

## Brinegar Chooses Washington, DC—Denver For 2-Year Experimental Rail Service

Washington, D.C.-Denver has been selected for a two-year experimental rail passenger service by Secretary of Transportation Claude S. Brinegar. The new train will extend existing Washington-Cumberland service to Denver.

Brinegar announced October 28 that the new service will operate by way of Cumberland, Parkersburg, Cincinnati, Indianapolis, Kansas City, Topeka,

Emporia, Newton, La Junta, Pueblo and Colorado Springs.

Building on existing Amtrak service, the new route will reopen Kansas City as a mid-America gateway to the West for rail passenger service through the Great Plains.

Secretary Brinegar pointed out that the new route offers several opportunities for combining and connecting exist-

ing services. At Indianapolis, the Washington train will join Amtrak's "National Limited" from New York to Kansas City. It also will provide Chicago connections with the "James Whitcomb Riley", Washington, D.C.-Chicago service. It also can be scheduled through Newton, Kansas so as to provide con-

*(Continued on page 2, col. 1)*



## New York Voters Approve \$250 Million Rail Bond Issue

New York State voters approved a \$250 million rail transportation bond issue November 5. The Rail Preservation Bond Act of 1974 is part of a total \$811 million investment in improved intercity passenger, commuter and freight rail services planned by the state.

The \$250 million approved includes capital funds for addition of new high-speed equipment to the New York City-Albany-Buffalo "Empire Service" corridor. New York State also plans additional Empire Service between New

York City-Buffalo, Syracuse-Buffalo and New York City-Albany; extension of current New York City-Buffalo service to Niagara Falls-Toronto and New York City-Binghamton.

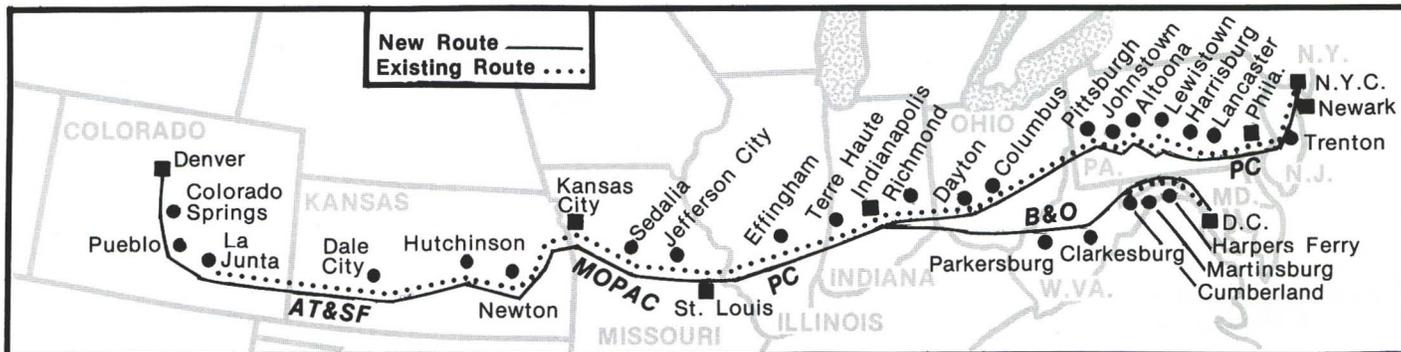
Track and right-of-way improvement also are under consideration for the New York City-Buffalo corridor, New York City-Montreal and between Buffalo and Niagara Falls.

Approval of the bond issue also makes possible station rehabilitation and parking improvements at Pough-

keepsie, Rhinecliff, Hudson, Rome, Saratoga Springs, Fort Edward, Fort Ticonderoga, Plattsburg, and Rouses Point. More extensive work is contemplated at Niagara Falls, Schenectady, Utica, Rochester, Buffalo, Mechanicville, Whitehall, Westport and Binghamton.

New York's total rail improvement program (intercity passenger, commuter and freight) will be funded by \$30 million previously appropriated by the New York State legislature, the \$250 million bond act approved November 5 and some \$531 million from federal, state and other funds.

New York State voters rejected transportation bond issues of \$2.5 billion in 1971 and \$3.5 billion in 1973. Michigan State rejected a combined airline/highway/rail transportation bond issue on November 5.



**ROUTE**—(Continued from page 1)

necting service on Amtrak's "Lone Star" between Houston and Denver.

At a later date, Amtrak will announce schedules, intermediate service points and the inaugural date for the new Washington-Denver route.

The Amtrak Improvement Act of 1973 directed the Secretary of Transportation to select at least one experimental route each year. After a two-year experimental period, the Secretary must, according to the Act, "terminate the route if he finds that it has attracted

insufficient patronage." On June 27, 1974, Brinegar designated Boston-Chicago (via Buffalo and Cleveland) and Norfolk/Newport News-Cincinnati (via Bluefield, West Virginia) as the experimental routes for fiscal year 1974.



## Army-Navy Game Special Trains

Amtrak will run five special trains direct to JFK Stadium Philadelphia on Saturday, Nov. 30, for the Army-Navy game.

Three of the trains will operate south from New York, leaving at 9:05, 9:15 and 9:20 on Saturday morning with stops at New Jersey points.

Two others will depart from Washington at 8:15 and 8:25 with stops at Baltimore and other intermediate points.

All the specials will arrive at the stadium in time for the kickoff ceremonies. Return will be direct from the stadium after the game. Food and beverage service will be available on all trains.

Besides the specials, Amtrak operates 28 regular Saturday trains between New York and Philadelphia, 19 from and to Washington. Passengers may use special tickets one-way, if they wish, returning from Philadelphia on other regular Amtrak trains as late as Dec. 30, 1974.

Round-trip fares for the football specials are: \$16 from New York and Newark; \$15 from Metropark, N.J.; \$20 from Washington, D.C. and Capitol Beltway Station; \$15 from Baltimore, and \$10 from Wilmington, Del. Children under 12 pay half-fare.

More than 4,000 football fans are expected to make use of the special trains.

## What They're Saying About Amtrak

Marjorie Holmes in the Washington (D.C.) Star-News: "The Metroliner cuts its wedge between the trees . . . flanked on either side by the green banks and brilliant burst of trees . . . ablaze with fall . . . You have a sense of escape and joy and comfort. Yet a feeling of permanence and security. Maybe because underneath all this are the same old-fashioned rails rumbling and singing away. . . ."

George Ryko in Rail Travel Newsletter: "The trip into Ogden on the San

Francisco Zephyr was the most nearly perfect train trip I've ever had. I was nearly bowled over by the sight of the . . . red-coated dining car crew standing at attention. The steward . . . knew his business. His crew was composed of mixed sexes and colors and they were great."

Helen Sierra and Howard Finberg in the San Francisco (Calif.) Examiner: "Traveling by train, very 'in' this energy conscious year, has two advantages: trains cover a lot of ground without the discomfort of a wearying auto trip and they present a view of America that highways and planes only suggest."

Pennsylvania's Governor Milton Shapp, as reported in the Journal of Commerce: "The U.S. is either going to rise to prosperity or sink to deep depression in the next decade depending upon whether we have efficient railroads or allow the railroads to decay."

From the Miami (Fla.) Herald: "... time and the continuing energy and economic crisis are on the side of the Florida citizens groups working with Senator Lawton Chiles for improved railroad service."

# Amtrak Appoints

Appointment of **Roger W. Brown** as Director—Service, replacing **Don Ensz**, who will be Special Assistant to Vice President—Operations was announced recently by Roger Lewis, President of the National Railroad Passenger Corp.

Mr. Brown has served previously in the key Amtrak positions of Director—Labor Relations and Director—Personnel. In his new position, he will report directly to the President and will be responsible for the activities of the vast Service organization of this company. At a time when emphasis is being placed on the strengthening of all service components of the company, Roger Brown brings to this position a wealth of experience not only with Amtrak, which he joined during the summer of 1971, but with other major corporations. He was Corporate Director of Human Relations for the STP Corporation and had served as Vice President of Employee and Industrial Relations for General Dynamics/Resources Group. Earlier he has been with North American Aviation and General Motors.

As Director of Sales, he had installed many changes and innovations in that activity. During his term as Director, the Reservations system was placed under Sales as was the Government Marketing section. The nationwide Sales organization was restructured to improve its efficiency and effectiveness.

Mr. Lewis also announced that **Glenn Evers**, long-time Regional Director—Sales for the East Coast, would replace Mr. Brown as Director—Sales. Mr. Evers brings to that office the combined assets of many years of service with Amtrak during its formative days to the present along with many more years in Sales with United Air Lines. He will report directly to Harold Graham, Vice President—Marketing.

To fill the vacancy in New York created by these changes, Mr. Lewis has named **Richard Cook**, long-time Evers' assistant and Manager of the New York District, to the important post of Regional Sales Manager—East.

All of these assignments were made effective on the date Mr. Lewis issued these instructions, as of October 31, 1974.

## **Stephen P. Adik as Manager of Industrial Engineering**

Prior to joining Amtrak, Adik was Manager of the Mechanical Department on the Chicago Great Western Division of the Chicago and North Western Railroad in Oelwein, Iowa.

## **Melvin H. Baker as Director—Budgets and Financial Plans**

Baker is responsible for all financial planning, preparation of budgets and progress reporting for capital and operating expenditures. He comes from the Defense Dept. where he was Deputy Assistant Secretary of Defense for Management systems. Previously, he was Comptroller of the Defense Supply Agency. He also held positions with the Air Force Auditor General and the Office of the Assistant Secretary of the Air Force.

## **Edward Buyes as Director—On-Board Services**

Responsible for the operations and planning for on-board services. Buyes came to Amtrak from Air La Carte (Division of ARA Services), a company which specializes in airline and terminal catering, where he was a regional vice president. He previously held a division supervisory post with Longchamp's Restaurant of New York.

## **William Ford as Director—Marketing Administration**

Responsible for research and analysis, budget and cost control and personnel administration in the Marketing Dept. Also served Amtrak as Manager—Systems Development and was instrumental in the development of the ARTS program. His first Amtrak appointment came in May 1972 as Manager of Passenger Service in the Service Dept. Before that, Ford was Manager of Systems Analysis for Pan American Airways and had 18 years of experience with an aircraft manufacturer, Republic Aviation.

## **Forrest L. Griffith as Director—Compensation and Organization Development**

Griffith joins Amtrak after a long and distinguished career with Hewitt-Robins, Inc., a division of Litton Industries. His most recent position, which he held since 1970, was as Vice President of Marketing.

**Paul Harris as Director—Station Services** Responsible for station service and facilities for the entire Amtrak system. Harris previously served Amtrak as Eastern Regional Manager of Services in New York. He has an extensive railroad background, starting in 1935 as an office boy with the Seaboard Air Line R.R. (now Seaboard Coast Line), and moving up to General Passenger Agent in New York, a position he held until his first Amtrak appointment. In between was a series of passenger positions, including City Passenger and Ticket Agent in Ft. Lauderdale, District Passenger Agent at Tampa, Division Passenger Agent in Norfolk, and Assistant General Passenger Agent in St. Petersburg.

## **Myron H. Humphrey as Manager of Agency & Interline Sales**

Responsible for sales programs involving travel agents, other transportation companies and international sales. Also responsible for group, private car and special train operations. Humphrey has been an Amtrak District Sales Manager in San Francisco and also in the Florida district. Before coming to Amtrak in February 1972, he held several posts with United Air Lines and has also been in private business in Florida.

## **Kenneth J. Karchinski as Manager—New York CRO**

Kenneth J. Karchinski, with seven years of railroad experience, was appointed Manager—New York Reservations Bureau on August 9, 1974. At age 25, he is the youngest CRO manager in the system. He replaced Roy Nyquist who left New York in July to become

*(Continued on page 5, col. 2)*

## Amtrak in Sept: Ridership up 10% On Time 83%

Amtrak trains were on time 83 percent of the time in September—up 5.3 percent from August—and ridership increased 10 percent over the same month a year ago.

Fourteen of Amtrak's 39 routes scored September performance figures of 90 percent on time or higher, with Chicago-Seattle hitting the 99 percent mark. Of the 102 trains operating over the 2,200 mile route, only one train was late.

Other routes scoring over 90 percent included Chicago-Houston, Chicago-Oakland, New York-Florida, Chicago-Dubuque, Chicago-Detroit, Chicago-Milwaukee, Los Angeles-San Diego, New York-Boston (shore line), New York-Washington conventional trains, Washington-Boston, Seattle-Portland, Seattle-Spokane, and Port Huron, Michigan-Chicago.

September ridership increases over the same month last year were tallied on virtually all of the corridor routes.

The Chicago-Detroit trains showed a 41 percent ridership increase; the Empire Service between New York, Albany and Buffalo had a 39 percent increase. Two short-haul lines, Chicago-Carbonale and Chicago-Quincy, had increases of 86 and 52 percent respectively.

For the first nine months of 1974, Amtrak's system-wide ridership was up 24 percent over the same period in 1973.

# New York's Central Reservations Office: Getting Better All the Time

New York's five boroughs of Manhattan, Queens, Brooklyn, Bronx and Staten Island have one thing in common: They are now being served by a modernized, computerized railroad reservations bureau in New York.

In Amtrak's earlier days, the office operated at a traditionally slower pace because of the antiquated system of using telegrams and paper diagrams to request and make reservations.

Now the New York Bureau, equipped with the modern Automatic Reservations and Ticketing System (ARTS), is as efficient and effective as any other transportation reservation bureau.

The dramatic improvement was not easy. It is the result of blending extensive railroad experience of the bureau's staff with good management by Amtrak officials.

Unlike other bureaus, New York is the only one that was transformed lock, stock and barrel into a computerized operation. The offices in Bensalem, Chicago, Jacksonville and Los Angeles are all newly-designed facilities in new locations.

### Experienced Railroaders

A major reason for the success of the bureau is the experience and dedication

of its staff. According to Kenneth J. Karchinski, the bureau's new manager, "The average age of our people is 55 years. The average length of railroad service is 30 years.

"We have a wealth of railroad product knowledge centered here. Their backgrounds are in reservations, information, baggage, dining and ticketing services," continued Karchinski.

His observation is supported by Sophia Kucharik, a railroader with 28 years experience. An Amtrak Special Service Agent, Kucharik said, "The new reservation system is fine. Once you get accustomed to it, it's easy."

### Energetic Management

The ARTS system came in on June 10, 1973 when Amtrak assumed control of the bureau, and replaced "the drum" which held paper diagrams. With the antiquated system gone, the agents learned ARTS within a short time and are doing an excellent job.

The bureau presently handles an average of 7,000 calls per day, or 14 percent of the entire system's calls. At the height of the energy crisis, New York handled 9,500 calls per day.

"This is a definite improvement over the old bureau. On takeover, we were losing 48 percent of our calls. Through a

training program and willingness of our force to learn ARTS, we are now readily serving our customers without delay," continued Karchinski.

Much credit on the management side goes to David L. Struebing, Manager-Reservations, in Washington, D.C. Struebing planned the basic organization of the New York Bureau, along with all other Amtrak bureaus.

From left to right: Cheryl Felfoldy, Leslie Harris and Irene Buckel



Two other key figures were Roy Nyquist, New York's first manager, and Karchinski. When the bureau was going through transition, Nyquist's administrative and organizational background was effectively brought together with Karchinski's understanding of the bureau's inner workings.

"We have good people here, an alert management, and, of course, the ARTS system. Without all parts working together, the bureau would not be operating as smoothly," declared Karchinski.

### How Organized

The New York Bureau is divided into three sections, the largest of which handles calls from the general public.



A Special Accounts Section serves the needs of over 100 travel agents, most of whom perform their own ticketing and require speedy responses to requests for reservations.

The third area is the Service Center which handles reservations for Southern Railway, maintains waiting lists during busy periods, makes call-backs to passengers, arranges Week-of-Wheels reservations, and holds "free" advance space (reservations for space not yet entered into the computer).

The Service Center is quite busy with Southern Ry. reservations because the cars originate in New York and carry quite a few through passengers. The workload is expected to ease when these reservations are included in Amtrak's ARTS system. An agreement to this effect was recently signed by the two railroads.

### APPOINTS—(Continued from page 3)

Chicago's CRO Manager. Karchinski had been a General Supervisor under Nyquist from June 1973 when Amtrak assumed control of the New York Bureau. Previously, Karchinski was an R&I Agent and a Duty Supervisor for Penn Central in the Bureau. Before that, he was an Usher, then Assistant Station Master at Grand Central Terminal. He worked at several of these jobs while attending St. John's University where he earned a Masters Degree in Administration.

### New Yorker's Special Needs

While the New York Bureau is Amtrak's smallest, it is still an extremely busy place.

"We play an important role for Amtrak. New York people are unique and need a special type of attention," said John Klimko, Supervisor.

"It's one of those intangibles—New Yorkers are different than people in other parts of the country. People elsewhere are more folksy but time is of essence to people here. They rush even when they're on the phone. Every caller knows what he wants and some can be direct as hell about it," he continued.

Said Klimko: "By having New Yorkers staff a bureau for New Yorkers, we've enabled Amtrak to make a lot of friends in this town. And it's a big town."

CRO Manager, Kenneth J. Karchinski



Rock Room Supervisor, John Klimko



### AMTRAK NEWS

### NATIONAL RAILROAD PASSENGER CORPORATION

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# Keeping Track of Amtrak

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## Electric Locomotives

The first of 26 General Electric-built new Amtrak electric locomotives will be delivered to the Wilmington, Del. yards by late November. It will undergo three or four weeks of tests at Wilmington before it is put into service on Amtrak's electrified routes between New Haven, Conn.; New York, N.Y.; Washington, D.C.; and Harrisburg, Pa.

## Richmond Station

Hendrick Construction Company of Richmond, Va. began work on a new Richmond station November 5. Completion is scheduled for Fall 1975. The new station will be located on Staples Mill Road in the Glendale section of Richmond about three and one-half miles from the old Broad Street station. It will include waiting room, alcove ticket counter, baggage check-in area, sales office, employee lounge, and a snack vending machine area. The station is designed to minimize walking by passengers. It will be located practically at trackside and passengers can reach trains under an all-weather canopy or wait at a trackside patio. There also will be an exterior, covered baggage claim area. The building will have a brick exterior, mansard roof of bronze-tinted metal and large front and rear windows. An adjacent parking lot will hold approximately 150 cars. Total cost for the building, parking lot and auxiliary station track being built by RF&P Railroad will be \$1.8 million.

## Chicago Lounge

A spacious new passenger lounge and extensive, modern baggage facilities are being built at Chicago Union Station. Amtrak is leasing space and constructing facilities at a cost of approximately \$1.5

million. The lounge and baggage claim area will be adjacent to the Amtrak ticket office in an area formerly occupied by suburban train ticket offices. The fully carpeted lounge will measure about 100 feet by 50 feet and will seat 314 persons, plus seats for 34 in a refreshment area. A large, carousel-type dispenser in the baggage claim area will be capable of handling luggage for 200 passengers in 10 minutes. Construction is scheduled for completion by April 1, 1975.

## Jacksonville Station Expansion

Expansion of the Jacksonville, Fla. station will get underway November 11. The Julien E. Johnson Construction Co. of Jacksonville will enlarge the parking lot, expand station trackage, mail handling and mechanical servicing facilities.

## PC Car Purchase

Amtrak will purchase 65 additional Penn Central cars this month. Included in the purchase are 20 baggage cars, 3 sleepers, 11 parlor cars, 1 sleeper/lounge, 1 diner and 29 coaches. Amtrak is considering heavy overhaul for most of the cars.

## On-Board Survey

Amtrak's Marketing/Advertising Department conducted its second on-board survey in recent months from October 21 through November 1. Distributed by Amtrak service and sales personnel onboard seven long-haul and four short-haul trains, the questionnaire was designed to give Amtrak detailed information on passengers' point of origin, destination and future travel plans. Expanding on information gathered from the first survey taken be-

tween July 29 and August 4, it attempted to pinpoint the reasons why a small percentage of passengers indicated that their next trip would not be by train and also to target more reasons for passengers' preference for last minute, same day ticket pickup. The seven long-haul routes were identical to those surveyed previously: the Silver Meteor, Lone Star, Southwest Limited, Sunset Limited, San Francisco Zephyr, Empire Builder, and Coast Starlight. In addition, questionnaires were also distributed between New York-New Haven, New York-Albany, Chicago-Detroit, Chicago-St. Louis.

## Group Moves

For the second year in a row, the Chicago Symphony Orchestra has chosen Amtrak to transport its 120 members to a series of 10 concerts in Milwaukee. Amtrak is providing three coaches and a snack/lounge for the October-April trips.

## Current Amtrak Ads

"The worse inflation gets, the better Amtrak's fares look" reads the headline of one of four new Amtrak newspaper ads currently appearing in 66 cities. One of Amtrak's largest newspaper campaigns to-date, it is running for five weeks beginning October 15. The other three ads also have an anti-inflation theme: "Four can travel as cheaply as three on Amtrak's family plan fares"; "I wish I had a dime for every dollar you save on Amtrak"; and "I save so much money traveling on Amtrak, I can afford to buy gas for my car now". Amtrak's Advertising Department also began running short "price and destination" advertisements October 30 in 47 cities. During October and November, ethnic radio spots were broadcast in 22 black and 8 spanish markets.

# 10 Percent Fare Increase

## On Most Amtrak Routes

Responding to inflationary cost increases, Amtrak recently announced plans to cover a portion of those higher costs by fare increases averaging 10 percent on most of its routes effective November 15.

However, no fare increases will be made on five routes and no changes will be made in accommodation charges for sleeping car, slumbercoach and parlor car service.

Congress, recognizing the cost escalation affecting Amtrak fuel, material and labor, restated earlier this year its intent that Amtrak compensate, to the extent possible, for such increases with fare adjustments.

Details of the varying rate changes were included in a new Amtrak system-wide tariff which was published October 27.

All tickets for unreserved trains sold before the November 15 effective date will be honored at the old fares after November 15. Reservations made before publication of the new tariff October 27 will be sold at the old rates if paid for before November 15. Tickets issued beginning November 15 and all reservations made beginning October 27 for travel November 15 and thereafter will be sold at the new rates.

### Principal Fare Changes Effective November 15

In the East, the fare increase is generally applicable except there will be no fare increase on the Adirondack service between New York and Montreal via Albany and only a 5 percent rise for conventional coach passengers between Washington-New York-Springfield-Boston.

In the Midwest, Chicago-Detroit, Chicago-St. Louis and Chicago-Port Huron fares will remain unchanged. The increase will apply to other mid-west routes except Chicago to Florida which will go up to 20 percent.

Local fares between Chicago and Denver as well as the Seattle-Los Angeles route will not be raised. Other West and west coast routes will be increased with the Seattle-Portland coach fare going up \$1.50.

Rates under the family plan will go up about 12 percent for accompanying family members. However, Saturday will be added as a fifth day on which reduced rate family travel can begin. Previously, trips had to begin on Mondays through Thursdays to be eligible.

If you are not getting Amtrak News regularly, or if you know someone whose name should be added to our mailing list, please write:

Amtrak News  
Public Relations Dept.  
955 L'Enfant Plaza N  
Washington, DC 20024



## Fun Train Begins Fifteenth Season

Reno Fun Trains started their fifteenth season October 18, with more special activities than ever for passengers traveling from the San Francisco/Sacramento areas to Reno, Nevada.

A dance-lounge car with a live band, dinner on the train, spectacular scenery of the high Sierras, two nights at a first class hotel or motel, and a Reno Fun Train Package, good for discounts for meals and cocktails, await travelers on the 18 special trains to be run this autumn, winter and spring.

The Fun Trains are sponsored by the Greater Reno Chamber of Commerce, in cooperation with hotels and casinos in

the Reno area, and are operated by American Rail Tours and Amtrak.

As a special feature this year, each train will have a host or hosts who are celebrities in the San Francisco area. Two popular San Francisco disc jockeys—Rick Cimino and Gene Nelson, of station KSFO—hosted the first trip.

Conceived by the Reno Chamber of Commerce as a way to get people safely to Reno during winter snows that make driving hazardous, the trains have proved highly popular for weekend trips.

The trains consist of chair cars, buffet cars serving full course chuck wagon meals in both directions, lounge cars and a dance car with four-piece combo.

The price for the entire weekend of \$69.95 per person from San Francisco,

Oakland or Martinez or \$64.95 from Sacramento, includes the round trip train fare, meals on the trains, hotel or motel rooms for Friday and Saturday nights, and a hospitality package featuring shows, dining and cocktails. Special car rental discounts are also available. These are double occupancy rates, per person. Single occupancy rates are an additional \$15.

Trips this season include Friday departures from San Francisco on October 18; November 1, 8, 15 and 22; Jan. 24 and 31; February 7 and 28; March 7, 14, 21 and 28; April 4 and 25; and May 9.

Two special mid-week departures will be run, departing Wednesday, Jan. 8 and Tuesday, April 8.

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# Progress Report: Station Repairs

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Amtrak's two-year experimental Norfolk-Cincinnati route will be the primary station repair and rehabilitation target in late November and early December. In addition, field surveys are planned for several important future repair projects and work has been completed at Tampa and Penn Station, New York.

## Norfolk-Cincinnati

New Amtrak stations are planned for Bluefield and Roanoke, Va. Station drawings should receive final approval in mid-November and bids are being obtained during that time period from local contractors.

During mid-November, Amtrak also is surveying and contracting for rehabilitation at Williamson and Welch, W. Va. and Narrows and Christianburg, Va.

Repair work also is being contracted at Norfolk, Suffolk, Petersburg, Crewe, Farmville, Bedford, and Lynchburg, Va. and is scheduled to begin on about November 15 with completion by early December.

## Boston-Chicago

Boston-Cleveland-Chicago, designated by Secretary of Transportation Brinegar as one of two experimental routes for fiscal 1974, will be targeted for repairs during November by Amtrak's facility engineering group.

## Tampa, Fla.

Repair work has been completed at Tampa station, including interior and exterior painting, and repair and painting of the station platform canopy. New furniture is on order for the station's waiting room.

## Penn Station, New York

Escalator #16, one of the main means of access between station arrival and departure areas, will be replaced.

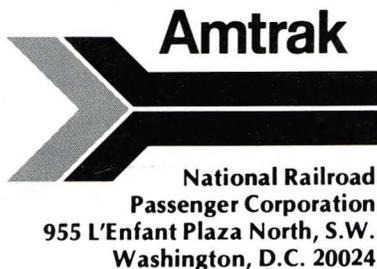
## Richmond-Miami

Florida stations from Richmond to Miami, the subject of one of Amtrak's first major repair and rehabilitation efforts in Spring 1973, will be surveyed

again in late November to check for needed upkeep.

## Windsor, St. Thomas and Welland, Ontario

Amtrak currently is negotiating with Penn Central for repair of existing stations at Windsor, St. Thomas and Welland, located along the route of Amtrak's new Empire State Express New York-Detroit service. Repairs contemplated at Welland would extend the station platform about 100 feet. At Windsor, Amtrak is requesting that the station be cleaned and its interior repaired; the eastbound station platform resurfaced and exterior light fixtures repaired. St. Thomas would require the most extensive work including interior cleaning and painting; resurfacing of the westbound platform; constructing an eastbound platform; repairing exterior light fixtures; reactivating westbound engine watering fixtures; installing eastbound engine watering fixtures and relocating the train supervisor's office to provide space for a ticket office.



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