

Amtrak NEWS

A NEWSLETTER FOR AMTRAK EMPLOYEES

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November 1, 1974

Empire State Express New NY-Detroit Train

A new passenger train, the Empire State Express, now links the Midwest with the East Coast. Inaugurated October 30 by Amtrak and the states of New York and Michigan, the new train is an extension of previous New York-Buffalo service. It connects passengers from major New York communities, including New York City, with Detroit via southern Ontario.

Special inaugural trains from Albany and Detroit carried Amtrak, Penn Central, state and local officials to Buffalo for inaugural ceremonies, with brief festivities at each town along the route.

Regular scheduled service began October 31 with one train daily in each direction. The train operates over Penn Central track and consists of a baggage car, two coaches and a counter-diner.

Plans are underway for limited service in Canada as soon as arrangements

Route of the Empire State Express.



with the government of Canada are completed. Stops at Windsor, St. Thomas and Welland are under consideration.

Track improvements, now underway between Buffalo and Niagara Falls, will permit an additional stop at Niagara Falls some time next year. Until track work is completed, express bus service will be provided between Buffalo and downtown Niagara Falls for passengers boarding or leaving the train at Buffalo.

The new service is made possible by

funding from the states of New York and Michigan. Under provisions of the Rail Passenger Service Act of 1970, states may request additional rail passenger service if they agree to pay Amtrak two-thirds of the capital costs and operational losses incurred in operating the service.

The New York-Detroit service is the second state supported route for Michigan and the third for New York. Michigan's first state supported train,

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Amtrak Travel Simplified For Federal Employees

Employees of the Federal Government may now ride Amtrak trains by presenting a Government Transportation Request (GTR) form to the conductor instead of a ticket.

"The new program is part of Amtrak's continuing effort to make it pleasant and practical for the government traveler to use our services," said Roger Brown, Director-Sales.

"We're making a conscious effort to get government employees and military personnel to use our trains. We know in most cases we can save the government money as well as build Amtrak revenues," continued Brown.

The new system has two virtues, according to Joe O. Bellino, Manager of Military and Government Sales. The first is to reduce paperwork and the other, more important one, is to save the government traveler time in securing a ticket.

"Because of the remoteness of some government agencies from Amtrak ticket offices, we determined that if federal employees were given the option of bypassing a ticket office, it would be easier to ride the trains. The best way to avoid the trip to the ticket counter was to make the GTR into a ticket," said Bellino.

Instrumental in establishing the program were Bellino and Alex T. Langston, Jr., of Military and Government Sales. The plan, under development for more than two years, was originally started by L. Fletcher Prouty, the department's first manager. Prouty is now Director-Plans and Projects in Amtrak's Public Relations Dept.

The program works in two ways. If a federal employee desires to use his GTR as a ticket, then the government office issuing the GTR must make one out for each leg of the trip. A San Diego to San Francisco trip, for example, requires

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Auto Ferry Service Start Postponed

Amtrak will defer the start of an experimental Indianapolis-Florida auto ferry service, at least for the current fiscal year.

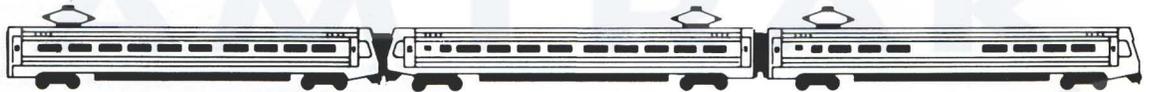
Amtrak's Board of Directors studied equipment needs, operating problems, marketing projections and probable costs and concluded that the auto-carrying passenger train experiment

should be postponed. Research and development work will continue, however,

Unavailability of proper equipment to provide a quality service and an unfavorable economic projection were the factors which most influenced the board's decision, but the company noted other difficulties. The auto-ferry

cars available to Amtrak were modified from existing equipment and would have been limited by their wheel assemblies to freight train speeds. The necessary locomotives, coaches, sleeping cars, and food service cars, all in critically short supply, would have had to have been diverted from other busy routes causing an adverse impact on revenues, schedules and maintenance programs.

A further consideration was the Board's concern that a premature beginning, with unsuitable equipment, might jeopardize future efforts to establish an auto-ferry service... "an important concept which Amtrak continues to regard as promising."



GTR— (Continued from page 1)

two separate GTR's. One would read San Diego to Los Angeles and the other Los Angeles to San Francisco. This is to enable the conductors on each train to lift the appropriate GTR and issue a cash fare receipt.

If a GTR is issued, however, with only the origin and destination, and the trip can be completed only by changing trains, then the passenger must present his GTR to an Amtrak ticket agent and tickets must be issued. To use the same example, if the GTR reads "San Diego to San Francisco," a two-leg ticket must be issued reading San Diego to Los Angeles and Los Angeles to San Francisco.

There have been instances where ticket agents have misunderstood the program, thinking that tickets are no longer issued on GTR's, and have turned away GTR holders.

"I must make this clear—using the GTR as a ticket is optional, not mandatory. The time-honored method of

exchanging the GTR for a ticket is still valid. If someone wants an actual ticket, Amtrak personnel are still supposed to issue it in exchange for the GTR. If the passenger has to physically change trains to get to his destination—and only the origin-destination are shown on the GTR—that GTR must be exchanged for a ticket," Bellino said.

There has also been some misunderstanding on the part of conductors and gatemen about the GTR form.

"Not all conductors, in spite of repeated notices from Amtrak, are fully aware of the program and some conductors as well as some gatemen refuse to recognize the GTR as a valid ticket," continued Bellino.

One passenger holding a GTR was frustrated by a gateman who would not permit him to board an Amtrak train "without a ticket." The passenger then went to the ticket counter to exchange the GTR for a ticket and the agent erroneously said tickets are no longer issued on GTR's.

"In this instance, both the gateman and the ticket agent were wrong," de-

clared Bellino. "Somebody missed the point: GTR's are good on trains and GTR's can also be exchanged for tickets."

Federal employees may ride reserved trains with a GTR, provided the passenger has made appropriate reservations and has noted his space on the back of the government form. Reservations may be made in the normal manner over the phone provided the Amtrak reservation agent is given the GTR serial number. This validates the space.

For unreserved trains, the passenger merely boards the train. In each case the traveler gives the GTR to the conductor just as he would a ticket.

Every federal government activity and office in the United States has received notification of the new Amtrak procedure through a directive issued by the Office of Management and Budget.

Amtrak managers are optimistic that once the growing pains of the program are resolved, the new system will work smoothly and will provide Amtrak with a major opportunity to win a large share of the government traveler market.

35 Budd Cars Bring Order Total To 292

Amtrak has ordered 35 additional metro-type cars from the Budd Co. of Red Lion, Pa., according to Robert Day, Purchasing Agent for Cars and Locomotives. The 28 coaches and 7 snack coaches are the third equipment order

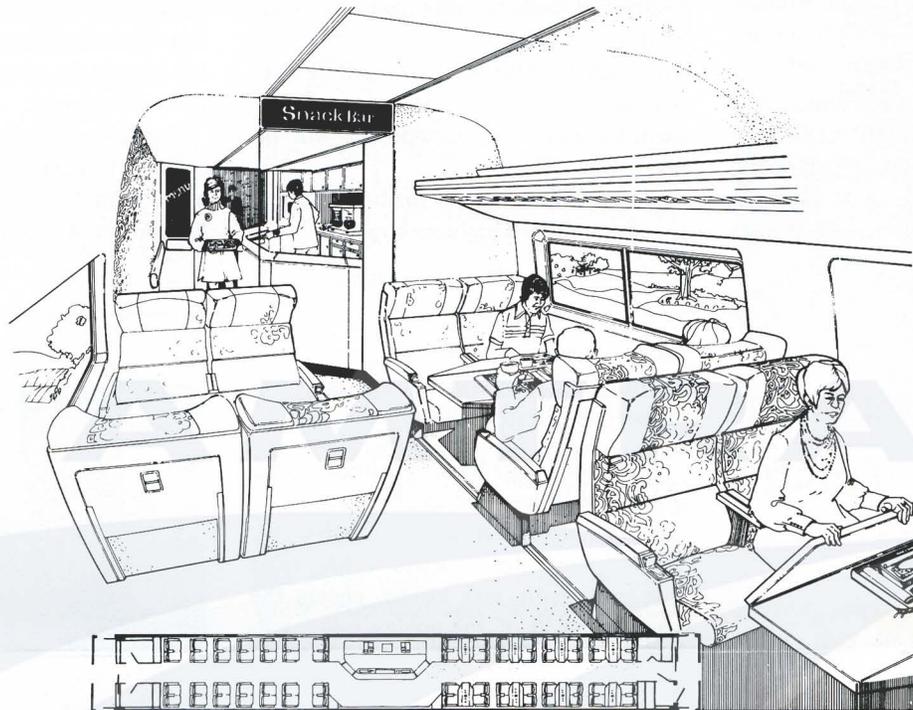
Amtrak has placed with Budd this year, bringing the total passenger car order to 292.

Interior elements, such as seats and floor and wall carpeting, will be purchased separately, bringing the final cost of the 35 cars to \$14 million.

The first 16 cars in the total order of 292 are scheduled for delivery next

summer with deliveries to be completed by March 31, 1976.

According to Day, the 35 cars in this most recent order will be virtually identical to the second order of 200 cars from Budd. With the exception of minor mechanical differences, they also will be quite similar to the first group of 57 Budd cars ordered.



Artist's rendering of a new metro-type car.

Amtrak Procures Interior Elements For Budd Cars

The time period between order and receipt of 257 new metro-type cars from the Budd Company is a busy one for both Amtrak's Procurement Department and its Design Group. Auxiliary procurements in process include seats, carpeting and spare parts for all 257 cars and food service units for thirty of a total of forty-one Snack Coaches included in the Budd order.

Amirail Corp. of Colorado Springs, Col. has won a competitive award to produce coach seats for the Budd cars at a cost of approximately \$4.7 million. Seats will be track-mounted, not permanently installed. Each seat will include a foot rest and a food service tray, their first use by Amtrak aside from the French-built turbos. In long distance service, leg rests will be added. Seat frames will be dark brown with removable covers providing for color changes

and variation among the cars. Fabric initially used will be a jacquard pattern of violet, blue and gold.

Amtrak's Design Group has initiated specifications for the new seats and interior carpeting. According to Bob Bengtsson, Director of Design, seat covers, seat cushions and all floor and wall interior finishes will meet federal safety standards. Covers are made of a tight woven fabric treated for flame retardancy and have a fire resistant foam underpadding. "Our safety requirements are even more stringent than the airlines," said Bengtsson.

Antron II, a Dupont nylon fabric guaranteed not to show wear for seven years, will be used for floor and wall carpeting. The brown and black carpeting currently in use on New York-Washington Metroliners does show some dirt. However, the new carpeting material

will have a built-in mottled effect designed to disguise stains. Floor carpeting for the new Budd cars will be a subdued maroon color with a slight pattern in it. Neutral, sand-colored carpeting is being procured for walls and ceilings. Unlike current Metroliners, walls at each end of the Budd cars will be carpeted for sound retardance.

According to Ken Lyons, Director of Procurement, Amtrak is in the process of obtaining spare parts for the new Budd cars. Inventory parts for air conditioning, heating and brakes are needed. Spare parts initially will be housed at Wilmington, Del., current service area for the Metroliners.

The Murray Jason Co. of Riverside, New Jersey has subcontracted with Budd to build food service units for the eleven Snack Coaches included in the

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New Commissary For Chicago

Chicago will soon have a new combination Amtrak commissary and spare parts warehouse. Final leasing arrangements were negotiated in October by Amtrak's Procurement Department.

Amtrak will be the first tenant in a new building under construction at 4309-11 S. Morgan Street. The building will give Amtrak 2,000 sq. ft. of space for commissary operations and storage

of \$3 million worth of spare parts, primarily for the turbos.

"Although we are only renting the building, it is being designed to our specifications," Ken Lyons, Director of Procurement, said.

Special commissary features incorporated into the design include partitions, floor drains, refrigeration and tile floors and walls in food-handling areas. Outlets for ware-washing and plumbing for a laundry also are being installed. If Amtrak eventually decides to operate its own laundry, only equipment will be needed.

There will be sixteen loading docks at the new commissary/warehouse.

Construction will be completed December 1, according to Lyons, with occupancy dependent upon availability of special equipment, like refrigerators, which the builder is providing and installing. Lyons hopes Amtrak can move in by the end of January.

Chicago is the second commissary location to lease a new building designed to Amtrak's specifications. The new Hialeah (Miami) commissary building should be ready for occupancy in early November.

Amtrak also operates commissaries in Seattle, Los Angeles, Oakland and New York with "top off" supply stations at Boston, New Orleans and Jacksonville.

Amtrak Featured In Johnny Cash TV Special

"Johnny Cash Ridin' The Rails: The Great American Train Story," an unusual television entertainment special to be aired on Friday, November 22 on the ABC Television Network from 10 to 11 PM (ET), was filmed in part onboard Amtrak's San Francisco Zephyr.

Billed as a docu-musical, it is designed to give the viewer the unique experience of going back in time with Johnny Cash as he re-creates in song and story the high points of the part the

railroads played in the building of America from 1830 to the present.

Railroad songs have long been among John's favorites, and in this special the camera follows him around the country as he prowls the railroad yards, rides box cars with real hobos, cheers the hammering in of the golden spike, witnesses a race between a horse and an early locomotive, and actually drives a big steam engine.

The eighteen songs in "Ridin' The Rails" will feature many of Cash's classic railroad favorites, but will also introduce several new numbers some written especially for this program by Johnny. Johnny sings the title song, his own creation, as he travels through Wyoming onboard the San Francisco Zephyr's dome car.



Johnny Cash

The special was filmed entirely on locations in Decatur, Alabama; Promontory Summit, Utah; Canon City and Golden, Colorado; Nashville and Chattanooga, Tennessee; Rossville, Griffin, Zebulon, Big Shanty, and Stone Mountain, Georgia.

Foreign Journalists Tour US On Amtrak

Fifteen journalists representing fourteen foreign countries are riding Amtrak trains as part of a work study/travel program sponsored by the U.S. State Department in conjunction with Indiana University.

The journalists are here from August 18 through November 25 learning about

the U.S. and the workings of its press system. During their stay, each journalist has two, 2-week working assignments with U.S. media: newspaper, magazine, television, radio or advertising agency. The remainder of their trip, about seventy days, is spent traveling around the U.S.

Most of the journalists chose Amtrak's Metroliner for all their travels in the Washington-New York corridor. Many are also riding the Southwest Limited between Albuquerque and Flagstaff, Ariz.

(Continued on page 8, col. 3)

C&O Freight Crew Dress Up For Passenger Service

"They may not be the best looking passenger train crew in the country, but they certainly are the best dressed." That's how the Peru, Indiana yardmaster described the recent transformation of some C&O employees in the western division into passenger crew members.

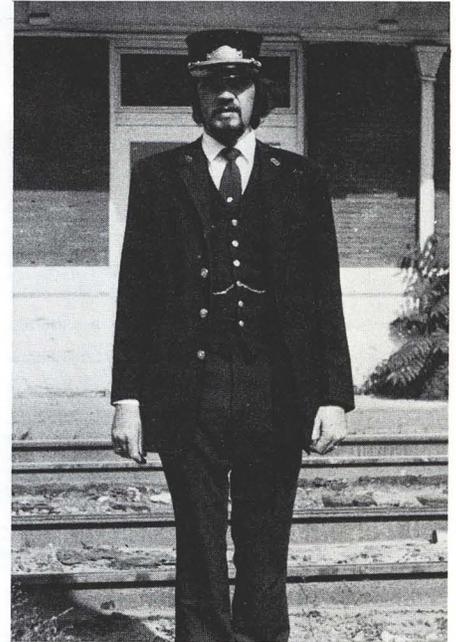
On August 1, 1974, the Federal Railroad Administration terminated all passenger and freight operations effective August 2 on track between Chicago, Ill. and Jeffersonville, Ind. The track had failed to meet minimum Federal safety standards. Amtrak immediately began rerouting the James Whitcomb Riley over C&O track between Cincinnati-Muncie-Chicago. Overnight, some 48 freight men found themselves in the passenger business.

Amtrak's uniform policy provides that railroad employees who begin Amtrak service after 1972 may wear the passenger uniform of their own railroad until they purchase a new Amtrak uni-

form on a 50/50 reimbursement basis with Amtrak. However, the C&O employees were in a unique situation. Official Amtrak uniforms were not available immediately on such short notice and C&O passenger uniforms, if any could be found, were remnants of October 1949, the last date on which passenger trains operated through Muncie, Richmond and Peru, Indiana.

During the first days of the rerouting, several of the new passenger crew members showed their enthusiasm for their new duties in their dress. Brakeman Jerry Biggs, at 31 the youngest C&O passenger crew member, was much envied when he found an authentic C&O passenger brakeman's uniform, circa 1949.

Although as an engineer, Maurice Bachman was hardly on public display, he began competing with Brakeman K.O. Adkins for the most spectacular outfit. Adkins provoked the competition by showing up for work in a new yellow sport coat with new white shoes. Not to be outdone, Bachman bought a white sport coat and red patent leather shoes, a rather impractical uniform for a grease-prone engineer. Adkins was the



Brakeman Jerry Biggs

unofficial winner when he purchased a navy blue suit cut like an actual Amtrak uniform.

More recently, most of the C&O men have purchased navy blue suits at their own expense and, with Amtrak-provided lapel pins, name tags and tie tacks, they look much like a regular Amtrak operations crew.

What They're Saying About Amtrak

An Associated Press report from Albany, N.Y.: "The Adirondack passenger train between Albany and Montreal . . . attracted 330 passengers daily last month . . . 100 a day more than the [New York State] Department [of Transportation] expected . . ."

An Arkansas (Little Rock) Gazette editorial: ". . . summer patronage on the new St. Louis-to-Laredo route was substantial and satisfying . . . Amtrak is doing fine on its service through Arkansas . . . Riding the train is a lot more fun than driving . . ."

From Changing Times, the Kiplinger Magazine: ". . . with overcrowded airports and increased airline fares, congested and unsafe streets and highways, the high cost of gasoline and the ever-impending energy crisis, the modern descendant of the iron horse looks like an increasingly appealing way to go."

Kenneth Wescott Jones in Business Travel World (of London): "Roger Lewis, president of Amtrak, seems to have brought in some of the good points long used in . . . airways which he served for many years. . . ."

From Juris Doctor, Magazine for the New Lawyer: ". . . the Montrealer, a nightly run from Washington, D.C. to Montreal (and back) via New York and the Vermont mountains is something of a singles bar on wheels, a rolling resort . . ."

Kenneth B. Keller in the Ft. Wayne (Ind.) Journal Gazette: ". . . there is an attentiveness to passenger comforts that wasn't to be found on the touted 20th Century Limited of yesterday . . ."

AMTRAK NEWS

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Congress Overrides Retirement Veto

Overriding a veto by President Gerald Ford, Congress recently voted by a wide margin to support the Railroad Retirement Bill. The House voted 360-12; the Senate voted 72-1.

The bill, aimed at putting the railroad retirement system on a sound financial footing, grew out of recommendations made by a joint management-labor committee set up at the direction of Congress after a special Commission on Railroad Retirement

said the system would collapse without an injection of funds.

Up to now railroad workers have been allowed by law to qualify for, in substance, two Social Security benefits—one computed as a component of their Railroad Retirement benefit and another computed under Social Security as a result of their employment in another industry, resulting in so-called “windfall” to those workers qualifying under both systems.

Under the terms of this new bill, railroad employees now will receive significant retirement benefits over and above Social Security which are comparable to pension plans in other major American industries. The cost of both these benefits to the railroads will amount to \$1 billion annually.

The bill also provides full benefits, including supplemental annuities, to employees who retire early—at age 60, with 30 years of service—and full spouse annuities at age 60 to the spouses of such employees. Improved benefits are also to be provided for widows and other survivors of railroad employees.

Congress Approves Fiscal '75 Funds

A bill authorizing \$200 million for Amtrak in the current fiscal year has been passed by Congress and sent to the President. This latest bill again emphasizes that priority be given to plans to upgrade and speed up train service in the Northeast Corridor between Boston and Washington. Earlier legislation set a goal of 2 hours and 15 minutes between Washington and New York and 2 hours and 30 minutes between New York and Boston. This speed, an average of about 115 miles per hour, represents a significant improvement over speeds today. At the present time, Metroliner service between New York and Washington averages about 75 miles per hour.

Other provisions of the legislation provide:

—Amtrak is required to directly perform its own maintenance and repairs, to the maximum extent practicable;

—Amtrak is required to cooperate with the U.S. Railway Association, the Secretary of Transportation, the new Consolidated Rail Corporation, and the Corps of Engineers on the northeast corridor project;

—The Secretary of Transportation will give priority in designation of experimental trains to those states which do not now have service;

—The Secretary of Transportation is required to adopt guidelines for Amtrak planning of loan grants;

—The ICC will be allowed to represent itself in Federal court when the

Department of Justice has a conflict of interest or does not want to represent the ICC;

—A study of high-speed transportation by rail between the west coast cities—much like the Northeast Corridor—was adopted;

—Federal coordination of the proposed intermodal terminal at Union Station was modified so that nothing will interfere with the proposed Visitors Center; and

—A program to preserve historical rail stations was modified and adopted, giving the Secretary of Transportation authority to designate a demonstration project.

Despite Equipment Shortage, Summer Ridership Up

Amtrak carried more passengers last summer—and carried them for more miles—than in any previous summer in spite of having fewer seats available on most key routes.

In reporting on ridership and car utilization during June, July and

August, Amtrak found it carried a total of 4,351,234 passengers during the three summer months of 1974, compared with 3,892,552 the summer before. The system-wide increase was 11 percent.

At the same time, revenue passenger

miles—the number of passengers times the number of miles they traveled—increased 20 percent in June, 7 percent in July and 3 percent in August over comparable 1973 figures. The figures were taken from 17 representative routes. This increase was achieved in spite of an actual decline during July and August of the space available for sale on these routes as compared with a year earlier. The available seat miles in

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Keeping Track Of Amtrak

North Coast Hiawatha

To accommodate extra holiday travelers, the North Coast Hiawatha will operate daily rather than tri-weekly during Thanksgiving and Christmas peak travel periods. Running between Chicago and Seattle via Minneapolis, Billings, Mont., and Wenatchee, Wash., the Hiawatha will be a daily train in each direction from November 23 through December 1 and from December 15 through January 6, 1975. Previous experience has proved the need for extra service on this route during peak travel periods. This past summer Amtrak experimented with daily service but reverted to tri-weekly in September to shift equipment to busier routes. Amtrak plans to offer daily service again next summer. When the equipment situation improves, serious consideration will be given to daily year-round service on the route.

Board Has Vice Chairman

The Amtrak Board of Directors has elected Donald P. Jacobs as Vice Chairman. Dr. Jacobs is Professor of Finance and Chairman of the Finance Dept., Graduate School of Management, at Northwestern University, Evanston, Ill., and was appointed to the Amtrak Board earlier this year.

Floridian Routing

The regular routing of the Floridian through Logansport, Indianapolis and Louisville has been restored. With some track work completed on Penn Central's Indiana lines, the train again serves these points on its Chicago-Florida route.

Blind Passengers

Amtrak has issued a policy bulletin which liberalizes and clarifies the policy regarding travel by blind passengers. Under the directive, blind persons are not considered disabled as long as they normally travel without an attendant or

dog. People "truly incapable" of caring for themselves must continue to have a riding companion or to make advance arrangements for Amtrak to provide such assistance at cost. Blind people can travel on Amtrak trains, in either coach or sleeper, at any time with a seeing eye dog.

Eliminate Grade Crossings

Planning has begun to eliminate all 15 grade crossings of the Penn Central Railroad in Maryland within five years permitting Metroliners and conventional trains to run at higher speeds. Bridges will be built over most of the crossings "to create a far safer environment for the motoring public," Maryland Secretary of Transportation Harry R. Hughes said. The State Board of Public Works awarded \$2.1 million in design contracts for the projects to four firms. Construction is estimated at \$27 million. On local roads, federal funds will cover 80 percent of the cost, with the state and counties sharing equally the remaining 20 percent. Grade crossings at federal highways will be financed with 90 percent federal funds and 10 percent state money.

More Mail

The Montrealer now carries mail between St. Albans, Vt., and Washington, D.C. under a new contract between Amtrak and the U.S. Postal Service. While the contract calls for only three cubic feet of space per day each way, resulting in annual revenues of approximately \$15,000, it is a beginning of Amtrak's efforts to establish "feeder" mail routes into major cities. Movement of mail on this route by train eliminates rehandling in New York by the Postal Service.

Florida Schedule Changes

When Amtrak's winter Florida schedule goes into effect December 13 southbound, a new daily train, the Miamian,

will be added for the tourist season. It will depart New York's Pennsylvania Station at 12:35 p.m. and arrive in Miami at 1:50 p.m. the next day. Northbound effective December 15, the Miamian will depart Miami at 3:40 p.m. and arrive in New York the following afternoon at 4:50 p.m.

Florida Dinner Reservations

A new policy of reserved seating for evening meals on diners of long-haul trains is being implemented on Florida service. It next will be phased into trains between Chicago and the West Coast, followed by the Coast Starlight and Sunset Limited.

New Denver Ticket Office

In conjunction with Amtrak's campaign to offer greater service to government and military travelers, Amtrak has opened a ticket office in Denver's Federal Center. The huge government complex is located 10 miles west of Denver in the city's Lakewood section. According to Larry Mitchell, Denver District Sales Manager, "A grand opening ceremony was held on Oct. 22 as part of Amtrak's drive to let the federal community know we're interested in serving their transportation needs." The ceremony was followed by a display of equipment in Denver Union Station, enabling prospective travelers to see what Amtrak has to offer. Four Amtrak sales representatives spent two days calling on all major federal agencies located there to promote Amtrak service through the new office. The facility will also conveniently serve the general public living in the West Denver area. The new office is situated in the General Services Administration Building (Bldg. 41), and initially will be open from 10:00 a.m. until 2:00 p.m., Monday through Friday.

Silver Meteor Stop

October 27 Amtrak's Florida-Miami train, the Silver Meteor, began stopping at Savannah, Ga.

The Silver Meteor is the third daily train to serve Savannah. Southbound, the Meteor will stop in Savannah at 6:00 a.m. and northbound at 6:45 p.m.

INAUGURAL—

(Continued from page 1)

the Blue Water, went into service between Chicago and Port Huron on September 15. New York inaugurated their first state supported train, the Adirondack, between New York and Montreal, on August 6. New York's second train, The Washington Irving, went into service between New York and Albany on October 27.

EQUIPMENT—

(Continued from page 3)

first order of fifty-seven cars Amtrak placed with Budd. Bids have been received and are under evaluation, Lyons said, for food service units for thirty Snack Coaches included in the second order of 200 cars.

A modular, containerized system of food storage was designed for the new Snack Coaches by the Design Group.

The Design Group is also coordinating choice of carpeting and color schemes. According to Bengtsson, Snack Coaches will be more colorful than the new Budd Coaches, with duotone red snack bars, dark brown sheet rubber floors, sand-colored ceilings and bright entrance walls. Fuchsia-colored seat covers will be made of 100% wool.

SHORTAGE—

(Continued from page 6)

1974 were less by 4 percent in July and 10 percent in August than in 1973. (The reduction in available space was accounted for by equipment retired or out of service and because a relatively fixed fleet of cars had to be spread over more routes and expanded service.

A factor in keeping gross ridership and revenue passenger miles up, in spite of fewer seats, was higher load factors on many of Amtrak's trains this summer. The average load factor was 64 percent on Amtrak Metroliners and long distance trains in August, an increase of 8 percent over a year earlier. Average load factor (percentage of available spaces filled averaged over an entire journey) was up 12 percent in July over the same month a year ago. On the long

distance trains and Metroliners, the load factor averaged 65 percent in July. Spectacular leaps in average load factor were experienced on several trains. For example, Amtrak's New York-Chicago train, the Broadway Limited, jumped 74 percent this August compared with August of 1973. The New York-St. Petersburg train, the Champion, experienced a 56 percent gain.

The fact that many Amtrak trains were crowded at times is indicated by peak load factors of 80 percent or more on many trains during June, July and August, with one train, the northbound Champion, recording a peak load factor of 91 percent during July.

The high load factors (Amtrak considers 55 percent an optimum long-term average) resulted in crowded trains and also helped explain why Amtrak's revenues in July were up 26 percent over

July of 1973. (Other factors contributing to the revenue increase were increases in average trip length and fare increases.)

JOURNALISTS—

(Continued from page 4)

Professor Floyd Arpan started the program in 1950 when he was associated with Northwestern University's Medill School of Journalism and continued to sponsor it when he affiliated with Indiana University's School of Journalism in 1960.

The fifteen journalists chosen by their country and the U.S. State Department represent Czechoslovakia, Ethiopia, West Germany, Ghana, Greece, Hungary, Kenya, Mauritius, Nigeria, Pakistan, Poland, Singapore, South Africa and South Korea.



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