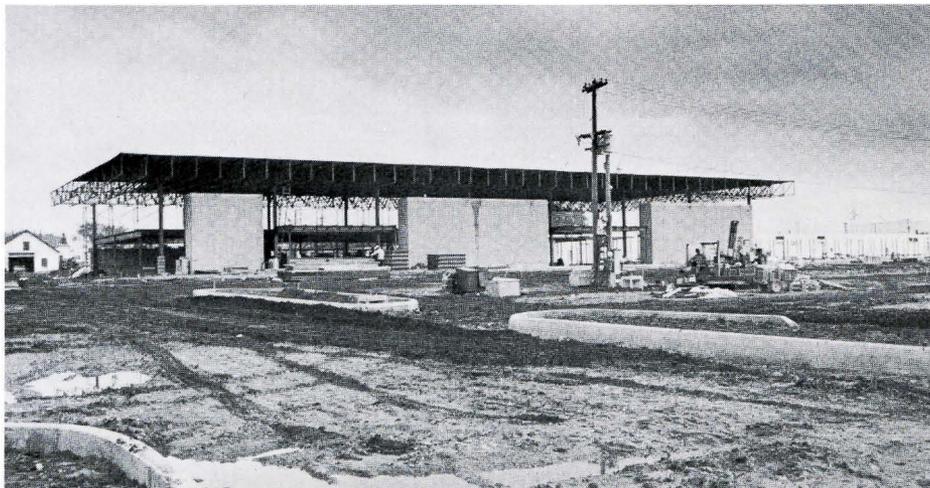
The first train scheduled for "Amfleet-plus" service is the *Cardinal*, formerly the *James Whitcomb Riley*. Sleepers will operate on the *Cardinal* on Fridays and Sundays only beginning October 21. Daily sleeper service will begin westbound on Monday, November 14, and in both directions on November 15.

Other trains scheduled for first-class sleepers are the *Panama Limited*, in December; the *Montrealer*, in January-February; and the *Pioneer*, in March.

The *Montrealer* is the only one of the four trains that does not already use Amfleet equipment. It will be upgraded with Amfleet coaches when the rebuilt sleepers are added next January and February.

Twenty-five sleepers are currently being rebuilt for compatibility with the all-electric Amfleet in Amtrak's Beech Grove car shops. Steam-generated heating systems are being replaced by electric heating and air conditioning which will be powered from the locomotive. Cost of rebuilding all 25 cars is estimated at \$2.75 million.

Sleepers chosen for conversion are from a series of stainless steel cars built by the Budd Company in 1950. They are considered to be among the best in Amtrak's fleet of conventional cars.



Construction of Amtrak's new Twin Cities station in the Midway area of St. Paul is proceeding on schedule as of mid-October.

The *Riley* (now *Cardinal*) and *Panama Limited* have been without sleeping car service since Amfleet equipment was substituted for conventional equipment last winter. The *Pioneer* began operating last June with an all-coach Amfleet consist.

Amtrak's *Night Owl*, the Washington-Boston overnight train, has operated with Amfleet and prototypes of the rebuilt sleepers since last July.

Dayton Service Continues

Amtrak will continue service through Dayton, Ohio, for another 30 days, pending a decision by the U.S. Congress on whether it will require Amtrak to continue on the current line.

The corporation asked Conrail to extend its lease on a 22.6-mile segment of track between Cambridge City and Charlottesville, Indiana, for another 30 days through November

30. Conrail agreed to do so. Conrail has been leasing the track from the Penn Central trustees, but planned to discontinue service on the line on October 31, as well as eliminating the signaling system thus reducing speeds on the remaining segments between Dayton and Indianapolis.

Amtrak announced on September 30 that, because of Conrail's action, it would have to reroute the *National Limited* on a more northerly line between Columbus, Ohio, and Indianapolis via Piqua, Ohio, and Muncie, Indiana.

Dayton would have lost all rail passenger service. Richmond would continue to be served by Amtrak's Washington-Chicago trains, but would have lost its east-west trains.

Safety Standings

Standings for September in the President's Safety Contest showed

three districts—Piedmont, South Central and Twin Cities—without a single reportable injury for the month.

Central region led the other three for the month with a safety ratio of 6.5, while 12th Street Coach Yard led the shop category with no reportable injuries for the month and a resultant zero ratio.

For the year to date, cumulative standings are:

District: Piedmont leads with a 2.1 ratio, with both St. Louis and Twin Cities tied for second with 2.2 ratios.

Region: Central, with a 5.7 ratio.

Shop: Rensselaer Maintenance facility leads with a 6.4 ratio, followed closely by Brighton Park and Beech Grove, with 6.5 and 6.8 ratios respectively.

Reportable injuries are any that require more than mere first aid. Ratio figures show injuries per 200,000 man hours.

BOARD APPOINTMENTS

(Continued from page 1)

sociation of Railroad Passengers in 1967, and then served as its executive director and chairman. From 1975 to 1977 he was managing director for passenger services for the Rock Island Lines.

James R. Mills, San Diego, California, for the remainder of the term expiring July 18, 1978. He would replace Gerald Morgan, deceased. Mills, 50, is a California State Senator and has also served as a California State Assemblyman. He serves as acting governor of California in the absence of the governor and lieutenant governor. Mills received the Gold Spike Award from Citizens for Rail California for his efforts to improve intercity passenger rail service in California.

Ronald G. Nathan, Washington, D.C., for the term expiring July 18, 1981. He would replace Frank Besson whose term has expired. Nathan, 32, is a Washington attorney. From 1974 to 1977 he was a consulting attorney for the Interstate Commerce Commission's Office of Public Counsel providing legal representation to

communities facing discontinuance of rail service.

Frank Neel, Thomasville, Georgia, for the remainder of the term expiring July 18, 1978. He would replace Edward Ullman, deceased. Neel, 61, is president of Neel Air Conditioning and Heating Company, a firm operating in several Southeastern states and handling electrical, mechanical and solar energy planning, research and installation in construction work.

Reappointed will be:

Charles Luna, Dallas, Texas, for the term expiring July 18, 1980. Luna, 70, served as president of the Brotherhood of Railroad Trainmen from 1963 to 1969 and as president of the United Transportation Union from 1969 to 1972. He has been on Amtrak's board since 1970.

Vice Chairman Mary Head, whose present appointment expired on July 18 of this year will continue to serve until either reappointed or replaced. Also continuing on the board is Robert G. Dunlop whose term expires on July 18, 1978.

Eight of the 13 directors on Amtrak's board are picked by the President for their four-year terms. Others

on the board include the President of Amtrak, the Secretary of Transportation and three members who represent the railroads that own Amtrak stock.

The three railroad representatives are Jervis Langdon, Jr., representing the trustees of the Penn Central; William J. Quinn, chairman and chief executive officer, Milwaukee Road; and Norman M. Lorentzsen, president, Burlington Northern.

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STAFF

Editor

Ed Wojtas

Writers

Barbara Halliday

John Jacobsen

Circulation

Gayle Fedrowitz

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Book Review

Railroads-The Great American Adventure: By Charlton Ogburn, Photographed by James A. Sugar, 204 pages, 7 by 10½ inches, hard cover, \$5.75 postpaid, Published by National Geographic Society.

The author traces the history of railroads in America from the early "teakettles on wheels" to present day freight hustlers and Amtrak. The book is exceptionally well illustrated with color photographs, paintings, historic black and white photos and special picture essays.

The photography, as is normal with all National Geographic publications, is superb. Layout and design are eye-catching and appealing.

Amtrak is well treated in the volume with several pictures depicting its trains and people. One fine color photo shows the *Southwest Limited* in the bright golden glow of dawn as it curves its way toward Los Angeles.

For the price, this is one of the best bargains in railroad literature.

Railroads is just one of a series of books published by the National Geographic Society. Publications of the non-profit society are not dis-

Supplemental Appropriation Falls Short Of Amtrak's Needs

A Congressional Appropriations Conference Committee voted Amtrak \$8 million in supplemental appropriations for the fiscal year 1978 operating budget, but issued a dictum that Amtrak cut no services for the remainder of the fiscal year and restore cuts already made.

Amtrak will follow the direction of Congress. It cancelled all service cuts scheduled to take effect on November 6. Service reductions that began on September 8, resulting in a \$12 million deficit reduction, however, will remain in effect.

In order to live within its new budget, Amtrak will have to speed up its route and service criteria procedures to eliminate or restructure entire routes. There still remains a shortfall of some \$25 million plus an additional \$11 million in projected inflation.

Amtrak had originally requested \$534.1 million for the fiscal year. The Carter Administration recommended an operating subsidy of \$500 million,

but Congress finally approved only \$488.5 million.

Amtrak subsequently asked for a \$56.5 million supplemental appropriation, which included the missing \$45.6 million plus an additional \$11 million for inflation.

On October 28, the Senate Appropriations Subcommittee approved an omnibus supplemental funding bill that contained \$18 million for Amtrak. The bill reached the Senate floor and was subsequently passed.

A similar omnibus bill in the House did not contain any provisions for Amtrak.

The Senate-House conference committee then met to reconcile the differences between the two bills—including the Amtrak funding—and on November 3 recommended the \$8 million supplemental appropriation.

At press time the bill was yet to reach the House and Senate floors where it is expected to be approved. It would then be sent on to the White House for signature.

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Dept. 100, Washington, D.C. 20036, for \$5.75 each. Payment by check or money order must accompany the order.



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