

Amtrak NEWS

A NEWSLETTER FOR AMTRAK EMPLOYEES

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New Station Approved For St. Louis

Amtrak's Board of Directors has approved spending \$6.4 million to build a new station in St. Louis, Missouri.

The new facility will replace Union Station there which is 80 years old, costly to operate, in need of extensive refurbishment and requires a complex back-in movement for trains that adds up to 30 minutes for each train.

The site for the new station, and its related facilities, is west of Ewing avenue and is bordered by Compton and Spruce streets, about one mile from the present terminal. It is convenient to the traveling public and accessible from both downtown St. Louis and the heavily populated suburbs.

It also provides adequate trackage for run-through operations to avoid the back-in maneuver.

The new Amtrak complex will include the main station building and a crew, commissary and maintenance base, as well as station tracks, platforms, a parking lot and "we" track.

The station building will be primarily a one-level glass and masonry structure, 150 feet long by 75 feet wide. It will include a mezzanine office area plus a circular lounge overlooking the public waiting room. The main passenger lounge will have

a capacity of 300 persons.

The new station was designed by Amtrak's Office of the Chief Engineer in conjunction with the St. Louis architectural and engineering team of R. W. Booker/Westenhoff and Novick. The design incorporates a capability for expansion as Amtrak's needs grow in the city.

Amtrak employees who worked on the new station design included Curt Willard, architect; Wilson Kirby, civil engineer; and Herb

Gall, assistant chief engineer.

St. Louis ranks 25th out of nearly 500 stations in Amtrak's nationwide system. It is served by eight trains daily (National Limited, Inter-American, Abraham Lincoln, State House) and used by an average of 13,600 passengers a month.

Construction documents and final drawings are scheduled to be completed and bids awarded next spring. The station is scheduled for completion in early 1979.

Rochester Design Contract Awarded

Lozier Engineers, Inc., Rochester, New York, has been awarded a contract to perform architectural and engineering services in designing a new rail passenger station for that city.

The company will prepare construction documents so that work on the new station can begin next spring. Construction will take about one year.

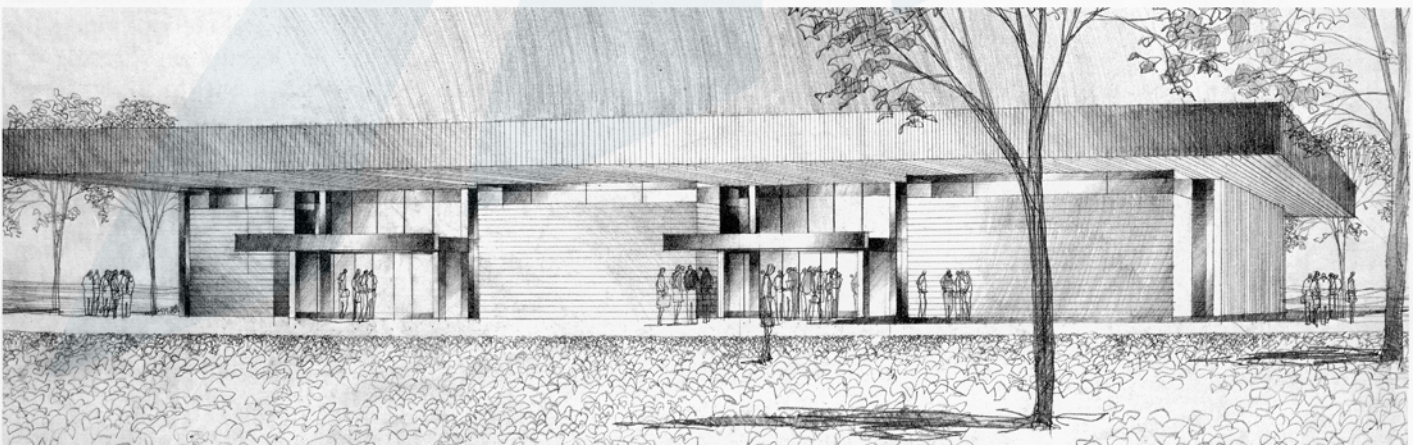
The new Rochester station will replace the old facility which has been in use since 1914. The existing station will be demolished and the new building constructed on the same site.

The new station will be designed to handle up to 150 passengers and visi-

tors and will incorporate modern ticketing and baggage facilities, a spacious waiting room and ample parking.

The station project is a joint effort of Amtrak, the City of Rochester and the State of New York. The city has purchased the present station site and has agreed to make a substantial portion of the land available to Amtrak. New York State and Amtrak will share construction costs.

Between the time demolition starts on the old building and construction of the new station is completed, a temporary modular facility will be provided for Amtrak passengers.



Amtrak's new St. Louis station will replace 80-year-old Union Station.

President Ford Takes To Rails Again In Search For Election Day Votes

President Jerry Ford rode Amtrak again on Saturday, October 16, in his search for votes in the Presidential election. This time his rail trip was from Joliet to Alton, Illinois, and followed an historic 220-mile route through the Illinois heartland. Stops were made at Pontiac, Bloomington, Lincoln, Springfield and Carlinville.

The President had campaigned using an Amtrak train from Flint to Niles on May 15 before during the Michigan primary battle. (*Amtrak News*, June 1, 1976)

A statement issued by the White House noted that Abraham Lincoln, the Republican party's first and most revered President, had spoken at or debated at each of the stops along the route. The station stop at Springfield was only two blocks away from the old State House where Lincoln had served in the legislature.

This was President Ford's first trip to Illinois during the current campaign.

The President had flown to Chicago the previous night after a day's campaigning in Iowa. From Chicago he motorcaded to Joliet where he and his wife, Betty, cele-



President Ford and wife, Betty, enjoy their Amtrak day.

Loyal Lauth Photo

brated their 28th wedding anniversary and watched the televised debate between Vice Presidential Contenders Walter Mondale and Robert Dole.

After leaving their motel on Saturday morning, the couple rode the four blocks to the station waving to crowds along the way. At the station the President shook hands with per-

sons in the crowd for a few minutes, then walked upstairs to the second floor ticket window where he talked a short time with Ticket Agent Richard Steller before boarding the special train.

The train, named "The Honest Abe," consisted of two P-30 locomotives, three Amdinettes, one Amcafe, one Amclub, two 84-seat Amcoaches and observation car 10000. Ford made all of his speeches from the car's open-end observation platform.

The day was cold and crisp, but didn't deter the people. Crowds were large as the train made its way over the Illinois prairies. People and bands even showed up at stations where the train was not scheduled to stop.

At those locations, the train slowed down and President Ford boarded the back platform to wave to the people as the train passed through.

Riding along on the train were Illinois Senator Charles Percy, Illinois Gubernatorial Candidate James Thompson, several Congressmen, local officials and some



Crowds swarm around train at Joliet, Illinois.

Loyal Lauth Photo

celebrities, including Actors Chuck Connors, Hugh O'Brien and Peter Graves, ex-Astronaut Alan Shepard and Gymnast Cathy Rigby.

Also on board was Poet-Singer-Writer Rod McKuen who proved to be quite knowledgeable about Amtrak and its trains. McKuen stressed he was quite fond of trains, had been watching Amtrak develop over the years and was particularly pleased with the introduction of Amfleet equipment on the Los Angeles-San Diego runs. He noted he had ridden on Amfleet equipment and liked the cars very much.

At Lincoln, the President detrained to attend a luncheon with members of the Illinois Publishers Association. The lunch took longer than expected and the train departed Lincoln late. Up to that point it had been operating strictly on schedule.

The trip terminated at Alton, where the Presidential party boarded

The On-board Crew

On-board employees who worked aboard "The Honest Abe" included John W. Woolridge, Linda K. Derenski, Curtis L. Abrams, Phillip B. Carlsen, James W. Fields and Allen Hotchkiss.

Also, Ademir A. Cruz, Ralph L. Makell, Douglas Baer, Curtis C. Sanders, Gilbert Guerra and Lee B. Morris.

And, Chef Charles L. Bland, On-board Service Inspectors Henry J. Castro and William Jacobs, and Central Region On-board Services Director Murl H. Bonesteel.

autos for the short trip to a north-west St. Louis shopping center and the day's biggest rally. From there the party went to St. Louis' Lambert Field to board Air Force One for the

flight back to Washington.

How did the Presidential party like their ride through Illinois?

Ron Nessen, the President's press secretary, praised the trip and was particularly high on the Amdinettes, whose tables were able to handle the many typewriters, mimeograph machines, stenotype equipment and banks of telephones. Reporters also agreed that the Amdinettes made their work much easier.

At the time of President Ford's earlier whistle-stop tour through Michigan, Amdinettes were not available.

At day's end both Nessen and Mrs. Ford's press secretary told Amtrak personnel that "It was a great trip, better even than the previous one."

Ford campaign strategists said they would have liked to have operated another campaign train but there was simply not enough time to do so before election day.

Senator Buckley, New York, Rides Campaign Train Too

In addition to the Presidential campaign which had put both President Ford and challenger Jimmy Carter aboard trains as part of their vote-getting strategy, the New York race for the United States Senate by incumbent James Buckley generated a campaign train of its own recently as Senator Buckley took to the rails for a one-day, whistle-stop ride across the Empire State.

Buckley made speeches from the rear platform of the "Buckley Special" assailing his Democratic opponent, former United Nations Ambassador Daniel P. Moynihan.

The Buckley train covered the 297 miles of railroad between Albany and Buffalo and cost the candidate an estimated \$20,000 in right of way and rental costs for the Amtrak locomotive and five historic railroad cars.

Buckley spoke from the rear platform of the "Pennsylvania," built in 1928, a car that has carried four American Presidents, including

Franklin D. Roosevelt and John F. Kennedy. The car also carried the body of slain Senator Robert F. Kennedy from New York to Washington in 1968.

Another car in the consist was the "Lionel-Ives," owned by Larry Battley, Amtrak's office manager, personnel department. Battley's car was built in 1949 and served for many years as the mid-train lounge car on the Pennsylvania Railroad's *Broadway Limited*.

Also in the consist was the "Clover Colony," the last operating "heavy-weight" sleeping car from the old Pullman fleet that once numbered 10,000 cars.

How did he think the antique train contributed to his image? Buckley responded, "It shows I stand for enduring values."

Small but enthusiastic crowds met the train at its many New York stops, most to hear the Senator's speech, but some to see the old equipment.

Four Tie For Safety Lead

The North Central, St. Louis, Bay and Rocky Mountain districts tied for first place in the District category for September in the President's Safety Contest with no injuries resulting in a zero safety ratio for each.

Central topped the regions for September with a 2.4 ratio, and Beech Grove led the shops with a 1.7 ratio.

For the year to date (January-

September) Twin Cities leads the districts with a 3.2 ratio, with South Central close behind with a 3.6 ratio.

Central continues to lead the regions with a 5.4 ratio for the year, and Brighton Park leads the shops with a 7.2 ratio.

The safety ratio figure denotes the number of injuries per 200,000 man hours. An injury is counted if it requires more than mere first aid.

Train Versus Auto:

Amtrak Wins Four Out Of Five

Amtrak clearly won four of the five legs of the "Great Train-Auto Race" held in Southern California on October 15. The race was between Amtrak's 4:10 p.m. *San Diegan* and five automobiles between Los Angeles and Fullerton, Santa Ana, Oceanside, Del Mar and San Diego.

Amtrak lost only on the Los Angeles-Fullerton leg.

The publicity event was promoted by California State Senator James Mills, President Pro Tempore of the State Senate, to emphasize train service in California.

The event was more than just a mere stunt or a spoof on the Great Races of Yesteryear. Said Mills, "The fact is that we have reached the point in California where public rail transportation in certain instances is faster and more comfortable than freeway travel."

Participants in the Great Race consisted of five teams of two persons each. One of each pair drove from Los Angeles to one of the five cities, while the other covered the same distance on Amtrak.

Ground rules stressed that the train would operate under its regular schedule and the autos would observe the 55-mile-an-hour speed limit.

Mills got to the San Diego Civic Center in two and one half hours, after an enjoyable trip on the Amfleet equipment, five minutes before Lt. Governor Mervyn M. Dymally drove up after his trip down Interstate 5.

Mills' trip from the San Diego station to the Civic Center was on a bright yellow bicycle he had managed to ship to San Diego ahead of time.

Mills organized the race to point up what he believes is justification for more funding of non-highway transportation. Said he, "We promoted this as a fun thing but it does have a serious aspect. The state, for example, has partially financed the Caltrak train (trains 774-777) because public

transportation is the best way to travel between certain points where the alternative is congested freeway travel."

Lt. Governor Dymally, who lost to Mills, said, "Perhaps this will wake some people up. It shows the train is available and that it makes as good time as the auto."

Amtrak Engineer Russ Lindquist, of Whittier, was surprised the cars did as well as they did "considering the traffic." Lindquist also said he was late getting out of Los Angeles because of the throng of reporters at trackside but pointed out that he arrived "right on time."

The start of the race followed routines that would confront normal persons traveling between Los Angeles and the cities along the

southern shore. Auto riders walked from Los Angeles City Hall to public parking lots where their cars were stored, while the train riders boarded the regular Southern California Rapid Transit District's mini-bus for the shuttle run to Los Angeles Union Station.

Before beginning his run, Lt. Governor Dymally pointed out, "I want to make it clear I'm not in this as a representative of the highway lobby or as someone who wants to hold on to the automobile forever.

"But since the Lieutenant Governor is supposed to represent all of the people at one time or another, today I'm representing the poor auto driver and his problems. I may take along a book to read if the freeway traffic comes to a complete halt."

Toastmistresses Elect Officers

Thirty employees at Amtrak's Washington headquarters have formed an Amtrak chapter of the International Toastmistress Club, the first such within the company.

The Amtrak club is one of 32 such groups in the Washington area. Membership in the Amtrak club, limited to 30, has grown so rapidly that if 16 more applications are received a second Toastmistress chapter can be formed within the company.

Newly elected officers for the Washington chapter include:

Yvonne Erwin, President,
Joyce Greene and Barbara Hancock, Vice Presidents,
Diane Freshwater, Recording Secretary, and
Helen Caldwell, Treasurer.

The International Toastmistress organization is a group of women and men seeking self-improvement through the study and practice of

verbal communication, analytical listening and development of organizational and leadership skills. Members of the club present talks, critique speeches of others and move into club officer positions where they learn to meet the organizational needs of the club's members.

Chartering of the new club came about after Amtrak employees were invited to a Toastmistress demonstration meeting last March. Members of the Amtrak club were officially presented their charter by representatives of the international organization at ceremonies at the Mayflower hotel, Washington, on October 23.

The club has planned numerous activities for the remainder of the year, and would be interested in hearing from anyone wishing to join or to form another chapter within Amtrak.

First Materials To Be Purchased For Corridor Improvement Program

In a news release issued on October 18, the Federal Railroad Administration announced that approximately \$20 million will be provided for the first purchase of railroad materials for Northeast Corridor improvements.

The release continued, "The FRA and Amtrak have signed agreements that will enable Amtrak to make purchases for the government of some materials and equipment and to provide certain management services for the Northeast Corridor Improvement Program."

Said Asaph H. Hall, Federal Railroad Administrator, "We are anxious to begin work on upgrading the corridor. The material will be available for use during next year's construction season."

Included in the purchase will be approximately 100 miles of rail, 150 turnouts for interlockings, 300,000 crossties and 97 flat cars.

In addition, under the terms of a \$700,000 agreement, Amtrak will establish an office in Philadelphia to provide general management and administrative support services for the corridor project.

Amtrak's role in the five year, \$1.75 billion Federal rail upgrading program is a dual one. First it will operate as construction manager on assigned projects and, secondly, as the systems operator responsible for continuing maintenance and coordination of construction with rail operations.

Amtrak will also participate in program management, overseeing con-

struction and acceptance of completed work.

Specific goals for the five-year program are to provide regularly scheduled, dependable intercity rail passenger service between Boston and Washington, via New York, at speeds up to 120 miles per hour.

Plans include upgrading track and installing continuous welded rail on the entire system. Many of the 860 bridges will be replaced, repaired or rebuilt. Badly neglected tunnels will be reworked. Service facilities and operational portions of stations will be rehabilitated. And the antiquated electrical system will be modernized and electrification extended from New Haven to Boston to complete electrification of the entire 456-mile-long route.

Dig Deep! It's For A Good Cause



Each autumn, in many communities across the nation, comes the call for support of the local United Way.

Whatever name they go by—United Fund, Community Chest, Crusade of Mercy, Red Feather Agency, United Way—the call is for a charity drive that is unlike any other in one's community.

By combining so many potential campaigns into just one broadly-supported effort, the United Way eliminates overlapping costs and maximizes the effectiveness of community volunteers.

In short, the United Way is the most efficient and economical way of raising charitable dollars.

However, in spite of all that has been accomplished to date, most United Way campaigns must raise even more money this year.

You might say, "Why should I contribute? I never use any of those agencies?"

But, are you so right? Have you ever taken swimming lessons at your YMCA or YWCA? What about the Boys Club baseball team that your kids play on? What about the time your uncle needed blood and the Red

Cross was there to help? Or what about your daughter who is in the Girl Scouts?

You see, these are only a few of the many agencies that benefit from United Way funds. Chances are very good that you—or someone close to you—has used one of them sometime. Statistics from the national headquarters of the United Way show that one out of every four Americans is involved in some way in an agency program, either by helping the agency or using its services.

There are 2,300 United Ways in North America that raise over a billion dollars annually. It is the largest charitable fund raising campaign anywhere in the world.

Your local United Way depends on you. Its funds provide programs for you, your family and your friends.

So, this year when your local drive begins, please give your fair share pledge through Amtrak's payroll deduction program. Minimum deduction is \$1 per pay period.

Thanks to the efforts of good citizens all over the country, like Amtrak employees, the United Way works . . . and works well . . . for all of us.

Keeping Track of Amtrak

Pooh For President

'Winnie the Pooh,' the children's candidate for the Presidency, began his 1976 political campaign on September 25 with a special whistle-stop tour on Amtrak. The tour, following the routes of the *San Francisco Zephyr* and the *Coast Starlight*, was sponsored by Amtrak, Sears Roebuck and Co. and Disneyland in a joint effort to kick off Pooh's electoral campaign.

Pooh, accompanied by his campaign strategists, Eeyore and Tigger, moved out of Chicago on the *Zephyr* after a celebration at the Sears Tower and a parade from there to Chicago's Union Station to board the train. Enroute he visited over 30 Amtrak stations and cities along the way where he was met by the public and the press as he staged his unique "Pooh-litical" rallies. Pooh dined and shook hands with large crowds of children and their parents. Where time permitted, Pooh visited the participating Sears stores.

Ads inviting the kids to visit Pooh at the stations were placed in local newspapers by Sears, which carries the Winnie the Pooh clothing line.

Each participating store was responsible for the train station rallies.

On October 9, Pooh and his troupe accompanied 32 sweepstakes winners, who had won free trips to Disneyland, on Amtrak's *Coast Starlight* to San Jose, California, after an ice cream social at Los Angeles Union Station.

Also participating in this educational program were Continental, Eastern, Western and Air California airlines. For Amtrak the joint promotion provided exposure to the public and awareness by them of Amtrak services. Television, newspaper and radio provided coverage that enticed thousands of children and their parents to Amtrak stations along the way.

Airman Likes Amtrak

Good service and the amenities of train travel can always win converts from competing modes of transport.

A notable example was the experience of Freddie Laker, one of the largest charter airline flight operators between England and the United States.

Laker made a recent trip from New York to Philadelphia aboard a Metroliner. He noted he had to make a telephone call to his office in England when he got off the train. Someone suggested he try the on-board telephone. He did and his call went through in seconds. Laker was so delighted with his experience he announced his total satisfaction with Amtrak service at a press conference he held later that week.

While Laker is not likely to give up flying, especially between England and America, he is recommending train travel while in the United States to his colleagues.

Santexpress Special

As a holiday special, Amtrak is offering a flat \$5 Christmas rate on its package express service from eight major cities between November 10 and December 10.

The "Santexpress" rate will mean a savings of at least \$2.50 from Amtrak's usual \$7.50 minimum express charge and there can be even greater savings for long-distance shipments. For example, the regular cost for a 50 pound package shipped between New York and Los Angeles by Amtrak express is \$12.50.

The "Santexpress" rates will apply to any express shipment weighing no more than 50 pounds and no larger than three feet square sent from Amtrak stations at Boston, New York, Philadelphia, Washington, Chicago, Seattle, San Francisco or Los Angeles.

The packages can be sent to any of over 300 cities on Amtrak's route system which handle package express.

Amtrak hopes the service will be a convenience for its own passengers and big-city commuters who can drop packages off on their way to work.

Fun Train To Roll

The Reno Fun Train will go into operation again beginning January 21, says the Greater Reno Chamber of Commerce, the tour's sponsor.

Thousands of San Francisco and



Lead Baggage Man Ray Johnson checks Pooh's bag at San Diego.

Disneyland Photo

San Diego Ticket Clerk Praised

Jim Whitmore, writing in *New Orleans Magazine*, reported on a recent 6,000 mile Amtrak journey.

"Not once in 13 days of train travel," he wrote, "did I come across a surly or curt employee, nor one who was ignorant of his job or careless about his performance."

Whitmore did add, "They probably have them — so maybe I was lucky."

He did take particular note of Steve Keller, lead ticket clerk, San Diego.

"They were not boarding on Schedule because the line had been struck at six that morning by a union. People milled about in frustration on the verge of anger.

"The one counter clerk was a young red-haired man, soft-freckled-faced and soft-voiced. He was not

fully informed yet of the situation and readily admitted that he didn't know if or when the train would leave, and was patiently helping the anxious passengers with their inquiries and pleas.

"The status of the train (San Diegan scheduled to depart at 7 a.m.) was in limbo for about 25 minutes. Having nothing else to do, I stood by and watched this young man operate. It was beautiful. If they still give gold watches, he should get one, considering the pressure he was under and the patience and self-assuredness with which he handled it."

Keller notes, "That just happened to be the day that two of our people had overslept." The train ultimately did leave, according to Whitmore, "almost on time."

own opinions when confronted with new ideas and more accurate information.

The course is designed to work with any size group and with management and non-management employees alike.

Station Locations

Amtrak is getting some help from its friends with the inaugural of new service by the *Shenandoah* running daily between Washington, D.C. and Cincinnati.

The Ohio Association of Railroad Passengers has printed a promotional pamphlet about the association and train riding in general, and oriented its message around maps and passenger information about the three Amtrak passenger stations — Athens and Chillicothe, Ohio, and Parkersburg, West Virginia — that serve the new route.

The folder shows exactly where each station is in relation to the city, as well as giving information on walking distances to nearby points, availability of parking and access to telephones and nearby restaurants.

Single copies of the map folder are available free from OARP by writing P.O. Box 653, Xenia, Ohio 45385.

Sacramento area residents have enjoyed the Fun Train over the past 12 years as it climbs over the Sierras on Friday evenings and returns on Sunday afternoons.

The complete tour package costs \$69.95 per person, double occupancy, and includes round-trip Amtrak fare, two nights at a first class hotel, three meals in Reno, plus the Reno Fun Pack, which offers a host of free refreshments, gaming coupons, miscellaneous discounts and other complimentary items.

Included in the special train's consist is a dance car, complete with band, for enroute enjoyment.

Nine dates are scheduled for early next year, including January 21 and 28, February 4, 11 and 25, March 4, 18 and 25, and April 1.

Trains will depart Oakland on Fridays at 6:30 p.m., with arrival at Reno at 2 a.m. Returning, the trains will leave Reno on Sunday at 11 a.m., with arrival at Oakland at 6:45 p.m. Bus connections are made to and from San Francisco.

Attitude Program

Amtrak's training department recently conducted a pilot program in attitude development that, if successful, could be offered to other individual groups or the entire company.

The three-day session, called "Adventures in Attitudes", included the participation of 24 employees from three regions and headquarters. The pilot program attempts to use modern management and psychological training methods to encourage positive thinking and eliminate the natural resistance people have to change, to new ideas, and to the opinions of others.

The program has no instructor, and relies on group interaction and individual leadership to work through a series of projects in the course format.

Basically, the goal of the pilot program is to get employees to increase their self-confidence and sense of self worth, to use their knowledge effectively, and to willingly accept new information and change their

AMTRAK NEWS

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English Steam Line Helps Promote Amtrak Service

Visitors to the Keighley and Worth Valley Railway, a short steam-operated tourist line in West Yorkshire, England, get a bit of soft sell to use Amtrak service if and when they come to the United States.

Dominating the station platform is a large Amtrak poster and there's a pretty good chance one of the engineers (or engine drivers, as they're known in England) will be wearing an Amtrak paper hat.

The rail line also would like to see some Amtrak employees come for a visit. Says Charles Bates, who besides working for the rail line produces a rail-oriented radio program for Radio Blackburn, "If Amtrak employees on holiday in the U.K. make themselves known when visiting the Worth Valley Railway, they will be made very welcome, particularly in the buffet car which I operate when not working for Radio Blackburn."

Last July 4, the rail line used its engine No. 1776 which carried, in the words of a railroad spokesman,




R. Higgins Photo

Susan Walter poses with Amtrak sign at Keighley station.

"stars and stripes livery." The 1776 was built by the Vulcan Locomotive Works, Wilkes Barre, Pennsylvania, and was shipped to France and Britain for military duty. It ended up at the K&WV line where it was nicknamed the "Tornado," and the

"Zephyr."

K&WV has more than 30 steam engines, three diesels and two rail buses. Over 100,000 passengers a year travel on the preserved steam tourist line, which shares the Keighley station platform with British Railways.

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