

Train Service Begins To Niagara Falls, Downtown Buffalo

Despite cold, blustery weather and threatened showers, some 500 persons came out on Sunday, October 29, to Amtrak's new Niagara Falls station to participate in ceremonies opening service to that city.

Two trains a day in each direction will serve the city, the *Niagara Rainbow*, which will continue to Detroit, and the *Empire State Express*, which will overnight there.

Speakers at the ceremonies included Congressman John LaFalce; William C. Hennessy, commissioner, New York Department of Transportation; Niagara Falls Mayor Michael O'Loughlin and Bob Herman, Amtrak's vice president, operations. Master of ceremonies was Al Edleston, manager, state and local services, Washington.

Music was provided at the Niagara Falls ceremony, as well as at a later one at Buffalo, by the Grand Island, New York, Viking High School Marching Band. Visitors were treated by Amtrak to soft drinks, sweet rolls and coffee at an open house immediately following the speeches.

The station building, located on Hyde Park boulevard and Lockport road, is the former Lehigh Valley railroad freight building which has been extensively refurbished for its new role as a passenger facility.

One innovation is the utilization of the long former freight house to provide direct access to the parked Turboliner that is used on the *Empire State Express*. Doors in the building were moved to match the location of doors on the train. Passengers will be able to step directly from the train into the heated building, a definite asset in the snowy New York winters.



Whistle blaring, the Niagara Rainbow arrives at Niagara Falls to be greeted by a cheering crowd.

The end of the ceremonies was timed to coincide with the arrival of the eastbound *Niagara Rainbow*,

which arrived with whistle screeching to highlight the occasion.

Civic officials and members of the

First Superliner Car Accepted

Amtrak accepted the first of 284 doubledeck long-distance *Superliner* cars from Pullman Standard on Friday, October 27.

The first car, a 77-seat coach with a special seat for handicapped travelers, left the Pullman Standard plant at Hammond, Indiana, for Amtrak's 21st Street yard in Chicago for training of on-board and maintenance crews.

The 85-foot-long, bi-level coach has a fluted stainless steel exterior with red and blue stripes just below

the upper row of windows. The interior is carpeted on both floor and side walls. All seats recline and are equipped with leg rests and fold-down tray tables. Every seat has its own reading light and each of the wide windows has adjustable drapes.

Color scheme in the new coach is a subdued one with browns, beiges and greys dominating. Seat upholstery is inspired by designs of the Southwestern Indians.

Amtrak ordered the *Superliner* series
(Continued on page 11)

press climbed aboard to ride the 25 miles to Exchange street, in Buffalo, for another ceremony there.

Speaking at the Buffalo ceremony were LaFalce, Herman and Hennessy, as well as Buffalo Mayor James D. Griffin, who acted as master of ceremonies.

Both the *Rainbow* and the *Empire State Express* will serve the new facility there as well as the old Central Terminal on Paderewski drive. A new station is planned for nearby Cheektowaga. Work on that facility won't begin until next spring but when that is finished trains will no longer stop at Central Terminal.

Service to Niagara Falls also necessitated elimination of the Fort Erie, Ontario, stop on the *Rainbow* because of the rerouting.

The Niagara Falls station, the Exchange street station in Buffalo and the proposed new suburban station in

Cheektowaga are the result of the continuing cooperative effort between New York's Department of Transportation and Amtrak. The state has provided the funding for the required facilities and Amtrak is operating and maintaining the new train service.

In addition to passenger stations, New York State, through its high-speed rail passenger program, is funding the \$6 million upgrading of track between Buffalo and Niagara Falls. Some work has already been done but, for the immediate future, trains will operate between the two cities at reduced speeds. When work is completed next spring, speed will be significantly increased.

Resumption of service to Niagara Falls marks the first time train service is available to residents there since April 1961, a lapse of 17 years.

Downtown train service in Buffalo

came to a near halt on October 27, 1962, when the Erie-Lackawanna railroad halted service to the old DL&W station at Main and South Park avenues.

Trains continued to stop for a time at the platform of the Exchange street station, although the building had been closed by that time.

Work is now underway to rehabilitate the former New York Central Exchange street depot for use as an Amtrak station. Until that is completed, a temporary structure on the platform will handle passengers.

Ridership on the *Niagara Rainbow* is expected to increase because of the new station as well as the introduction recently of Amfleet equipment to the train. *Empire State Express* service is with a Turboliner.

Assigned, at present, to the Niagara Falls station is David Bouquard, ticket clerk.



(Left) Despite a cold and gray day, several hundred people came to participate in the ceremony. (Below) Mike Sciandra, senior sales representative, Buffalo, helps a youngster with his Amtrak hat.



(Right) A young "rail-roader" greets Amtrak's new service with a sign and a smile. (Far Right) Congressman John LaFalce praises Amtrak's new service at Buffalo.



New Self-Propelled Cars

To Operate On New Haven-Springfield Line

Connecticut's Governor Ella Grasso and Amtrak's President Alan Boyd announced jointly on Tuesday, October 17, that the state and Amtrak have reached agreement on new rail equipment and increased rush hour service on the New Haven-Hartford-Springfield line.

"The new equipment and increased service are vital parts of Connecticut's effort to encourage greater use of rail passenger service," said Governor Grasso. The new service would include additional daily round trips specifically scheduled to accommodate New Haven and Hartford commuters during morning and afternoon rush hours."

Under the agreement, the state of Connecticut will buy 12 self-propelled rail cars, similar to the modern, diesel-powered SPV-2000 manufactured by the Budd Company of Philadelphia. Estimated cost of the equipment is \$10 million and funds will be drawn from an authorization approved by Connecticut's General Assembly.

"The equipment will be operated

and maintained by Amtrak under a lease arrangement with the state, and the new services will be provided by Amtrak without any operating subsidy from the state," added the governor.

The new cars will replace and expand the current fleet of older equipment and will be capable of operation eight singly or in multi-car units. The cars should be available nine months after they are ordered.

The agreement also provides for

Amtrak to transfer some of the eight cars now in use on the New Haven-Springfield line to the state for use on the Danbury and Waterbury branch lines of the New Haven-New York route or elsewhere, if needed.

The number of daily round trips in the New Haven-Hartford-Springfield corridor is scheduled to be increased from seven to twelve. These are in addition to two long-distance trains that also provide service on this line.



The new self-propelled cars for the New Haven-Springfield service will be similar to Budd's SPV-2000.

Budd Company Photo

Empire Service Trains Now Stop At Schenectady

Display of an Amtrak Turboliner in Schenectady on Saturday, October 28, highlighted the ceremony that commemorated the start-up of passenger train service to the city and construction of a new station at the corner of State street and Erie boulevard.

Federal, state and local officials participating in the event included Congressman Samuel Stratton, Transportation Commissioner William C. Hennessy, Schenectady Mayor Frank Ducci and Amtrak's Vice President, Operations Bob Herman.

The ceremony was held at the station site at noon to coincide with the

arrival of the *Niagara Rainbow* enroute from New York to Detroit. The train made a symbolic five-minute stop to mark the occasion.

Train service actually began the next Sunday, at a temporary, unstaffed facility located at the old downtown station site. It was the first time regularly-scheduled passenger trains were available in downtown Schenectady since 1969.

Restoration of service comes about as a result of a \$4.7 million cooperative program between Amtrak, New York State and the city of Schenectady. New York rehabilitated the tracks running through downtown Schenectady at a cost of approximately \$3.9

million. Construction costs for the new station are shared, with Amtrak paying two-thirds, New York one-third and the city providing the land.

New York-funded track improvements permit Amtrak trains to operate on a more direct route—through Schenectady instead of around it—and to travel up to 79 miles per hour.

The planned permanent 3,500-square-foot station will have a passenger lounge, ticket office, baggage room and parking space for 114 automobiles. An elevator to the platform will be provided for elderly and handicapped travelers. The station is expected to be completed by next autumn.

Interim St. Louis Station Opened, Permanent Facility Planned

Amtrak's interim station in St. Louis, located near historic old Union Station, was dedicated officially in ceremonies at 10 a.m. on Friday, November 3.

Principal speaker at the dedication was Congressman Richard A. Gephardt, who said, "With this new facility, Amtrak is demonstrating its commitment to the people of St. Louis that we will continue to enjoy rail passenger service in the future.

"Today, we can once again appreciate the value of the safe, comfortable and energy-efficient transportation that rail service provides."

Other speakers included Jack Walsh, director, Business and Industrial Development Commission of St. Louis county; Clyde Wiseman, director, urban affairs, St. Louis Regional Commerce and Growth Association; and Chris Wahmann, Amtrak's assistant vice president, transportation.

Master of ceremonies for the event was Herb Humphries, of KMOX-TV, while music was provided by the Marching Patriots, of Parkway Senior High School.

Wahmann told the audience how American travel habits have changed.

Said he, "The railroads no longer have an exclusive franchise on inter-city passenger service.

"And without that franchise, great stations such as historic Union Station here, or the Cleveland Terminal Tower, are no longer needed. In fact, it is uneconomical to support them.

"But, Amtrak is committed to provide comfortable, attractive, efficient stations. That's the kind you have here today, but you're going to have an even better one when we complete the permanent facility"

Representatives of Senator John C. Danforth and Congressman William Clay were also present.

The new temporary station replaces the deteriorating, historic Union Station, which is considered unsafe for further passenger use. In turn, the interim station will be replaced with a new permanent station.

The temporary facility, located to the southeast of the old train shed, is composed of five mobile modules which have been assembled to form a

3,600-square-foot structure containing a waiting room, rest rooms and ticketing area. Space is provided for vending machines and baggage room.

Adjacent to the interim station is a large parking lot. New station tracks will accommodate 18-car through trains and will also provide turnaround capabilities for the shorter Chicago-St. Louis trains. Most of the track, platform, parking area and lighting will be incorporated into the permanent station when it is completed.

Amtrak has been attempting to build new station facilities in St. Louis for several years but was delayed by legal matters involving the new station site.

Additionally, the developer of the Union Station property had financial problems which culminated with that company filing for bankruptcy.

Amtrak has appropriated \$5.4 million for the St. Louis facility. Of this amount, \$750,000 has been deposited with the U.S. District Court to obtain the site under Amtrak's power of eminent domain. Some \$670,000 has been spent for permanent improvements including track work, parking lot and other facilities. An additional \$114,000 was spent on the temporary facility.

Additionally, some of the allocation was used for work on the previously-chosen Ewing Avenue site, to the west of Union Station. That project was abandoned some time ago when renegotiations began with the Union Venture developer.

The long delays involved in the move from Union Station have been frustrating to all parties involved and greatly inconvenienced Amtrak's passengers. Amtrak now hopes that St. Louis will respond to the new facility with increased patronage.

Union Station, in the meantime, has been closed. A six-member jazz band played a medley of New Or-

Henderson Promotes Rail, Bus Service

When Amtrak's *Silver Star* began stopping at Henderson, North Carolina, on October 29, it triggered some new programs sponsored by the North Carolina Department of Transportation to promote both rail and bus passenger service.

The city of Henderson sparked the project by campaigning for an Amtrak station stop and then by putting its own funds and state funds together to help pay for the new station.

The North Carolina program is unusual because of the state insistence that its advertising money go to promote both modes of public ground transportation available to Henderson, buses as well as Amtrak.

The theory is that public transpor-

tation competes best with the private automobile when the various modes work together to provide the public with convenient travel.

In Kalamazoo, Michigan, bus ridership zoomed up by 200 per cent recently when the bus and train depots were combined in one building. North Carolina officials hope Amtrak and Greyhound will both benefit from the bus-rail campaign in Henderson, even though they use separate facilities.

The stop at Henderson will be operated by Amtrak for a minimum of 12 months as an unmanned station. After that time Amtrak will assess the ridership at Henderson and decide whether to continue the stop or, if patronage warrants it, add an agent.

leans-style funeral music as Amtrak's *Inter-American* rolled out of the station the last time.

At its peak, more than 100,000 passengers and 400 trains passed through

the old station each day.

Although Union Station is now dead as a passenger facility, city officials still hope—despite the last developer's problems—to a rebirth of the

facility as a museum or shopping complex. Current Mayor James Conway has promised the building will not be demolished during his administration.

Celebrate Renovation of Jackson, Michigan, Station

A special dedication ceremony was held Wednesday, October 11, to celebrate the renovation of the historic rail passenger station at Jackson, Michigan. Amtrak, state and local officials participated.

The effort to restore the 102-year-old building was begun by the Jackson Bicentennial Commission in 1976, the year the building was 100 years old. The Commission had designated the building a historic site during the Bicentennial year.

"Through the persistence of the citizens and their local government, and with the aid of Amtrak and the state of Michigan's grant programs, this project has finally become a reality," noted Charles Mancherian, executive director of the Region II Planning Commission.

As part of the restoration, the brick exterior was cleaned and sealed to preserve its original color. Brick plat-

forms have been repaired and new sidewalks installed to make the station accessible to handicapped travelers. Canopies and wood trim on the building were painted and the roof repaired. A new entrance to the building has been added and additional exterior lights installed. Parking spaces are now available in front of the building.

Inside the building, restrooms were renovated and new plumbing fixtures installed, along with a new furnace. The historic charm of the waiting room has been enhanced by new cathedral lighting fixtures and reground terrazzo floors.

The walnut and ash wainscoting was stripped to the natural wood. The natural effect now compliments the wooden benches which were also stripped and repaired during the 100th anniversary year.

Leland Beamon, a Jackson artist,

captured new and old railroading with a mural hung on the east wall of the station. His painting depicts the building as it was in 1904, but also shows a modern Amtrak train to emphasize the building's modern role.

Amtrak contributed \$90,000 to the project matching the \$90,000 committed by the state of Michigan. An additional \$11,000 was donated by the Jackson community.

The 11-member Depot Restoration Committee, headed by Genevieve R. Harvey, sponsored a fund drive to pay for stripping the wood on the building's interior. The committee obtained a large donation from the Jackson Foundation. The city of Jackson and county commission also contributed money, along with many local businesses, organizations and individuals. The city is further enhancing the project by beautifying the park in front of the station.



(Above) Visitors mill inside the refurbished station after the dedication. (Right) Amtrak's Michigan Executive waits for passengers alongside the covered station platform.



(Below) The handsome mural captures the ageless beauty of the old station as well as the modernity of Amtrak service.



Internal Audit Department

Monitors Company Activities

As Amtrak assumed more functions from the railroads, over the years, its internal audit department, under the direction of Roger Patelski, director, internal audit, has grown from a single person, in 1973, to a staff of 30 professional auditors today.

Most recently the internal audit department has established field offices in Chicago, Philadelphia and Los Angeles to provide better coverage in the outlying geographical areas. Additionally, satellite offices are located in Jacksonville and New York.

Internal audit is an independent appraisal activity for the review of accounting, financial and other operations. It is a managerial control which functions by measuring and evaluating the effectiveness of other controls.

The objective of the department is to aid management in achieving the most efficient operation of its business by determining if the system of internal controls is functioning effectively throughout the company.

The audit staff has full, free and unrestricted access to all records and property and can make direct contact

with any level of management that it needs to.

Organizations within Amtrak are reviewed at appropriate intervals to determine if they are operating effectively. Special emphasis is given to fraud prevention and detection.

Results of the audits, along with appropriate recommendations, are then passed on to management personnel who are responsible for seeing that corrective action is either planned or taken within 30 days from receipt of the report.

Internal audit was established as an independent department in 1973 to maintain its objectivity and to remove the auditor from dependence on people whose activities he would be monitoring.

Although the director reports to Don Brazier, vice president, finance, he does have direct access to the president and the audit committee of the board of directors. That committee is kept informed on all matters of audit significance.

Field Staff

The field staff traces its beginning to 1973 when Amtrak established its

revenue accounting department. Initially known as revenue auditors, the staff's primary responsibilities were to audit stations and travel agencies.

The field staff now also performs audits at commissaries, reservations offices, maintenance facilities and aboard trains. Considerable time is spent on timekeeping and payroll reviews. Richard Hutchinson, manager, has headed the field staff since its beginning.

Extensive travel is required by the field staff although this has been substantially reduced in recent times by the decentralization.

One by-product of the travel is the on-board checklist that was developed last year and now is used by each member of the staff when traveling between assignments. This concept has been subsequently adopted by other departments.

Procedural and other violations are noted on the list and reported to management so disciplinary action can be taken when warranted.

Philadelphia Staff

A small staff was established in Philadelphia in 1976 to conduct examinations of Northeast Corridor Improvement Program activities. The group was set up under terms of an audit program submitted and approved by the Federal Railroad Administration.

James Lemley, manager, heads the Philadelphia group of four. Examples of their activities include audits of payroll, materials, purchases and equipment utilization. Frequent on-site inspections are made in the Northeast Corridor.

Corporate Staff

The corporate staff under Ronald Albright, manager, is responsible for audits at Amtrak's Washington headquarters and also assist the company's outside public accountants



Reviewing the 1979 fiscal year audit program are, left to right, Ronald Albright, manager, corporate staff; Roger Patelski, director, internal audit; Richard Hutchinson, manager, field staff; and James Lemley, manager, Northeast Corridor staff.

during the required annual audit.

An electronic data processing group was established recently to review complete operation controls. Other corporate audit projects consist of finance department activities but have also included reviews of expense reports, personnel records, purchase orders and rail pass usage.

Each year a long range audit program is prepared detailing proposed coverage for the upcoming year and is forwarded to the president for approval.

Planned projects usually provide the greatest benefits in terms of identification of problem areas or potential savings. By their very nature, certain activities are particularly susceptible to improprieties, manipulation or loss. These are given particular attention by the staff.

For example, station audits are performed on an intermittent-cycle basis, depending on sales volume and previous findings.

Certain time is also set aside for special audit requests and surveys. An example of such a special project is the review of new or revised procedures, prior to their issuance, to insure that they are fully adequate and contain all needed internal controls.

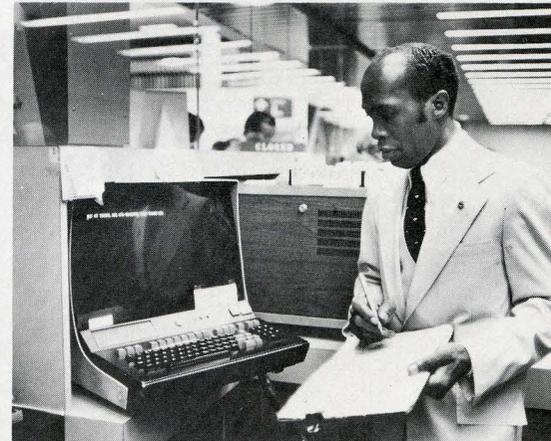
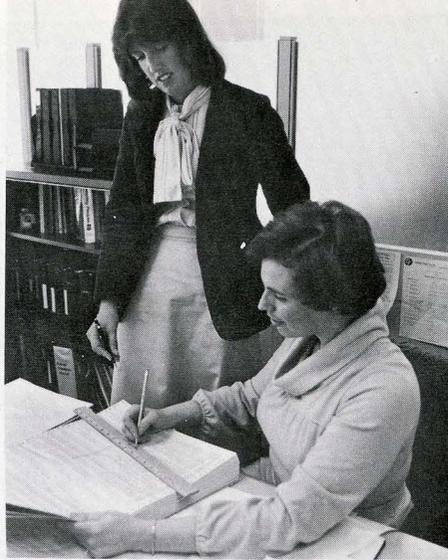
An audit may consist of a review of controls or it could involve a full in-depth analysis of a function, system or project. The level of involvement is determined by the requirements of the problem area, time and staff available, management requirements and/or previous experience.

To provide guidance and instructions to the staff in conducting reviews, a 72-page audit manual has been developed.

Audits generally cover the following steps:

- Management is usually notified that an audit has been scheduled except in cases where surprise is required, as in the case of a station or on-board audit. The general nature of the audit is explained and assistance is requested from the department to ready records and provide work space for the audit team.

- The in-charge auditor then meets



(Upper left) Ann Robinson, standing, internal auditor; and Victoria Staton, chief internal auditor, EDP, check inventory transactions. (Above) Melvin Smith, chief internal auditor, reviews ticket office records at Washington Union Station. (Left) Jorge Abud, internal auditor, completes a ticket audit of Conductor Helman Sausen.

with appropriate management personnel to discuss further the audit's objectives.

- Necessary tests of transactions are performed to satisfy the audit's requirements.

- A post-audit meeting is then held with appropriate management personnel to review the audit's findings. Close coordination is maintained with all personnel during the audit.

- The formal audit report is prepared and issued. It summarizes the findings, along with any recommendations for improving operations, correcting deficiencies or reducing costs. The report is presented to the manager responsible for correcting the items noted.

- Follow-up work is then performed to insure timely correction of the problems outlined in the report. When audits uncover fraudulent activities, the auditors serve as witnesses in either company hearings or criminal trials.

Amtrak's internal auditors possess degrees in accounting, economics,

finance, business administration and mathematics as well as other fields. Both Certified Public Accountants and Certified Internal Auditors are represented on the staff.

Senior staff qualifications include extensive railroad, public accounting and other diversified business experience. Several of Amtrak's internal auditors have risen through the company ranks and previously held jobs in ticketing, reservations and contract auditing.

Says Patelski, "I'm very encouraged by the management support we've received on our audit program. I must admit, however, that, at first, there was a little fear expressed by some management personnel regarding the program.

"That disappeared when the people understood that we have exactly the same objective they do, namely to improve our operations. Now, in fact, a growing number of departments are requesting assistance from us to help solve some of their more difficult problems."

Keeping Track Of Amtrak

Divisions Merged

Effective November 1, the Northwest and Southwest divisions were merged to form the Western division.

The new division is under the jurisdiction of Jim Cira, division manager, who will retain his headquarters in Los Angeles.

At the same time, K.C. Clausen was named assistant division manager, with offices in Seattle.

Safety Standings

Nine mechanical facilities went through September without an injury to their personnel to achieve zero ratios in the President's Safety Contest

for the month. The nine were New Orleans, Houston, Dallas-Fort Worth, St. Louis, Kansas City, Minneapolis, Detroit, Jacksonville and Buffalo.

New Haven also achieved a zero ratio, with no injuries, in the shop category, while St. Louis led the divisions with a 3.8 ratio.

For the year to date, Dallas-Fort Worth and Kansas City have kept their injury-free record intact and the two mechanical facilities sport a zero ratio for the entire first nine months of the year.

Beech Grove continues to lead the shops with a 13.1 ratio for the year,

followed by New Haven with a 14.0 and Wilmington with a 17.6. St. Louis still leads the divisions with a 2.9 ratio, followed by the then Northwest with a 5.2 and the Southern with a 6.9.

The safety ratio indicates the number of injuries per 200,000 man-hours. All injuries or job-related illnesses that require more than mere first aid are counted in the statistics.

More Diesels Coming

Amtrak's board of directors has approved purchasing 10 new diesel locomotives and converting 27 others already in the fleet to help provide the power needed for the new *Superliner* doubledeck cars now under construction.

The board agreed, at its November

Former Board Member MacDonald, Wife Honored

Dignitaries, including Vermont Governor Richard A. Snelling, watched in the rain on Friday, October 13, as Mrs. Joseph V. MacDonald, wife of the former member of Amtrak's board of directors, peeled off coverings from newly-installed nameplates on two sleeping cars assigned to the *Montrealer*.

MacDonald died earlier this year and the board of directors decreed two cars be named for him and his wife.

The ceremony took place on the northbound train outside Amtrak's passenger station at St. Albans, Vermont.

In his remarks to the assembled people, Snelling expressed thanks on the behalf of all Vermonters for MacDonald's efforts to improve rail service to the state.

Representatives sent by Senators Patrick Leahy and Robert Stafford also applauded his work to bring trains to Vermont.

A letter was also read from former Senator George Aiken, dubbed the patriarch of Vermont's political leaders. He also noted that the state owed MacDonald "a great deal."

Wrote Aiken, "Without his dedica-

tion and love for the state and his country, and his thorough knowledge of rail operations, we would not have available the rail service we need today.

"Joe had a particular love for his old home in St. Albans and for the *Montrealer* which has proved to be one of the trains that performs a great service for us."

MacDonald was a former locomotive engineer, as were his two uncles.

At one time, all three were engineers on the *Montrealer* and the *Washingtonian*, operating between White River Junction and Montreal.

McDonald was appointed to Amtrak's board of directors in 1974 by then President Nixon at the urging of Senator Aiken.

After the outdoor ceremonies were finished, a plaque in MacDonald's memory was unveiled by Mrs. MacDonald inside the St. Albans station.



Governor Snelling, Mrs. MacDonald, right, and her daughter, Rosemary, stand alongside the Joseph V. MacDonald immediately after the signs were uncovered.

1 meeting, to spend \$8.5 million to buy 10 new 3,000 horsepower diesel locomotives equipped with 800 kilowatt electric generators to power the new all-electric passenger cars.

In a companion move, the board committed \$13.7 million to convert 27 more six-axle SDP40F locomotives to lighter four-axle versions also equipped with electric generators.

Amtrak previously converted 54 of its SDP40F locomotives to the four-axle version. Twenty-five more have been approved for conversion as part of the continuing program.

The converted units resemble Amtrak's F40PH locomotives and are labeled F40PH (R)s.

Mechanical Changes

Effective October 1, the office of assistant vice president, chief mechanical officer has been reorganized to reflect the consolidation of the mechanical functions formerly split between national operations, the Northeast Corridor and corporate headquarters.

Running maintenance—the day-to-day—functions, including the maintenance facility at Rensselaer, New York, now report to Frank D. Abate, assistant chief mechanical officer, maintenance.

Staff maintenance functions, which includes the Beech Grove shops, report to Jim F. Roseman, assistant chief mechanical officer, staff.

Also, the equipment engineering staff, formerly reporting to the operations support department, has been transferred to the mechanical department, reporting to Roseman.

Denmark Station Stop

Amtrak began serving Denmark, South Carolina, with the *Champion*, beginning Sunday, October 29.

The stop was added because of the city's population and that of the surrounding community as well as its location between Columbia and Savannah, an area where there were no intermediate stops available to the residents.

No ticket agent will be on duty at the station but tickets can be pur-

Dearborn Station Contract Awarded

A \$348,000 contract to construct a new rail passenger station at Dearborn, Michigan, has been awarded the McHugh Construction Company of Detroit. Construction is expected to take about one year.

Said Michigan Governor William G. Milliken, "Dearborn already is a major stop for Amtrak and serves one of Michigan's most attractive markets for tourism, business and shopping. I'm pleased that Amtrak has taken this step to improve even further the passenger service to this area."

The new station will be designed to handle up to 50 passengers and visitors and will incorporate modern ticketing and baggage facilities, a spacious waiting room and ample parking.

The station is a joint effort by Am-

trak and the state of Michigan, with both sharing construction costs.

Dearborn presently has a temporary station. The city is served by Amtrak's Chicago-Detroit and Jackson-Detroit trains with connections to New York City via Buffalo and Albany.

Business has been brisk in Dearborn ever since Amtrak opened the temporary facility there on July 31, averaging 3,000 riders monthly.

Some 3,750 people boarded or left trains there in October with many of them praising the convenient location in Detroit's western suburbs.

A survey of the Dearborn passengers showed that 57.1 per cent of them had not used a train any time during the past year and that 27.6 per cent said they would not have used a train at all if the stop did not exist.

chased from Amtrak-appointed travel agents, the train's conductor or mailed directly from Amtrak's reservations offices by using the ticket-by-mail program.

Football Sponsorship

Amtrak is one of five sponsors of Redskin football games broadcast over Washington, D.C., radio station WMAL during this season.

As part of the agreement, Amtrak purchased four 60-second advertising spots in addition to opening and closing game "billboards" throughout the season.

Amtrak is also conducting an on-the-air sweepstakes as part of the broadcast sponsorship.

Grand prize in the Amtrak-Redskins Super Bowl Sweepstakes is an expense-paid trip for two to Miami for the 1979 Super Bowl.

National Adjustments

Daily service is now available for the first time on the Washington-Kansas City section of the *National Limited*, eliminating the need for pas-

sengers to change trains in Harrisburg. The new service, effective October 29, replaced the three-times-per-week train operated since Amtrak's inception over seven years ago.

Amfleet equipment was substituted for old conventional cars on the *National Limited's* Washington section. That train now operates to Philadelphia's 30th Street Station where the Washington and New York sections are combined on westbound trips and separated eastbound.

The *National Limited's* New York section no longer stops in North Philadelphia since it now serves the city's primary railroad station.

A new stop will be established in the near future on the *National Limited* in Dennison, Ohio, just south of the Akron-Canton area. Start-up date for that service will be announced later.

Amtrak also modified schedules on that date on two other major East-Midwest trains, the *Broadway Limited* and *Lake Shore Limited*, to improve connections in both Chicago and New York City.

New Calendar Available, Features Horseshoe Curve

Amtrak's 1979 calendar is in process of being printed and will again be available to the general public in early December.

The calendar measures 24-by-33 inches, is vertical in format and displays the entire year.

The top half of the calendar features a full-color painting of Amtrak's *National Limited* making its way around famed Horseshoe Curve in Pennsylvania's Allegheny mountains near Altoona. As in previous years, the art has been done by Gil Reid, the noted Milwaukee artist.

The calendar is printed on heavy paper and the picture can be cut off at the end of the year and framed.

The *National Limited*, as pictured, features Amfleet equipment, with an upgraded, electrified sleeping car on the tail end of the train.

The train is portrayed at the very center of the curve, passing the Pennsylvania Railroad's K4 steam locomotive that has been placed on display as a tribute to the age of steam. At one time, such K4s powered the many Pennsy trains that rolled over the territory.

The curve itself is a National Historic Landmark, named so by the Department of the Interior in 1967.

The curve came about as a necessity for crossing the Alleghenies when the Pennsylvania was building across the state.

Surveyors had plotted a route following the Juniata river valley west from Harrisburg. They mapped a good level route to the foot of the mountains, where they crossed some ridges southwest of Altoona and found a valley running west. They followed the ridge paralleling the valley until they reached a point about five and one half miles west of Altoona. There they found trouble.

At that point the valley split into two ravines and to build a direct route across the one valley would have

necessitate a grade of 4.37 per cent, far too steep for trains to negotiate.

The engineers then surveyed a route directly west to the first ravine, Kittanning Run, and built a huge fill to take the tracks across. They then

sliced off the face of the mountain so the tracks made a big semicircle and then crossed the second ravine, Burgoon's Run, with another great fill.

That put them on the ridge they wanted to reach in the first place and



Amtrak				1979																							
JANUARY							FEBRUARY							MARCH							APRIL						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6		1	2	3					1	2	3	4	5	6	7	1	2	3	4	5	6	7
7	8	9	10	11	12	13	4	5	6	7	8	9	10	4	5	6	7	8	9	10	8	9	10	11	12	13	14
14	15	16	17	18	19	20	11	12	13	14	15	16	17	11	12	13	14	15	16	17	15	16	17	18	19	20	21
21	22	23	24	25	26	27	18	19	20	21	22	23	24	18	19	20	21	22	23	24	22	23	24	25	26	27	28
28	29	30	31				25	26	27	28				25	26	27	28	29	30	31	29	30					
MAY							JUNE							JULY							AUGUST						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
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6	7	8	9	10	11	12	3	4	5	6	7	8	9	8	9	10	11	12	13	14	5	6	7	8	9	10	11
13	14	15	16	17	18	19	10	11	12	13	14	15	16	15	16	17	18	19	20	21	12	13	14	15	16	17	18
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27	28	29	30	31			24	25	26	27	28	29	30	29	30	31					26	27	28	29	30	31	
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
						1	1	2	3	4	5	6	1	2	3										1		
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the big semicircle became Horseshoe Curve. The resulting route reached a maximum grade of 1.75 per cent.

Interestingly, Amtrak's John Brandimarte, assistant chief engineer, construction and maintenance, has family ties to the curve. For many years his father was the general track foreman responsible for the area that included the curve. One of the approach curves on the eastern slope was eventually named by the Pennsy for the elder Brandimarte.

Cost of the calendar is \$4, postage and tax included. It can be ordered by mailing a check or money order, made out to Amtrak Calendar, to Western Folder Distributing Company. Please use the attached coupon.

SUPERLINERS

(Continued from page 1)

ies of cars in 1975 and 1976 as the first replacement cars for the aging long-distance fleet it inherited from the private railroads when it went into operation. Total cost of the 284-car order is \$250 million with escalation. Delivery of the cars was substantially delayed as the result of a lengthy strike at the manufacturing plant.

With the acceptance of the first coach, Amtrak and Pullman Standard were predicting delivery of sufficient additional cars in the next few weeks to begin implementing training

Ski Vacations Spotlights In New Travel Brochures

Amtrak's new "Pick of the Peaks" ski brochures — one for the West, another for the East — this year include new areas for the skier who prefers to travel to the slopes by rail.

The western brochure lists ski package tours in Colorado, Idaho, Montana, Oregon, Utah and Wyoming. New this year are Jackson Hole in Wyoming, Mt. Bachelor in Oregon and, in Colorado, Aspen and the Summit county resorts of Keystone, Dillon and Breckenridge.

The "Pick of the Peaks — East" brochure lists 15 ski resorts areas in Vermont and Quebec. One new

and test programs.

First cars off the assembly line will all be coaches. The first diners and sleeping cars are not expected until later this year.

The first train to be outfitted with the new *Superliners* will be the *Empire Builder*, although revenue service with a full train of *Superliners* is not expected until late winter or early spring.

Superliner sleeping cars will feature both first-class and economy bedrooms, family rooms and handicapped bedrooms. The dining car will have tables on the upper deck with a full kitchen on the lower level.

listing in the eastern brochure is Mont Ste. Marie, near Ottawa.

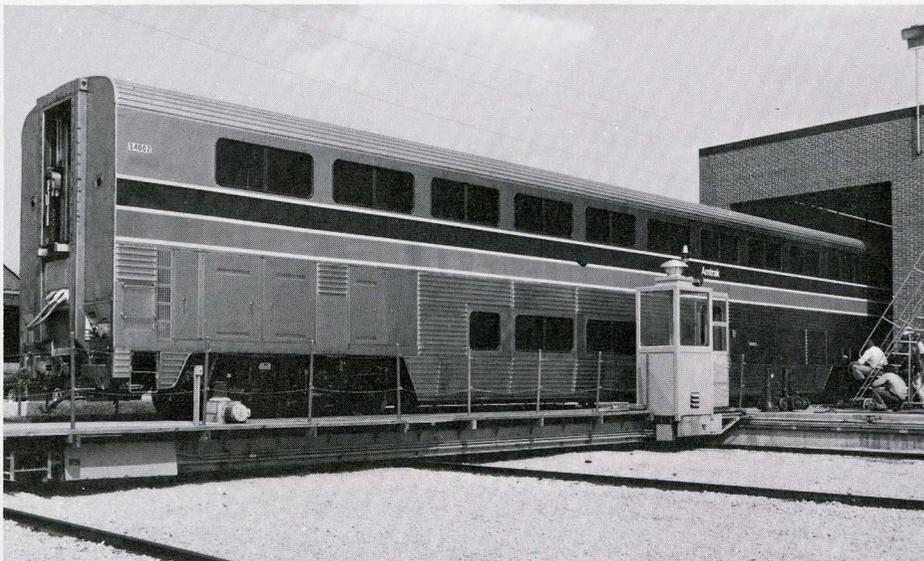
To entice more skiers to the trains, Amtrak is offering a 40 per cent discount on round-trip coach fares, system-wide, for skiers who buy any of the Amtrak ski packages. The fares will be in effect from November 1 to next April 30, except for some holiday black-out periods on certain trains.

A similar tour-basing fare offered last ski season attracted a gain of 19 per cent in ski passengers, according to Jeanne Jones, chief of tour and agency sales planning.

She predicts an even better season this year because of the expanded discount, more attractive package prices and new equipment on some Amtrak trains. One of those trains is the *Montrealer*, which serves the Vermont and eastern Canadian ski areas.

More information about Amtrak ski tour programs is available from any accredited Amtrak travel agent or from reservation bureau personnel.

For a copy of either "Pick of the Peaks" brochure — East or West — one can write Amtrak Travel Center, P.O. Box 311, Addison, Illinois 60101.



Pullman Standard Photo

The first long-distance Superliner was accepted by Amtrak on October 27.

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Quarterly Winners Picked

In On-Board Services Contest

First quarterly winners—for July, August and September—in Amtrak's on-board services recognition contest have been selected.

The winners were chosen for this first list on the basis of the old three region lineup. Subsequent winners will be picked on a basis yet to be determined.

Winners in Category I, on-board employees dealing directly with the public, are:

East: Linda Duffaney, Boston.

Central: A tie between Leo Fisher, Chicago, and James Fountian, New Orleans.

West: Peter Jones, Los Angeles.

Winners in Category II, employees not dealing directly with the public, are:

East: John McLurkin, Washington.

Central: Ulysses Durden, Chicago.

West: A tie between Cornelius McDowell and Hugh Smith, both of Oakland.

All of the first place winner will re-

ceive a dinner for two at a top quality restaurant in their locality plus a letter of commendation. First and second runners-up will each receive letters of commendation, all of which will be inserted into their personnel record.

First runners-up in Category I include:

East: Michael Zega, New York City.

Central: Richard Morris, Sigurd Wilhelmsen and Noah Leathers, Chicago; and Bernice Belle, New Orleans.

West: Stephen Schweitzer, Los Angeles.

Second runners-up in Category I include:

East: Kevin Connelly and Raymond Kindred, Boston.

Central: Fred Harvey, Robert Hegg, Leonard Jones, Edward Magraff, David Taylor, Glen Sharpe, Carl Smiley, Leonard Tengblad and Augustus Turner, all of Chicago.

West: Edward Lemons, Seattle.

First runners-up in Category II include:

East: Ed Losey, Washington.

Central: John W. Brown, Chicago.

West: Ronald Harris, Eugene Randel, Abram Hill and Thomas McCall, Sr., Oakland.

Second runners-up in Category II include:

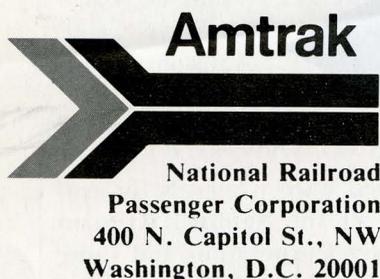
East: Tom Turner, Washington.

Central: Willis Baisch, St. Paul, and Charles Nicholson, Chicago.

West: Thirteen employees tied.

Employees in the contest are judged two ways. Employees who have direct contact with passengers are judged on the basis of unsolicited letters of commendation. Employees who have no direct contact, such as chiefs, food specialists and pantrymen, are judged on ratings they receive from stewards or other personnel in charge of dining cars.

Passengers can send their commendatory letters to Amtrak's Office of Consumer Relations, P.O. Box 2709, Washington, D.C. 20013.



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