

# Amtrak NEWS

A NEWSLETTER FOR AMTRAK EMPLOYEES

Vol. 3, No.21

November 15, 1976

## Washington-Cincinnati Shenandoah Inaugurated With Two-day Trip

Amtrak's new Washington-Cincinnati day train, the *Shenandoah*, was inaugurated with a two-day ceremonial trip between the two cities on October 29-30. Regular service, in both directions, began the next day.

The special train carried Amtrak officials and invited guests, including civic dignitaries and members of the press.

Stops were made at each station to be served by the train for brief ceremonies. Enough time was allotted in the schedule for the public to inspect the train's new Amfleet cars at Cumberland, Maryland; Parkersburg and Keyser, West Virginia; and Athens, Chillicothe and Cincinnati, Ohio. It was the first use of new passenger cars in Washington-Cincinnati service in over two decades.

At the other station stops, shorter welcoming ceremonies were held that included speeches by local dignitaries, band music and cheering people.

Crowds were large at all stops with

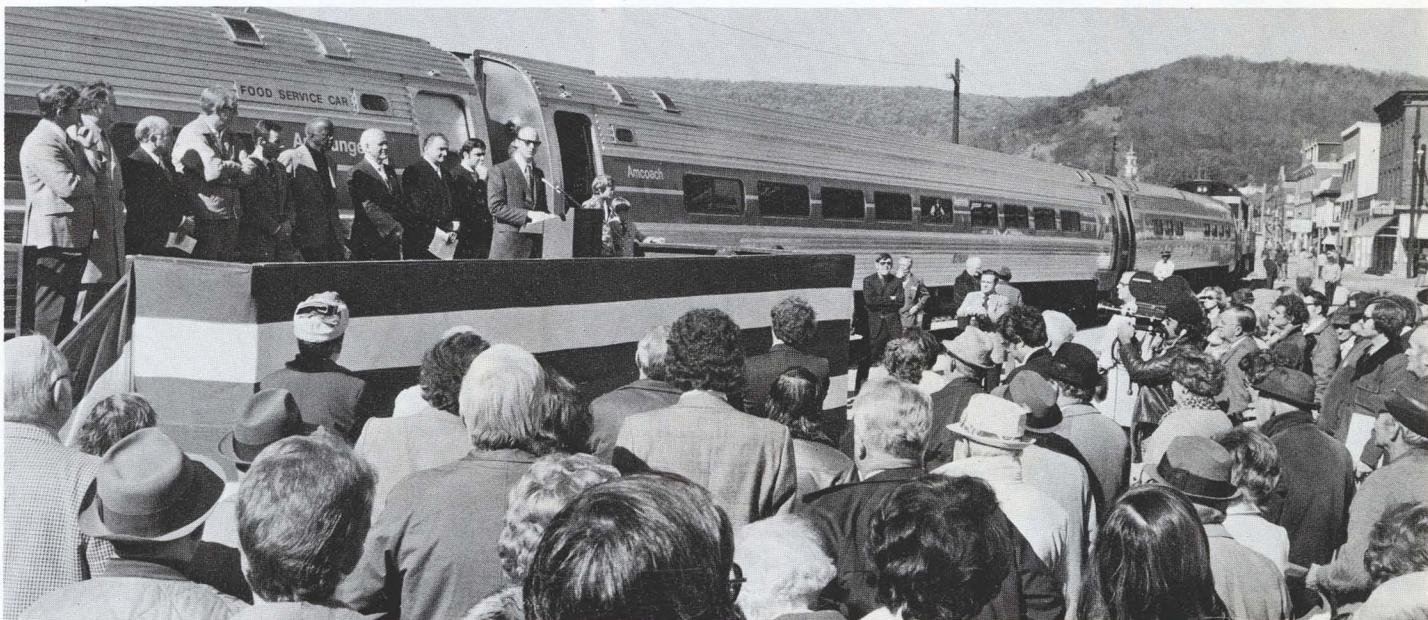
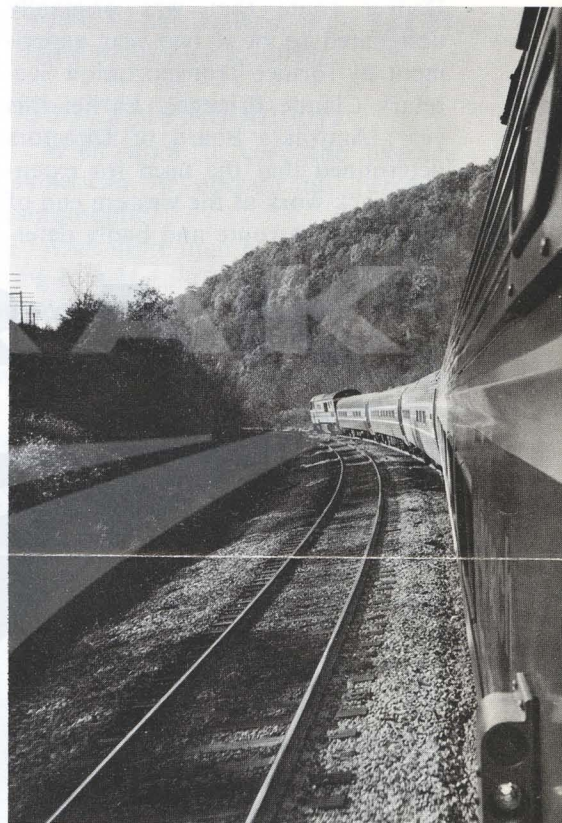
television, radio and newspapers recording the events.

The new *Shenandoah* follows a daytime schedule, leaving Washington at 9:25 a.m., arriving Cincinnati at 11:59 p.m. Eastbound the train leaves Cincinnati at 6:45 a.m. and arrives in Washington at 9:40 p.m.

For Athens and Chillicothe, the *Shenandoah* was the first passenger service since Amtrak began operations on May 1, 1971. An earlier service to Parkersburg, Clarksburg, Grafton and Oakland from Washington was discontinued in 1973.

Interestingly, R.F. Mather, conductor, and Kenneth Potter, trainman, who brought the new *Shenandoah* into Cincinnati, had also worked the last B&O train into that city on April 30, 1971, the day before

*(Right) Amtrak's Shenandoah winds through West Virginia's mountains. (Below) Crowd greets the new train at Cumberland.*



Amtrak came into existence.

Amtrak President Paul Reistrup, who rode the train for a portion of the route, told the crowds that the equipment to be used in *Shenandoah* service was the very latest.

"We've given you a very fine train, the finest we have," he said. "But, if you want the service to continue, prove it to us by using it."

The new Washington-Cincinnati route is part of a longer Washington-Denver route that was originally designated to be a two-year experiment by former Transportation Secretary Claude Brinegar. Earlier this year, Amtrak's Board of Directors determined that the need for extensive track work at the western end of the proposed route and badly deter-

iorated track between Cincinnati and Indianapolis left Washington-Cincinnati service as the only segment that was realistically achievable in the foreseeable future.

Amtrak officials stressed the experimental nature of the route at each station ceremony. "This experiment will succeed only if you, the public, want it to succeed. And the way to show that you want the train to continue is to ride it."

A \$1 million station renovation and construction program is underway at ten stations along the route. Most of the work was completed by start of service on October 31, although there still is some work to be finished, including construction of an entirely new station at Parkersburg, West

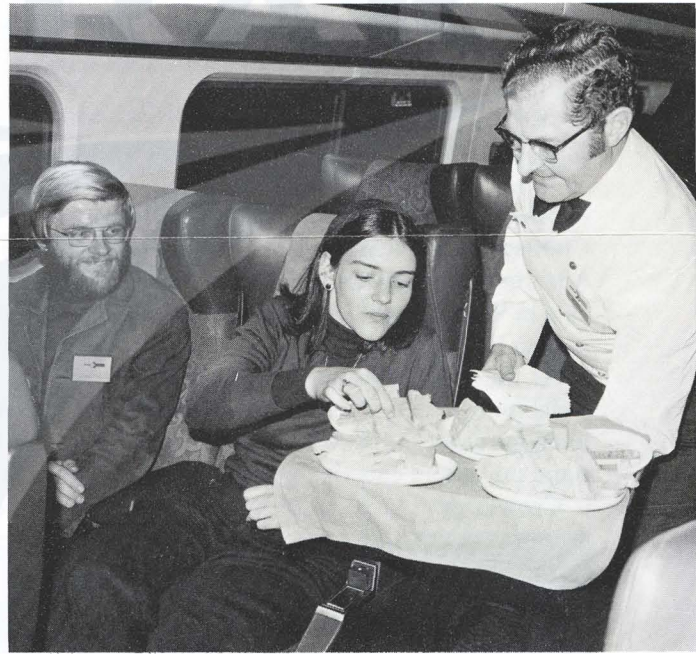
Virginia.

A new station was also built at Cumberland and heated, glass-enclosed shelters were constructed at Grafton and Rowlesburg, West Virginia; and Athens and Chillicothe, Ohio. Existing stations were renovated at Keyser and Clarksburg, West Virginia.

Station work included installation of platform lighting and building new platforms and repairing old ones.

At Cincinnati, Amtrak is doubling the size of the station, expanding the parking lot and extending the platform to accommodate up to 16 passenger cars. The *Shenandoah's* cars will overnight at Cincinnati before returning to Washington the next morning.

*(Right) Bruce Wood and Beverly Blood, aides to Maryland Congressman Gilbert Gude, are served by On-board Attendant William Mitzell. (Below) People swarm aboard the Amfleet cars at Athens.*



*(Left) Despite continuous rains, Cincinnati people came out to tour the train. (Right) Congressman Harley Staggers speaks to crowd at Martinsburg.*



Facilities are also being constructed to handle routine maintenance cleaning and turn-around servicing of the *Shenandoah*. Work on the Cincinnati station is expected to be completed by the end of 1976.

An article by Phil Angelo, editor of the *Mountain Statesman* in Grafton, West Virginia, noted that the *Shenandoah* follows "in the ghostly footsteps of a long departed predecessor, the *Cincinnati*."

The train he referred to was a Baltimore and Ohio train that operated from Baltimore to Cincinnati, a train

that had a number of interesting parallels with the *Shenandoah*.

"The routes," he wrote "are almost identical. The newer train makes three stops more than the old one did, even though the *Cincinnati* had a slightly longer run."

The *Cincinnati* predates the *Shenandoah* by about three decades, beginning service in January 1947. Although steam-driven, the train, however, boasted streamlined cars. It was advertised as the first deluxe all-coach daylight streamliner between Baltimore, Washington and Cincinnati.

ati.

Angelo continued, "Like the *Cincinnati*, the *Shenandoah* boasts of the comfort of the ride and the scenery. The train features Amfleet equipment, the finest in the country."

The on-board service crew that worked the *Shenandoah* inaugural included John B. Hammill, Gail D. Bruinsma, Susan Whitmore, William Mitzell, Franklin D. Broadus and Gregory J. Parker. Also aboard were Charles Maxey, on-board service inspector, and Tom Middlesworth, on-board service coordinator.

## Equal Employment Opportunity Program Progresses

Amtrak's Equal Employment Opportunity program, or EEO, has evolved into a strong and effective effort within the company to promote equal opportunity goals and encourage development of minority employee skills and administrative talents.

The program has developed from an initial policy statement of Amtrak President Paul Reistrup one year ago to a specific set of procedures and persons responsible for coordinating Amtrak's EEO effort.

What the program is developing into is a very real method of attaining EEO goals. Those include identifying minority and female talents within Amtrak, developing individual supervisory and staff skills of employees, counseling employees who are desirous of getting ahead or having trouble handling current responsibilities, and effective recruiting of minority and female employees when necessary skills are lacking within the present work force.

To accomplish these goals, several steps have been taken to create a program that can achieve concrete results.

Each department or location with 25 or more employees has submitted affirmative action goals and timetables to achieve their equal employment goals by 1980. Following completion of this step, an EEO Advisory Committee was formed to develop policies and practices that would en-

hance self-development and upward mobility of minority and female employees.

This committee, chaired by Kenneth Housman, vice president, personnel and administration, and Amtrak's corporate compliance officer for EEO, includes Sam Colston, corporate EEO coordinator; Roger Brown, assistant vice president, personnel; Lynn Barbarian, manager, administration, Southwest district, Los Angeles; Rose Platt, timekeeper, on-board service, Chicago; Virginia Gepner, manager, Bensalem CRO; Mathew Green, counsel, legal department; Karl Mathews, director, personnel, Northeast Corridor; and Walter Cruse, regional chef, Jacksonville.

Another step in the program was formation of an EEO compliance organization to provide regional EEO coordinators in each of the four regions, the Northeast Corridor and at corporate headquarters.

These regional coordinators are Walter Cruse, Jacksonville, Southern region; Mary Moreno, on-board service, New York, Eastern region; Mike Jackson, personnel department, Northeast Corridor; Rose Platt, Chicago, Central region; Billy Weidman, manager on-board operations, Oakland, Western region; and Sam Thompson, general supervisor, revenue accounting, corporate headquarters.

EEO coordination responsibility is

in addition to each person's normal assignment and will consume 15 to 20 per cent of his or her time. Regional coordinators will provide advice to both employees and management concerning EEO matters. They will review EEO progress, problems and complaints with regional vice presidents and personnel managers. They will also handle EEO complaints that can not be resolved at lower levels.

District or location coordinators will be named in the near future to bring EEO coordination and advice a step closer to employees. Amtrak is developing training programs for all levels of EEO coordinators to teach them to handle internal complaints effectively through a thorough knowledge of complaint procedure. Amtrak will also train them to provide proper advice and counseling. An internal complaint procedure has been developed and will be announced shortly.

Amtrak is also developing an EEO training program for all supervisory personnel that will place EEO compliance within the responsibility of every level of management.

Amtrak's EEO program is not merely a forced compliance of federal regulation, but is a sincere corporate effort to achieve those goals within the company. Success or failure will depend on the efforts of both managers and minority employees seeking to develop themselves and move upward within the company.

# Amtrak, Auto-Train

## Start Louisville-Sanford Joint Service

Amtrak and Auto-Train began, on Sunday, October 31, their joint venture offering both regular Amtrak passenger service and Auto-Train service on a daily basis between the midwest and central Florida.

The new service became possible with an agreement between Amtrak and Auto-Train whereby Auto-Train's cars are attached to Amtrak's Chicago-Miami/St. Petersburg train, the *Floridian*. The new service offers travelers an attractive alternative to nearly a thousand miles of driving between Louisville, Kentucky, and Sanford, Florida, which is located near Orlando and Walt Disney World.

The premiere run of the northbound train was marked by festivities in Sanford that included breaking of a bottle of Florida orange juice over the coupler of one car by Auto-Train President Eugene Garfield, and Harold Graham, Amtrak's vice president for service planning.

The two services are joined but not combined. Each company continues to provide its distinctive service without passenger access between the two sections of the train. Separate coach and sleeping accommodations, as well as separate dining and lounge facilities, are provided in each sec-

tion. Also, each company retains jurisdiction over its own marketing, sales, on-board service and maintenance personnel.

Coincidental with the inauguration of the new service, Amtrak's Louisville terminal was transferred from old Union Station, at 1000 West Broadway, to Auto-Train's bright new quarters at 7727 National Turnpike, in Louisville's southern suburbs. The move eliminates a 1.2-mile-

long back-up move that was necessary under the old system.

A large free parking lot is available for Amtrak's customers at the new site.

Auto-Train's loading procedures at Louisville are as follows:

When the cars arrive, each driver is greeted and presented with a damage survey form which he then hands to an Auto-Train inspector near the loading ramp. The inspector notes on



*Jim Stevenson, ticket clerk, works at the new Louisville station.*



*Auto-Train cars are on rear of St. Petersburg section of Floridian as it leaves Jacksonville.*

the diagram each nick, dent or scratch that is on the car.

The auto is then driven up the ramp and loaded aboard one of Auto-Train's bi- or tri-level auto carriers. Inside the covered rail car, each auto is anchored firmly to prevent any movement enroute that could result in damage.

Passengers are escorted into the station where their tickets are validated and seats and dining times assigned. About an hour before departure they are boarded.

Auto-Train's switch engine, in the meantime, assembles the auto-carrying cars and then proceeds to couple them onto the passenger-carrying cars. The consist then waits for arrival of Amtrak's *Floridian*.

When that train arrives, the Auto-Train consist is coupled onto the rear of the *Floridian*, a brake test made and the train proceeds southward after boarding Amtrak passengers.

At Sanford, the procedure is reversed, with Auto-Train cars uncoupled from the *Floridian* and switched to Auto-Train's facility there for debarking of passengers and unloading of autos.

Auto-Train has three sets of equipment assigned to the new daily service. Each consists of two coaches, bedroom car, buffet-movie car, crew car and three or four auto carriers.

Since the auto-carrying cars are on the rear of the train, space had to be provided for the rear flagman. Auto-Train took one of its bi-level auto carriers and constructed a minicaboose in one end, complete with cupola, toilet facilities, stove and water cooler.

One such car is already in service while two others are being built. Until they are complete, Auto-Train is using specially-modified cabooses to protect the rear of the trains.

Automobile space on the first southbound combined train was sold out, and bookings are very heavy for the early winter months.

Notes Richard Goldstein, senior vice president, Auto-Train, "Business looks very good for the future. I think the daily service deserves a lot



*Amtrak shares Auto-Train's Louisville station. Autos are checked on arrival for damage.*

of credit for our optimistic outlook."

Traffic northbound, however, is light. Most people, it might be noted, are moving to Florida for the winter months. Northbound business will pick up dramatically in late spring.

Amtrak's *Floridian* continues to serve all its former passenger stops between Chicago and Miami/St. Petersburg. It does so, however, on a new schedule, effective October 31, that now gives passengers a two-day one-night trip instead of the previous two-night-one-day trip. The new schedule not only provides convenient arrival and departure times for Auto-Train passengers, but also gives more hours of daylight train riding for Amtrak passengers.

The new service is under a six month agreement with a year-to-year continuation option. Amtrak is guar-

anteed by Auto-Train a minimum of \$100,000 of its midwestern revenues, plus payment of Amtrak's incremental costs of the venture.

Amtrak also, as part of the agreement, shares use of Auto-Train's Louisville terminal at no cost.

Auto-Train benefits from the cost effectiveness of the combined operation and the greater revenue potential generated by daily service.

Auto-Train began daily service between Sanford and Lorton, Virginia (near Washington) on December 6, 1971. Its second route—Louisville to Sanford—was begun on May 24, 1974 on a tri-weekly basis. That service was later reduced to one round-trip weekly, and even that was suspended earlier this year because of lack of equipment caused by two Auto-Train derailments.

## Excursion Fares Set For Arrowhead

Amtrak has established a ten day, round-trip coach excursion fare between all stops on the Minneapolis-Superior/Duluth route of the *Arrowhead*.

The fare, effective November 1, is good for coach travel only and applies for ten days after date of sale. The discount over the normal round-trip fare goes up to 25 per cent, depending on points served.

The excursion tickets may be used

any day of the week and can be purchased from any Amtrak ticket agent or authorized travel agent. They can not be purchased aboard the train.

Regular round-trip coach fare between Minneapolis and Superior, for example, is \$18, but the new excursion fare will cost a passenger only \$13.50. Similar discounts apply to intermediate stops.

Children under 12 pay one-half the adult excursion fare.



# Keeping Track of Amtrak

## Super Safe Shop

Employees at Beech Grove shops have worked through the entire month of October without a single reportable injury.

"This is a phenomenal record," says Joe Bonelli, director corporate rules and safety for Amtrak. "They are to be commended."

Beech Grove employs 677 employees, under Walter Barrick, general manager, in a facility that covers 67 acres and includes a forge shop, heavy coach repair shop, wheel shop and machine shop.

"Work of this nature is considered extremely hazardous," says Bonelli. "Going through an entire month without a single injury is quite an accomplishment, especially at a mechanical facility the size of Beech Grove because of the recent criteria for reporting injuries established by the Federal Railroad Administration."

All injuries requiring more than mere first aid must be now reported.

Bonelli notes, "An accomplishment such as this helps instill pride in all employees."

Employees at Beech Grove must wear hard hats and safety glasses on the job. Safety meetings are conducted periodically and safety rules strictly enforced.

## Last Campaign Train

While whistle-stop campaign trains don't guarantee success in elections, they certainly were a popular method for candidates to meet the electorate in 1976.

Most recent user of an Amtrak train was Senator-elect S.I. Hayakawa of California.

Hayakawa, who defeated incumbent Senator John Tunney, capped his campaign with a colorful whistle-stop train ride from Union Station, Los Angeles, to San Diego on October 30.

His train was named the "Tam O'Shanter Express," after the hat which was the symbol of his uncon-

ventional campaign.

This last of the several 1976 campaign trains was all Amfleet, including one Amdinette and three Amcoaches. Crowds that greeted Hayakawa were large and enthusiastic, and included bands, baton twirlers and a Miss Bicentennial decked out in a Dolley Madison costume.

Hayakawa said he was pleased with the equipment and its performance, and felt train riding was an excellent way to reach the people in towns of the heavily populated Los Angeles-San Diego corridor.

## Free Kiddie Trips

Amtrak will be offering a special children's weekend on November 19-21 on its Chicago-Milwaukee Turboliners. The weekend features free round-trip coach travel for kids under 12 years of age.

The weekend special does require that for every two free children, there be an accompanying person 12 years of age or older who purchases a full fare round-trip coach ticket.

Additional children between 2 and 12 must pay regular children's fares. Kids under 2 will be carried free—as always—in addition to any free children provided by the special weekend rate.

The special rate applies to kids traveling between any two stations on the Chicago-Milwaukee line, but will not be honored on either the *Empire Builder* or the *North Coast Hiawatha*. The special rate will also not apply to trains 320 or 325 on Friday, November 19.

## Need Christmas Cards?

Audio-Visual Designs, of Earlton, New York, is offering two Christmas cards this year with Amtrak trains depicted on them.

The first is a post card made from a color sketch of an Amtrak Turboliner racing along in the snow.

The other is a standard greeting

card that folds down to 4½-by-6 inches and comes supplied with an envelope. It features a color photograph of the *Lake Shore Limited* running along the Hudson river.

The post cards cost \$2 for 24 cards, while the other card varies in price depending on quantity purchased.

For a free catalog that pictures the two, plus A-V's entire line of cards, calendars and photographs, send a stamped (\$.24) business envelope to Audio-Visual Designs, P.O. Box 24, Earlton, New York 12058.

## Car Costs Zoom Up

What does it cost the average American to operate his personal automobile?

A lot more than he thinks, according to a Hertz Corporation study reported *United Press International*.

The cost of keeping America's cars and trucks on the road has jumped by more than \$100 billion each year since 1972. Various factors account for the increases, including higher gasoline costs, but Hertz said that the major reason was skyrocketing depreciation costs.

Americans today spend nearly a quarter of the country's personal income to operate motor vehicles, compared to less than one-fifth 25 years ago.

What it all boils down to is that it costs 23.5 cents a mile for Mr. American to operate his car.

Anyone for Amtrak?

## AMTRAK NEWS

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

NEWS STAFF  
Ed Wojtas, Editor  
John Jacobsen  
Gayle Fedrowitz



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

# Board Visits Pullman Plant, Sees Bi-level Car Work

Amtrak's Board of Directors conducted its October meeting in Evanston, Illinois, and took advantage of the Chicago area location to visit the Hammond, Indiana, facilities of Pullman Standard to see the construction of the new bi-level cars.

The Board was greeted on arrival

by Pullman Standard's President and ex-Astronaut James A. McDivitt.

The group first visited the Champ Carry Technical Center where they saw a slide presentation about PS's Hammond complex and the building of the new cars. They then toured the assembly line in Pullman Car

Works II plant and returned to the technical center where they inspected three mock-ups of the cars in the research and development section.

Several car shells are already on the assembly line awaiting installation of internal components. The first cars will be put into service next year.



Both Photos By Pullman Standard



*(Left) Board of Directors views first bi-level shells on PS's shop floor. (Above) Board members, left to right, Donald P. Jacobs, Mary Head and Robert G. Dunlop sit in mock-up of dining car section.*

**Amtrak**  
  
National Railroad  
Passenger Corporation  
955 L'Enfant Plaza North, S.W.  
Washington, D.C. 20024

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

**FIRST CLASS**

ADDRESS CORRECTION REQUESTED