

Amtrak NEWS

FOR AMTRAK EMPLOYEES

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National Sales "Convention" Sets \$505 Million Goal For Year

Some 175 marketing department personnel whooped, hollered and snake danced their way through the first day of this year's annual sales meeting.

The two-day session, held at the Marriott hotel in Sharonville, Ohio, near Cincinnati, took the form of a political convention, complete with straw hats, badges, signs, a red, white and blue bunting-bedecked "convention hall," and a band that swung into "Happy Days Are Here Again" at every opportunity.

The spirit-lifting fun complemented the very serious side of the meeting, a determined effort to increase Amtrak's business during the current fiscal year.

Jack Gordon, assistant vice president, transportation sales, and chairman of the convention, threw out a challenge to the assembled "delegates," namely a goal of \$505 million in sales, a hefty increase of \$124 million, or 32.5 percent, from last year.

The theme of the convention, "All For One in '81," was emphasized during the two days in a dramatic array of visual and audio presentations.

In greeting the sales people, Gordon said, "We are a team of professional marketing people with the combined capabilities of doing great things. That's why the national sales meeting theme is so appropriate. The year ahead is full of challenges that will put us to the ultimate test.

"I know we will meet those challenges head-on because our ambition is unparalleled and the potential for achievement is overwhelming."

Most of the procedures of the meeting, as well as its form, were well-kept secrets beforehand. The sales people arrived at the hotel on

Sunday with the first scheduled function being breakfast on Monday morning. They had been cautioned to stay together in the room for some "announcements" that were to be made at 9 a.m.

At that instant, Gordon's voice boomed into the room over the public address system welcoming the delegates to the convention as one entire

wall rolled back to reveal "convention hall" in the adjacent ballroom. As a Dixieland band played, the sales force moved into the room which was divided into three sections . . . for the Eastern, Central and Western regions. On the tables were straw hats and signs identifying the districts and regions.

Gordon gavelled the convention to



Tom McGinley, district manager, Washington, responds to the \$505 million sales goal challenge.



Clark Tyler, Bill Norman and Amtrak President Boyd react to the hoopla that ended the first day's "convention" session. Jerry Sheehan, director, national sales, leads the cheers.

order and the serious side of the meeting began.

In his keynote address, Gordon told the convention, "The 'All For One' theme reinforces Amtrak's corporate commitment from now on.

"For you to fully appreciate this, you must understand that your energies are being supported and reinforced by every level at Amtrak. Not by just some departments, but by all departments."

Gordon pointed out that meeting the sales goals would help make Amtrak 44 percent self-sufficient by the end of fiscal year 1982 and attain its goal of a 50 percent revenue-to-expense ratio by the end of fiscal year 1985.

"I say that with a conviction in the quality and importance of our product," he stressed.

The afternoon was devoted to presentation of the convention "platforms" by Gordon and Kathy Hartz, director, sales programs. These consisted of an overview of the depart-

ment's 1981 plans for market planning and analysis; reservations; marketing services requirements; advertising and sales promotions; and sales programs.

Other speakers on the first day included Clark Tyler, vice president, passenger services and communications, and Bill Norman, vice president, marketing.

Both enthusiastically reinforced the department's plans for the year and strongly urged the sales force to meet—and even surpass—the \$505 million goal for the year.

Amtrak President Alan Boyd spoke at Monday night's dinner.

"The future of Amtrak rests with you, the people who make up the marketing department," he said. "I feel very good because you are all confident, competent, know what you are doing and have pride and a belief in who we are."

Continuing, Boyd said, "I like the idea of all of Amtrak pulling together in '81. Amtrak is made up of people

pulling . . . moving ahead."

The second day was spent by delegates attending a series of "caucuses," or workshops, that dealt with specific areas of the marketing department.

The large convention bloc was split into six smaller groups and each spent nearly an hour at each caucus meeting before moving on to the next one.

The six workshops dealt with advertising and sales promotion; agency and tour sales; route marketing; central reservations bureaus; international, government, military, mail and express, commercial, interline and intermodal sales; and the *Official Railway Guide's* upcoming new format that will include city-to-city listings much like those in the *Official Airline Guide*.

Workshop leaders included Tim Cronin, Joan Wheatley, Bob Gall, Ira Silverman, Tim Aufmuth, Bob Smith, Hubert Hanrahan, Phil Held, Bob Hagopian and Joyce Greene.

During the sales session, partici-



(Left) Convention Chairman Gordon gavel the meeting to order. (Below) Amtrak's new line of merchandise—available for purchase—was introduced during a fashion show.



(Above) John Anderson, now district sales manager, New Orleans, studies the new *Official Railway Guide*.

(Below) An ice cream break. . . and a cone from President Boyd. Left to right are Joe Pollard and Bill Sprick, Minneapolis; and Russ Settell, Los Angeles. (Right) Bob Gall leads one of the "caucuses."



pants were introduced to several new "tools" that will be available to aid their sales efforts.

An updated version of the former "Welcome Aboard" brochure will be available in January. A new travel poster is also available, one that allows local sales messages to be included in its design.

A corporate standards manual, detailing proper use of the company logo and other identification, is being distributed to each district sales office. Included is a set of 80 color slides for use in local sales presentations. These will be updated on a regular basis.

Also introduced was a new marketing department newsletter that will be issued monthly.

Backing the sales effort, too, will be an expanded advertising program concentrating on spot announcements on network television programs. These, in turn, will be backed up with heavy use of radio, news-



Top sales and CRO winners pose with their bosses. Left to right, top row, are Ken Karchinski, Bob Hagopian, Roy Nyquist, Reg Bell, Bill Norman, Bill Smith, Jack Gordon and Jerry Sheehan, Bottom Row, left to right, are Gunther Settele, Bob Kujula, John Anderson, Bill Keim and Ron Rhodes.

papers, magazines and the travel trade press. Amtrak commercials will now be seen on such programs as the Tonight Show, Good Morning America and all three network news shows.

Also announced, at a special fashion show, was a series of items that are being made available for sale to the public through Amtrak's new merchandising programs.

Sales contest winners for both fiscal years 1979 and 1980 were announced at Tuesday's luncheon, at which Roger Staubach, former Dallas Cowboy quarterback, was the featured speaker.

Top sales districts for 1979 were Orlando, in the Eastern region; Houston, in the Central; and San Francisco, in the Western. The trophies were accepted by Ron Rhodes, John Anderson and Bob Kujula, the respective district sales managers.

The top region was the Eastern with Bill Smith, regional sales director, receiving the trophy. Los Angeles' Reservations Office Manager Roy Nyquist accepted the award for the top CRO.

District winners for 1980 included Boston, in the Eastern region; Houston, again, in the Central; and Los Angeles, in the Western. The awards were accepted by Bill Keim, Anderson and Gunther Settele, district sales managers. Top region was the Western, with Reg Bell, regional sales director, accepting the trophy, while New York's Ken Karchinski, CRO manager, accepted the trophy for the top reservations office.

Mills Elected Board Chairman

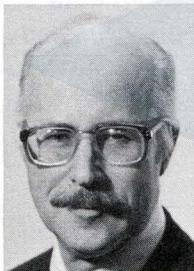
James R. Mills, of San Diego, was elected chairman of Amtrak's board of directors at the board's regular monthly meeting on September 24.

Mills was first nominated to Amtrak's board by President Jimmy Carter in October 1977 and is currently serving a term that will expire in July 1982.

Prior to his nomination to Amtrak's board, Mills had been an active supporter of improved rail service in California.

He was elected to public office in 1960 as a California State Assemblyman. In 1966, he was elected to the State Senate and, since 1971, has served as President pro tempore of the Senate and as chairman of the Senate Committee on Rules.

Mills was born in San Diego on June 6, 1927, and received degrees



James R. Mills

from San Diego State University. He also did studies at the University of London.

Robert G. Dunlop, a member of Amtrak's board of directors since July 1974, resigned from that post as of September 30.

A long-time president of the Sun Company, Dunlop was nominated for his seat on the board, in July 1974, by then President Richard M. Nixon. His four year term expired in July 1978 but he continued to serve pending his replacement.

President Jimmy Carter recently nominated William T. Cahill, former governor of New Jersey, to replace Dunlop. The President also nominated W. Howard Fort, an attorney from Akron, Ohio, to fill the vacancy created by the departure of former Board Chairman Harry Edwards. Also renominated was Charles Luna, vice chairman of the board. The nominations of all three were sent to the Senate last month for confirmation.

Indianapolis Hosts Family Days, 12,000 Attend Equipment Show

Some 12,000 persons visited Indianapolis' Union Station on Saturday and Sunday, October 4-5, to attend the latest Family Days celebration.

Following the pattern set at other Family Days, Saturday's opening hours, from 9 to 11 a.m., were reserved solely for employees and their families and nearly 1,200 attended.

At 11 a.m., official dedication ceremonies were held in front of the station. Speakers included Senator Birch Bayh, of Indiana; Indiana Congressman Dave Evans; State Representative Julia Carson; Tom Henry, representing Indianapolis Mayor William Hudnut; and Bob Lawson, Am-

trak's vice president and chief engineer.

On display, on the upper level in the train shed, were a Superliner diner, Superliner baggage-coach, a head-end-powered coach, a HEP sleeping car, an Amcade, an F40PH diesel locomotive and a Conrail caboose.

At times, during Saturday afternoon and Sunday, people were waiting up to two hours in three-block-long lines to see the equipment display. At closing time it even took longer. Shortly after 4 p.m., on Sunday, no more persons were allowed into the line. The last person in the

line finally cleared the last car at 7:15 p.m.

Inside the station was a series of 16 exhibits including many offering a railroading theme. Included were a display from the Museum of Transport in nearby Noblesville, a miniature working steam engines, an HO model train display, plus working artists from the Art League of Indianapolis and an exhibit from the Indianapolis chamber of commerce.

Entertainment, including a mass choir of Sweet Adelines, a Dixieland band, high school bands and several vocal groups, during the two days was supplied by the City of Indianapolis parks and recreation department. The city was also cosponsor of the entire Family Days celebration.

The two-day event also marked the reopening of the station for train service. The previous Wednesday saw the inauguration of service of the *Hoosier State*, Amtrak's new Chicago-Indianapolis train. The city has had no train service since the demise of the *National Limited* in 1979.

Door prizes were raffled off on an hourly basis. These included round-trip tickets to Chicago, theatre tickets, gift certificates to local restaurants and Purdue University football games, and Amtrak travel bags and drinking mugs.

The grand door prize, awarded late Sunday afternoon, consisted of a trip for four to New Orleans.

At the marketing department's large promotional display, sales personnel handed out brochures and timetables and answered questions about Amtrak service.

One promotion that proved most successful was an advertisement in local newspapers offering a railroad spike ball point pen to anyone who presented a coupon from the ad at Family Days. "We must have given away thousands," said one sales person.



Mimi Bray Photos

Long lines were the rule on both Saturday and Sunday afternoons.



(Above) People wait to inspect the cars with patience and good humor. (Right) Visitors pour onto the station platform level to visit the equipment display.



Public Safety Program

Pays Dividends In New England

In 1977, ten people were killed or injured while trespassing on railroad property on the Boston division. Half were under 18 years of age.

In 1979, trespassing incidents, resulting in injury or death, dropped to only four and none involved children under 18.

Captain Richard Teague, superintendent, police, of the Boston division, which includes Massachusetts, Rhode Island and Connecticut, attributes the reduction to a four year old school safety program.

That program, which is conducted by Amtrak's police department, went into full gear in 1978 and centers on a 12-minute color motion picture called

"No Second Chance." It has been shown to over 100,000 persons on the Boston division, most of them school children.

This past summer Amtrak Patrolman Charles D. Walsh has been taking the program to summer camps, senior citizen meetings and local Ys as well as to any other group which is interested in hearing the railroad's message.

"We are very eager to get our story across in the three New England states for two very important reasons," says Teague. "First of all, our trains will be operating at much higher speeds when the Northeast Corridor Improvement Project is completed. But, more importantly, the

line there is going to be electrified and that presents a new hazard.

"I doubt that many of the young people are familiar with an electrified railroad. The film deals with this aspect and our police officers who present the program are well qualified to discuss that subject."

Teague noted that in the lower half of the Northeast Corridor trespassers sometimes have unwittingly come in contact with the electrified overhead wires and suffered serious, and often fatal, burns.

Amtrak employees in the Northeast who are interested in having the program presented to a local group should contact Patrolman Walsh in Boston at ATS-8-571-2221.

Hoosier State Begins Chicago-Indianapolis Run

Service on Amtrak's new Chicago-Indianapolis train, the *Hoosier State*, was inaugurated on Wednesday, October 3, with the first northbound run.

The train, which serves Crawfordsville, Lafayette and Dyer enroute, left Indianapolis Union Station at 7:30 a.m. after ceremonies that included Indiana Senator Birch Bayh and Indianapolis Mayor William Hudnut as participants.

Amtrak's Clark Tyler, group vice president, passenger services and communications, also spoke to the assembled crowd.

Mayor Hudnut then smashed the traditional bottle of champagne against the train as it started on its first trip north.

The special train consisted of two Amcoaches, an Amcafe and a head-end-powered coach, plus Amtrak's inspection car, the No. 10000. Power was provided by two F40PH locomotives. The normal consist will be two coaches plus the Amcafe and one locomotive.

First stop on the inaugural run was Crawfordsville where a small crowd was waiting, including the Wabash

College Pep Band. The train riders were greeted by Mayor Glen Knecht.

No formal celebration was planned for Dyer, but nearly 100 persons came out to see the train. Senator Bayh, who was aboard, detrained at Dyer to speak to a Democratic Women's Club.

The *Hoosier State* is operating on a

one-year trial basis. If ridership continues high, the train would become a permanent one in Amtrak's system.

The train is also used to shuttle cars to and from the Beech Grove shops where they are repaired. This eliminates using freight service for the moves thus saving the company considerable money.



The inaugural *Hoosier State* runs through Lansing, Illinois, on its way to Chicago.

Nation's First Air-Rail-Ground Terminal Dedicated At Baltimore International Airport

Amtrak's new \$3 million station serving Baltimore Washington International (BWI) airport was dedicated with a colorful ceremony on Thursday, October 23.

The 3,000-square-foot modern stucco station, set in an attractive wooded area 10 miles south of Baltimore, features a large passenger waiting lounge, closed circuit security system, automated vending machines, public phones, access for the handicapped and a 390-car illuminated and patrolled parking lot.

High level platforms are located on each side of the three-track mainline with an overhead bridge connecting the two.

Two ticket clerks are on duty from early morning to early evening daily

and access to the airline terminal—one mile away—is provided by free shuttle bus service. No baggage or porter service is available at this time.

The station opened for business the following Sunday. Ten Amtrak and four Conrail commuter trains serve the new station on weekdays with modified schedules on weekends.

During the dedication ceremony, Maryland Senator Charles McC. Mathias, Jr., who took the initiative for the station project, lauded the opening of the nation's first rail-air-ground intermodal station. "This is an excellent example of cooperation between the federal and state governments and local agencies in pursuit of an energy-efficient method for moving people," he said.

Some of that cooperation included the construction of the station which was done by Amtrak while the access road and parking lot were built by the Maryland State Highway Administration with Federal Highway Administration funds. Train schedules were worked out between Amtrak, the State Aviation Administration and the State Railroad Administration.

Bill Norman, Amtrak's vice president, marketing, echoed the senior Maryland senator's sentiments. He said, "The linking of rail passenger service with this major international airport should significantly contribute toward increasing our train ridership not only in the Washington-Baltimore corridor, but throughout the Atlantic seaboard as well." Pas-



(Left) Bill Norman, Amtrak's vice president, marketing, addresses the large crowd that attended the BWI station dedication. (Below) Working in the sales exhibit were, left to right, Renee Holloway, Sherman Hill, Lauren Havens, Oliver Jones and Linda Park.



(Left) Slated to work at the new station are Laurie Reese, ticket clerk; Paula Frankos, lead ticket clerk; Pat Magliano, supervisor, ticketing; and Sandi Mills, ticket clerk. (Below) Serving sweet rolls and coffee to early arrivals were On-Board Services Employees Brenda Williams, Basim Muhammad, Brenda Johnson, Joyce Krenson, Harry Brown, Jr., and Dianne Bowie.



sengers from points outside the Corridor can transfer to trains that service the airport.

Other speakers included Maryland Governor Harry Hughes; Maryland's other senator, Paul Sarbanes; Congresswomen Gladys Spellman and Marjorie Holt; and Washington, D.C. Mayor Marion Barry.

As the speakers addressed the

crowd, airliners were landing at the airport while Amtrak trains rolled past the station emphasizing the intermodal nature of the new facility.

About 400 people attended the ceremonies on a cool but sunny day. After the dedication, they crowded into two large striped tents to enjoy a buffet of roast beef, cheese, ham, turkey, wine, beer,

champagne and pastries provided by the airlines serving the airport.

Ground was broken for the station four years ago, but actual construction didn't begin until August 1979. The station, which is located on the airport grounds 10 south of Baltimore and 20 miles north of Washington, is expected to serve an average of 400 passengers a day.

Mini-Family Day Celebrated At 16th Street

Nearly 1,200 persons—employees and their spouses and children—of Chicago's 16th Street locomotive maintenance facility came down on Sunday, September 21, to take part in a mini-family day celebration. The activity began at 1 p.m. and continued for three hours.

On display were an F40PH locomotive and a head-end-powered coach and Slumbercoach. Both children and adults had an opportunity to have their pictures taken in the cab of the locomotive.

Children received balloons and paper locomotive engineer's hats while adults were presented with drinking mugs and luggage tags. Names were drawn each hour at a raffle for special door prizes.

Two clowns roamed through the crowd entertaining visitors. Music for the afternoon was furnished by a two-piece combo, an organist and banjo player.

Hot dogs, potato chips, ice cream and soft drinks were served in a continuous stream to the crowd by Joe Jackson, chef and assistant trainer; Derrick Johnson, food specialist; and Bob Schoeller, dining car steward.

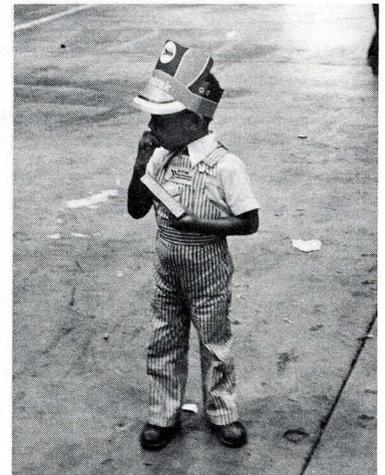
A videotape player operated throughout the afternoon showing copies of *Amtrak TV News* and tapes of Beech Grove activities.

The mini-family day, which was restricted to employees of the 16th Street facility, was held to allow families of employees there to see the recently completed locomotive maintenance building which is part of the \$42 million, multi-year Chicago yards upgrading program.



Marguerite Broyhill Photos

Nearly 1,200 employees, their spouses and children enjoy the mini-Family Day.



(Above) Kids received balloons and paper engineer hats. (Right) A temporarily lost youngster looks for his parents.

Wanted: Amtrak News Correspondents

In an attempt to expand coverage, *Amtrak News* is seeking correspondents from major points on the system.

Qualifications for the voluntary positions are a news sense and an ability to write. The correspondent

will be responsible for finding items of interest in his or her territory and relaying them to the editorial offices of *Amtrak News*.

Persons who are interested are asked to contact the editor at ATS (8) 733-3865, or 202-383-3865.

Hot Line To President Boyd

Question: I'm a kitchen employee on dining cars and would like to know how long it's going to be before we get electric kitchens and when we are going to get dormitory cars that have some privacy.

Answer: Head-end-powered cars and Superliners will be implemented on all long-distance trains by the end of 1981. That means, of course, that the trains will have all-electric kitchens.

The gang room dormitory is being eliminated on all new dormitory cars and will eventually disappear from the system as the older cars are refurbished or replaced. We recently reviewed dormitory car designs that are planned or under construction with 30 on-board services employees.

Recommendations for providing more privacy, more lavatory facilities, security for personal items and such amenities as mirrors, ash trays and shelves are all being considered by the passenger services and equipment engineering departments.

Q: I've worked the Florida trains since Amtrak came along. Early this year it was announced that head-end-powered cars would be used on the *Silver Star*. Then they said it would be the *Silver Meteor*. What's the truth?

A: Head-end-powered equipment will be implemented on the *Silver Meteor* first—with an estimated completion date of late April—because of the scheduled quick turnaround time in New York, as contrasted to the overnight layover for the *Star*. HEP equipment is more reliable than the steam cars, so we feel they should be used first on a train that needs a quick turnaround.

Q: There's a lot of time taken in Albany to break the *Lake Shore Limited* into separate sections for New York and Boston. Then, at Harmon, more time is taken to change the diesel locomotives to an FL9 for the remaining miles to Grand Central Station. Why don't we just put the

FL9s on at Albany?

A: At present we only have two FL9 locomotives which operate between Grand Central and Harmon. When more FL9s are received from Morrison-Knudsen—which is rebuilding them—around the end of the year, we expect to operate them all the way between Grand Central and Albany.

Q: I work on the *Empire Builder* and we never have any paper seat covers in the restrooms. Is it possible to get some?

A: It has never been Amtrak's policy to supply paper toilet seat covers for various reasons. One is that retention type toilets would clog with the additional paper. With service attendants keeping restrooms clean, there also should be no health hazard.

Q: Some people who come to our station assume that their tickets will be waiting for them because people at reservations offices tell them they can pick up tickets there. Is there any way that the bureaus could contact the individual stations with information about passengers so that we could have P&R cards filled out before the

people come in to pick up their tickets?

A: Passengers are given their reservation number and told by the reservations agent that the station ticket agent will need that number to locate their reservation in the computer before he or she can issue them their tickets.

Picking up tickets in advance on a "will call" basis was done once but the process caused some significant accounting problems. This practice was discontinued several years ago for just that reason.

Q: Many people just ignore our ticket windows and buy their tickets on the train. One reason is the 25¢ penalty charge. In this day and age that's entirely too low. Any chance of increasing this to, maybe, \$1?

A: As of October 26, we increased the on-board purchase penalty for people boarding at manned stations to 50¢. This had been announced in a previous Hot Line.

The reason for the delay was that the 25¢ charge was printed on certain Amtrak stock and this had to be exhausted before the new policy could be put into effect. Since no mention of any specific amount is printed on the new ticket stock, changes can be made relatively quickly in the future.

Q: I sell tickets at Pennsylvania

Thanks For Assistance Program

Comment: I don't have any suggestions for improvement of service, but I do have a comment to make on help I received through the Employee Assistance Program.

I had a drinking problem and the Employee Assistance Program helped me turn my life around.

We should publicize the program more so that other employees can become aware of the help they can get. They should know that if they have a problem like mine, drug troubles or whatever, they can turn to the company and have it be on their side.

I can't thank the company enough because it certainly turned my life

around, made me a finer person as well as a better employee.

Answer: We are now in the process of conducting union-supervisory training workshops throughout the system which should increase the visibility of the program staff and bring to the attention of all employees that a broadened Employee Assistance Program is underway.

We're also planning to include some news articles about the program in future issues of *Amtrak News*.

Anyone who may have an alcohol or drug problem should contact Jo Ann Anderson at 202-383-3136 or ATS 8-733-3136.

Station, New York. Could we reinstate some kind of pet policy here in the Northeast Corridor? Many students take their pets back to school. They use pet containers for small dogs and cats and I think we could allow that.

A: Our present pet policy was developed in response to the Department of Agriculture's administration of rules and regulations in the "Animal Welfare Act," which took effect on June 17, 1977.

To comply with the Act, Amtrak would have to take some passenger revenue space for an on-board carrying area. This space would require extensive modification to provide odor, noise, sanitation and access control. The expense to do this is prohibitive.

Aside from that, it would appear unfair to discriminate against students who have larger animals by carrying the smaller ones.

Q: I work at Sunnyside yard and we have a complaint about the old Y here. There's no hot food available and the only thing we get to eat comes in on a truck five days a week. Nothing's been done about fixing up the Y to get somebody in there to serve hot meals again.

A: The YMCA in New York has gone out of business and the building has been transferred to our maintenance of way department.

A contract was awarded recently to a vendor to have automated hot food dispensing machines installed in the old Pullman building there at Sunnyside. Target date for operation of the new lunch room is November 30.

A word of warning, however. The vendor has stipulated rather strongly that if the machines are vandalized or damaged, in any way, he will remove them.

Q: I'm a steward on the *Coast Starlight*. Why don't we print on the back of the meal check some questions about the quality of both the food and the service? We could monitor our service and pinpoint where any problems might exist.

A: During a recent meeting of our

field staff, your suggestion was discussed. It was agreed that we would test this concept in Los Angeles. Further expansion would be dependent on the results of the test.

Q: I'm an employee on the *San Joaquin* and we recently have been experiencing a lot of locomotive trouble. Engine 230 broke down one day with train 710 causing a one-hour delay. The same locomotive broke down again a week later causing another delay. There were other breakdowns too. Is this the result of lack of maintenance?

A: Locomotive 230 caused three of the four major delays incurred in a one-month period. A module failure was found to be the cause. It was resolved by the locomotive's manufacturer.

New Uniforms Coming

Question: I'm a train attendant and have heard that we're going to get new uniforms next year. Is this true and when are we going to get them?

Answer: New uniforms will be issued next spring. Photographs and samples of the new uniforms will be available at crew bases in the near future for your review. They will also be published in a future issue of *Amtrak News*.

Q: I'm a train attendant on the *Coast Starlight* and would like to know when the equipment will be replaced and with what.

A: We'll begin phasing Superliner equipment on the *Starlight* about mid-March of next year with a completion date projected by the end of June. We hope to attain this goal so that the train can operate with Superliners during next summer's busy season.

The present conventional equipment will be used until the phase-in begins.

Q: I work at Chicago's 14th Street coach yard and have been led to be-

lieve that we have a public address system to be installed here. It's been in stock for several months but no effort has been made to install it. With winter coming on, I think it would be beneficial to have this tool, especially in this brand new yard. Can you tell me what the problem is?

A: The public address system is awaiting delivery from the vendor of amplifier and electronic control systems before the final installation can be completed. Speakers have already been installed and underground wiring laid. Installation is proceeding on schedule and we hope to have the job completed before winter hits Chicago.

Q: Does Amtrak have a policy on inventions that employees might make to benefit the company in some way?

A: No, we have no formal corporate policy regarding employee inventions. Furthermore, it is a complex legal question as to who might claim ownership of such inventions.

Off the top of my head, I would think that the company position would be that if an invention was developed on company time and/or with company materials, it would be Amtrak's property.

However, I think that this might just be the time for developing a formal policy to protect Amtrak and to stimulate employee inventiveness. We will pursue this further.

Q: We keep hearing that Amtrak is going to be buying the yard facilities here in Seattle. Any truth to that?

Also, we're wondering if there's any thought of extending service here in Oregon down to Roseburg, Grants Pass or Ashland.

A: First, Amtrak continually reviews railroad sites where maintenance is performed on our cars and locomotives. We're interested in seeing if we can reduce our costs and get better control. Seattle is on the list of such facilities set up for review but no final decision regarding this has yet been made.

We are not actively considering any extension of service in the Oregon

area. We also do not know of any other study being undertaken by any outside group along that matter.

Q: Why don't we adopt a single line waiting line system at our stations? That's where everybody stands in one line and, as each person reaches the end, he or she is directed to the next available clerk.

A: The single line system, using stanchions for crowd control, was introduced to Philadelphia's 30th Street station last January and has been working there rather well.

Since then, we've installed similar systems in South Station, Boston; in

Seattle; and at some other locations.

However, not all large stations lend themselves to this concept because of lack of adequate space for a staging area.

Q: A couple of quick questions, please. (1) When are we going to start stringing wire between New Haven and Boston? (2) Any plans to have dome cars equipped with head-end-power?

A: Electrification of the New Haven-Boston line is scheduled to begin in April 1981 with catenary work actually starting in June 1982. Completion is tentatively planned for December 1983.

Our marketing department is studying a proposal to convert dome cars to HEP. Their findings, plus engineering estimates of the costs to do so, will bear heavily on a decision to convert this type of equipment.

It should be noted that delivery of Superliner lounge cars will provide passengers with the same attractive features found on dome cars.

Q: I'm a supervisor in the Los Angeles CRO and we get a lot of calls here about lost baggage. That's really not our department but we try to help the customer anyway.

I would like to suggest that a field be entered into the ARTS system for baggage check numbers so we could have a record of them.

A: A complete baggage tracing

system is being planned as part of the system that will replace ARTS in October 1981. This is one of our priority areas.

Unfortunately, the limitations of the present system do not allow us to consider immediate application to ARTS.

Q: Now that we have the *San Francisco Zephyr* outfitted with Superliners, we have a lounge problem. They're using a part of the diner as the lounge area and this is totally inadequate. Can we get the Amdinette cars back on the train so they can be used as lounges? People need someplace to smoke, have a drink and relax. You can't do that in the middle of a dining car.

A: By the end of the year a coach-lounge Superliner car will be made available to operate on each train set of the *Zephyr*. The necessary equipment has been ordered. The food service equipment is being installed right now in our Chicago yards. This facility will provide beverage and hot snack service.

This type of car will just be an interim measure until the Superliner cafe/lounge cars are delivered and go into service.

We can't operate an Amdinette or HEP lounge car on the train because we would need to outfit the six consists and there is a shortage of these types of cars. They are needed on our prime single-level trains.

President's Hot Line

U.S.A. 800-424-5191
D.C. only 383-2027

Personnel Hot Line

U.S.A. 800-424-5190
D.C. only 383-3636

Payroll Hot Line

U.S.A. 800-424-5067
D.C. only 383-3517

Payroll personnel will answer calls live during day shift hours, Monday through Friday. At all other times calls will be handled by an answering machine.

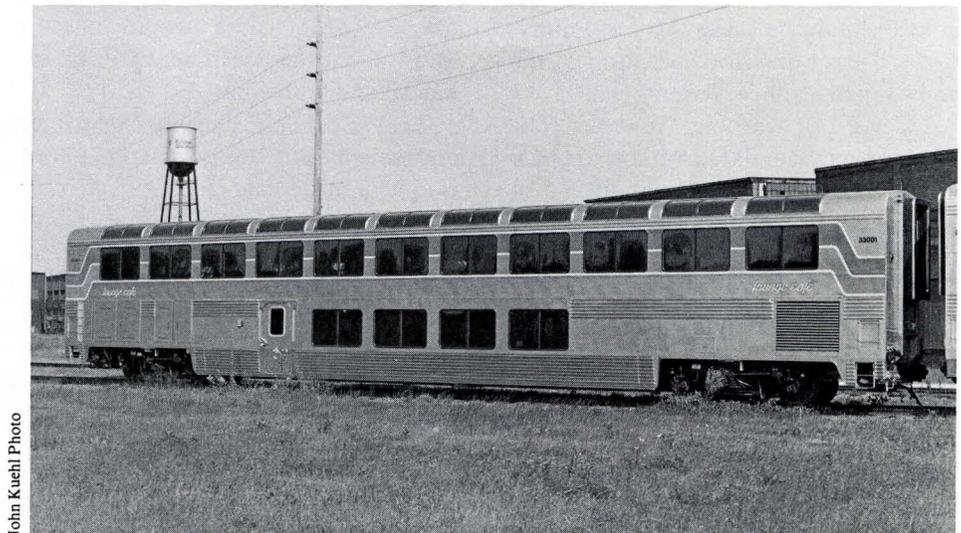
Jobs Hot Line

U.S.A. only 800-424-5196

All Hot Lines are in operation
24 hours a day, 7 days a week.

Callers to the President's Hot Line can either identify themselves or remain anonymous. Personnel Hot Line callers, obviously, must identify themselves if they wish a reply to their questions.

Employees also have the option of writing instead of calling. Write the specific Hot Line you want. c/o Amtrak, 400 N. Capitol St., NW, Washington, D.C. 20001.



John Kuehl Photo

The first cafe/lounge Superliner poses for its "portrait" in Chicago.

Train Electrification Continues; Superliners On Zephyr, Southwest Limited

The *San Francisco Zephyr* began all-Superliner service on Saturday, September 27, when the sixth set of bi-level cars assigned to it left Chicago at 6:15 p.m.

Each of the six consists has two F40PH locomotives, two 70-foot single-level baggage-mail cars, one bi-level transition dormitory-coach; one Superliner coach modified for lounge service; a Superliner diner and a Superliner sleeping car.

Other train developments include completion of conversion of the *Crescent* to head-end-powered equipment, the start of conversion of the *Southwest Limited* to Superliners and the placement into service of the LRC train.

The *Crescent* was completely converted to head-end-powered cars when the southbound train left New York on Monday, September 29. Conversion began on July 22.

Four separate sets of equipment are required to provide daily service between New York and New Orleans and the equipment was phased in one consist at a time as it became available from the Beech Grove shops.

Each *Crescent* now averages 11 cars in length, including five coaches, two sleeping cars, a diner, a cafeteria-lounge, and two cars for baggage and dormitory use.

The *Crescent* is the first of three routes in the South to get the upgraded equipment. The *Silver Meteor* will begin its conversion early next year, while the *Silver Star* is scheduled to receive new Amfleet II long-distance cars now being built by the Budd Company.

Southwest Limited began its conversion to Superliners on Monday, October 27, when the first Superliner consist left Chicago. Five sets of cars are needed to completely outfit the train.

Before the first consist left Chicago, a mini-train of cars dedicated to

training railroad personnel in operation of head-end-powered equipment made its way between Chicago and Los Angeles along the route of the *Southwest Limited*.

The four car special consisted of a Superliner coach, a Superliner baggage-coach, a hi-level ex-Santa Fe transition dormitory-coach and one of the training cars from Beech Grove. Also included was an F40PH locomotive which will replace SDP40Fs on the route.

The consist was carried along on the regular *Southwest Limited* but, at major division points, the locomotive and four cars were taken off and parked. Twenty-four hours later, when the next *Southwest Limited* came along, the equipment was added to the train for movement to the next stop. In the interim, local Santa Fe personnel were trained in the car's

operation.

Training stops included Fort Madison, Kansas City, Newton, La Junta, Albuquerque, Winslow and Barstow.

Training of railroad personnel is one facet of Amtrak's policy to acquaint its own, as well as railroad, employees in operating equipment with Superliner and head-end-power capabilities.

The LRC train, after a series of tests in the Northeast Corridor, was put into service on the *Beacon Hill* between New Haven and Boston. After a few weeks in this service, the cars were sent to the Corridor, south of New York, for more cant deficiency tests. The locomotive continued on the run hauling Amfleet cars. The second LRC train set was received in early October and was immediately scheduled into its own testing program.

All-Electric Fleet In Sight

Amtrak's board of directors, at its regular monthly meeting on Wednesday, October 29, approved an investment of \$59 million towards converting the entire locomotive and passenger car fleet to all-electric service in 1981.

The bulk of the allocation—\$32.5 million—is earmarked for the Beech Grove shops for conversion of 109 steam-heated cars into head-end-powered, or Heritage Fleet, cars.

Twenty-seven coaches from the 109-car batch will be put into service between Philadelphia and New York as replacements for the self-propelled "Jersey Arrows," which will be returned to New Jersey's Department of Transportation when their leases expire.

The remaining cars—33 sleepers, 24 baggage cars, 10 baggage-dormitories, 10 diners and five Slumber-coaches—will be used to complement the 150 car Budd Company order for

long-distance Amfleet II equipment. The 232 all-electric cars are destined for service on the *Silver Star*, *Panama Limited*, *Inter-American* and *Montrealer*. The *Silver Meteor* is already scheduled to receive head-end-powered equipment now being refurbished at Beech Grove.

Seven million dollars of the funding will be spent on converting 28 more hi-level ex-Santa Fe cars, by the Santa Fe at its Topeka, Kansas, shops. They will be compatible with Superliner equipment for service on western routes. A previously-approved conversion of 45 hi-level cars is already underway.

The remaining \$19.5 million will be used to convert 30 SDP40F locomotives to lighter-weight F40PHs which are needed to operate head-end-powered cars. The conversions should be completed by mid-1981. SDP40Fs do not have electrical generating capability.

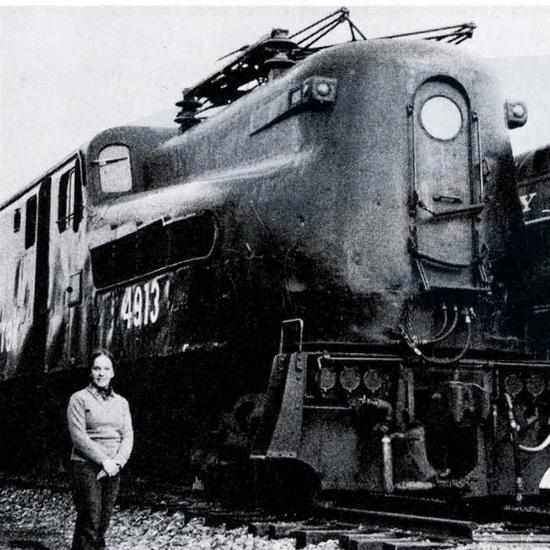
Amtrak People

GG1 Guardian Angel Saves No. 4913

When Amtrak's board of directors approved the sale of the GG1 locomotives at a recent meeting, one of the units, No. 4913, already had a prospective home, the new Railroaders' Memorial Museum, in Altoona.

Andrea Vibbert, an usher in Pennsylvania Station, New York, and also called "the guardian angel of 4913," heard about the locomotive's retirement and went to the museum to see if the people there were interested in acquiring the unit.

They were and a fund drive was



Robert Vibbert Photo

GG1 "Guardian Angel" Andrea Vibbert and the locomotive she "saved" for the Altoona museum.

quickly begun.

Stressing the theme—"You Can Go Home again 4913," the project was a success. The locomotive was purchased and shipped to Altoona where it arrived just in time for the museum's grand opening on September 21.

Vibbert isn't an employee who just loves her job. She's an employee whose vocation and avocation are completely intermingled.

As an usher, she meets assigned trains to help passengers. She directs travelers to their trains and answers questions about accommodations,

fares, travel times and facilities available in the huge Pennsylvania Station complex.

Her love of the railroad industry was inherited. Born into a railroad family, she says railroad fever is in her blood.

As a youngster in New Jersey, she often rode the North Jersey coast trains from Rahway to New York. On many of the runs, she found herself aboard a train pulled by GG1 No. 4913. This locomotive became very important to her and she has been in contact with it during most of her adult life.

In 1969, Vibbert began her railroad career as a clerk for the Central of New Jersey railroad. In her daily commuting trips to work she often saw her old friend, No. 4913.

One weekend, in 1969, on her way to New York, she met Robert Vibbert aboard the train. The two struck up a conversation and soon discovered they were both railroaders and that both were equally interested in railroading as a hobby.

A year later the couple was married, aboard the *Broadway Limited*,

which was being pulled, of course, by No. 4913.

Then, in 1971, Vibbert moved to Pennsylvania Station to work for the Penn Central. She monitored freight and passenger trains and, in this capacity, frequently saw No. 4913 and even actually chartered the locomotive's daily course.

After several jobs with Amtrak, which took over her position in 1973, Vibbert found herself again, in 1978, ushering in Pennsylvania Station. She had come full circle.

Vibbert works the 4 p.m. to midnight shift and takes advantage of Amtrak's educational assistance program by attending college during the day. She hopes to get a degree in management operations and find an appropriate job in Amtrak's operations department in New York.

"Love a train," she says. "That's my motto."

The Railroaders' Memorial Museum, which is dedicated to "past, present and future railroad employees," was just completed this past summer.

No. 4913 is presently displayed as is, but the museum hopes to return it to its original tuscan red paint scheme complete with five gold pin stripes.

Appointments

David R. Smail has been named assistant vice president, administrative services, in the operations and maintenance department. As such, he will be responsible for decentralization, distributed data processing and strategic planning programs . . . **Richard C. Ambelang** was appointed senior director operations and maintenance controls. He will be responsible for coordination of budget activity, performance and productivity controls.

Jeffery L. Dudley has been promoted to director, productivity improvement programs, in the corporate planning department. As such, he will lead the group in assisting departments to increase efficiency and improve service levels. Current projects include improving Northeast

Corridor maintenance of way source reporting and the Beech Grove head-end-power productivity improvement project.

John Stafford has been promoted to personnel manager, Eastern region, and will be responsible for all personnel operations in that region. With Amtrak since December 1973, he has held various positions in the personnel department, the latest being personnel supervisor, Central region . . . **Richard Paulin** has been promoted to manager, corporate personnel. He joined Amtrak this past May as a senior employment representative. Prior to that, he held various human resource positions with various organization as well as spending 17 years with a California law firm.

Kawasaki, Thrall To Study Passenger Car Manufacturing Possibility

Kawasaki Heavy Industries (KHI), of Japan, and the Thrall Car Manufacturing Company, Chicago Heights, Illinois, have agreed to conduct a feasibility study regarding the creation of a joint venture to manufacture rail passenger cars in the United States.

The venture would place a priority on acquisition of the Pullman Standard passenger car facility in Hammond, Indiana, if the two decide to enter the business. Pullman has previously announced that it will discontinue rail passenger car building once it completes the current order of Superliners for Amtrak.

KHI, the largest manufacturer of passenger rail cars in Japan, has designed and built passenger cars for both Japanese and foreign markets, ranging from commuter rail cars to the famous "Bullet Trains." Thrall, a wholly-owned subsidiary of the Duchossois/Thrall Group, is one of this nation's major manufacturers of freight cars.

Amtrak has been working for many months with government leaders and potential entrants into the

American rail passenger car market. In its recently released "Transportation Agenda for the '80s," the Department of Transportation placed a

high priority on introducing such a manufacturer into the United States to serve the growing market for intercity and transit cars.

Gifts Available

Enclosed with this issue of *Amtrak News* is a catalog of gift items that are available for purchase.

Included in the array of gifts are coffee and thermal mugs, beach towels, ski hat and scarf sets, umbrellas, T-shirts and many other items.

This is the initial step in an ever-expanding collection of gifts that Amtrak will be making available to the public.

The folder includes a self-contained order blank which employees and other subscribers to *Amtrak News* can use to order the items they want. Purchases can be paid for by check, money order or credit card.

Conductor Pens Retirement Poem

Harold McGraw, conductor on Amtrak's Chicago-St. Louis trains, retired on Wednesday, November 12, after 60 years of service.

McGraw worked nine years as a clerk and 51 as a trainman and conductor. He has worked for the Alton, Baltimore and Ohio, GM&O and Illinois Central Gulf railroads as well as Amtrak.

Describing himself "as Irish as Paddy's pig," McGraw celebrates each St. Patrick's day by passing out green lollipops to children on his trains. Uniform regulations are also "stretched" that day to allow him to wear a green hat, green tie and plenty of shamrocks. McGraw wrote the accompanying poem as a tribute to his retirement.

How do I know, that my youth is all spent?
Well, my get up and go, has got up and went!
But, in spite of it all, I am able to grin,
When I can recall, where my get up has been.

Old age is golden, so I've heard it said,
But, sometimes I wonder, when I get into bed,
With my ears in a drawer, my teeth in a cup,
And my eyes on a table, until I wake up.

Ere sleep dims my eyes, I say to myself,
Is there anything else, I should lay on the shelf?
And I'm happy to say, as I close the room's door,
My friends are the same, perhaps even more!

When I was young, my slippers were red,
I could kick up my heels, right over my head.
But, as I grew older, my slippers turned blue,
But, I still could dance, the whole night through.

Now I am old, my slippers are black,
I walk to the store . . . and puff my way back.
The reason I know, my youth has been spent,
Is that my get up and go . . . has got up and went!

But, I really don't mind, when I think with a grin,
Of all the grand places, my get up has been.
Since I retired from life's competition,
I busy myself with complete repetition.

I get up each morning and dust off my wits,
Pick up the newspaper and read the "Obits."
If my name is still missing, I know I'm not dead,
So, I eat a good breakfast and go back to bed!



Harold McGraw

Ridership Sets Record In August; Credit Better Service, Rising Fuel Costs

A new ridership record was set in August when Amtrak trains carried 2.2 million passengers, the highest number of riders carried in one month since the company began operating the nation's intercity passenger trains in 1971.

In noting the increase, Amtrak President Alan Boyd said, "This is a clear indication that the nation is continuing its trend toward more energy-efficient public transport for intercity travel.

"We'll be getting even more riders in the years ahead as our service continues to improve and rising fuel costs make train travel an even more attractive bargain."

Travel on long-distance trains, during August, increased by 12.2 percent over the same period of last year. The Superliner-equipped *Empire Builder*, which ran daily this summer compared to only four times a week last year, led the long-distance category with a 103.1 percent increase. Significant increases were also registered on the *Broadway Limited* and the *Lake Shore Limited*, two routes where trains were reequipped with totally refurbished head-end-powered cars.

Travel on short-distance trains, in August, increase by 9.2 percent over August 1979. The *Shenandoah* continued to show extraordinary growth with an increase of 57.5 percent over the same period last year.

While carrying more passengers than ever, the trains were on time 63.4 percent of the time during the month, compared to 49.4 percent for August 1979.

Trains operating over short-distance routes during August were on time 65.2 percent of the time compared to August 1979 when they ran 53.1 percent on time. Long-distance trains had a 56.5 percent on time performance this August compared to 39.3 percent for August 1979.

Seven contracting railroads provided on-time performance levels better

than 85 percent. These included the Toledo, Peoria and Western, at 100 percent; the Union Pacific, at 96.2; the Grand Trunk Western, at 90.3; the Southern Pacific, at 89.4; the Boston and Maine, at 88.5; the Richmond, Fredericksburg and Potomac, at 87.5; and the Seaboard Coast Line, at 85.2.

Eight railroads slipped below 70 percent for August. These included the Illinois Central Gulf, at 67 per-

cent; the Northeast Corridor (operated by Amtrak), at 64.7; Conrail, at 63.5; Central Vermont, at 62.3; the Canadian National, at 52.5; the Missouri-Kansas-Texas, at 43.5; the Milwaukee Road, at 29.6; and the Delaware and Hudson, at 29.

Twenty-two of the 23 late train on the Central Vermont, and ten of the 44 late trains on the Delaware and Hudson were due to U.S. Customs and Immigration delays.

Old Material Control Building Razed

Demolition of the former Pennsylvania Railroad's material control building, the last old structure standing in the Chicago yards, began on Monday, September 22, with a symbolic bashing of the walls by Winnie Buitenwerf, inventory control clerk, and Merrill Jackson, material control clerk.

The two sledge hammer wielders were chosen for the job because they were the two employees who had worked in the building for the longest time.

As part of the multi-year, \$42 million upgrading program of the Chicago terminal, all of the old buildings have been razed to make room for new yard tracks, shops and other specialty buildings for Amtrak's use.

The material control building, the last to go, had been used only for storage during the past 18 months.

Both hammer wielders well remember the many changes undergone at the Chicago yards over the years. Buitenwerf, in fact, commented, "I was working here before Amtrak was even invented."

Two days after the symbolic smashing of the building walls, a demolition contractor arrived to level the old structure.

Employees who had been working in the complex of old buildings have been relocated to quarters in new structures on the property, such as the recently completed car maintenance facility.



Marguerite Broyhill Photo

Merrill Jackson and Winnie Buitenwerf wield their symbolic sledge hammers.

Keeping Track Of Amtrak

Seventh San Diegan

Service on the *San Diegan* line, between Los Angeles and San Diego, was expanded on October 26 with the addition of a seventh daily train in each direction.

The new train will operate as part of the basic system. Amtrak had this seventh train under consideration as well as a possible eighth train for sometime. An analysis of demand in the mini-corridor and the favorable financial impact on the company led to Amtrak's decision to operate the train.

California aids in funding three of the trains under 403(b) provisions.

San Joaquin Bus Link

Through the efforts of the California's Department of Transportation, Caltrans, and funded by that agency, Amtrak's *San Joaquin* trains now have guaranteed bus connections between Stockton and Sacramento.

Through one-way and round-trip fares have also been put into effect between Sacramento and San Joaquin Valley cities served by the trains. These include Riverbank, Merced, Madera, Fresno, Hanford, Wasco and Bakersfield.

Fares Go Up

Most regular fares and accommodations charges were increased by 10 percent as of October 26.

The increase follows Amtrak's fare policy, approved by the board of directors, and responds to guidelines established by both Congress and the United States Department of Transportation that direct Amtrak to increase its ratio of revenues to expenses over the next several years.

The increase also reflects the severe inflationary pressure that has continued to place economic burdens on Amtrak as well as all passenger carriers.

Amtrak last raised fares on April 27 with a seven percent increase on most regular fares and accommodation charges.

Amtrak excursion fare discounts, which were scheduled to expire on October 26, have been extended through next May 22. Discounts apply to many medium and long-distance services and generally range from 15 to 35 percent off regular round-trip fares.

Calendars Coming

Amtrak's 1981 calendar will be issued in early or mid-December. The subject will be a stylized montage-like rendition saluting Los Angeles Union Station as an intermodal facility and the City of Los Angeles on its 200th birthday.

Price of the calendar and details on its availability will be printed in the next issue of *Amtrak News*.

Superliners For Starlight

Plans have been announced to completely reequip the *Coast Starlight* with Superliner cars and to reroute the train through the east side of the Sacramento Valley in northern California.

New bi-level Superliners will be phased in beginning next March. This is seven months earlier than the previously announced date of October 1981. The Superliners will be phased in—just as they were on the *Empire Builder* and *San Francisco Zephyr*—as they become available. The conversion, hopefully, will be completed by mid-June.

Daily service with Superliners on the *Starlight* route will require four complete sets of equipment.

The proposed new route of the *Starlight* in northern California would take the train through the east side of the Sacramento Valley. From Davis, the train would operate via Sacramento, Marysville and Chico, and rejoin the present route at Gerber. The only present station missed by the rerouting would be Orland which would be served through Chico, 20 miles east.

Rerouting of the train is contingent on the outcome of arbitration pro-

ceedings between Amtrak and the Southern Pacific regarding the cost of the rerouting.

Rail Pass Continued

The unlimited-travel U.S.A. Rail Pass, which was scheduled to expire on October 26, has been extended through next April 25 with no increase in price.

Fares for the rail pass, which is sold only outside the United States to residents of other countries, will continue at \$200 for a seven-day pass; \$300 for 14 days; \$400 for 21 days; and \$500 for 30 days.

Amtrak will also continue to sell the pass to children two through 11 at half fare and will also continue the Family U.S.A. Rail Pass offering further savings.

Amtrak In Japan

An exhibit of Amtrak photos, posters and other passenger-related materials drew nearly 40,000 persons at the Kanagawa Prefectural Youth Center in Yokohama, Japan, in late summer. Similar large crowds came to see the Amtrak display when it was shown at Tokyo and Osaka.

Coordinating the exhibit with the Transportation Museum, in Tokyo, which sponsored the display, was John McLeod, travel editor, in Amtrak's public affairs department.

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STAFF
Editor

Ed Wojtas

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Marguerite Broyhill

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Boyd Restates Company Affirmative Action Policy

Amtrak President Alan Boyd, last summer, reissued the company's Policy Statement on Affirmative Action to reinforce management's responsibilities and commitment to equal employment opportunity for all employees.

Not only does the statement emphasize the importance of each supervisor's and manager's contribution, but also means a careful review of each department's performance and promises to resolve those areas where a breach of commitment might be found.

Boyd first issued an affirmative action statement shortly after joining Amtrak in 1978. At that time he spelled out the company's commitment to an aggressive program. The policy statement was followed by the development—and subsequent adoption by the board of directors—of Amtrak's first comprehensive written affirmative action program that delineated equal access to all opportunities for every employee.

Says Boyd, "I expect each manager and supervisor to understand that it is each one's individual responsibility to implement and maintain the company commitment.

"I want to see Amtrak build a reputation for professionalism and sound management in the industry

and I believe we can do that. Amtrak will be a model in affirmative action not only for the railroad industry but for other industries as well."

Boyd pointed out that the number of minorities and women in managerial positions has increased from eight to 14 percent during the 18 month period ending this past June. In professional positions, minorities and women increased from 25 to 32 percent.

"We are proud of our program," he said, "but we will not become

complacent because we know that affirmative action means good business management."

Since 1978, Amtrak's program has resulted in an overall eight percent increase in the number of minority employees and a nine percent increase in women. Amtrak set the pace, in July 1979, in opening up opportunities when it became the first railroad to introduce open posting for management jobs.

"We have some of the best qualified people in railroading working for us," says Boyd. "What we are now doing is concentrating on affirmative efforts to train, develop, improve and utilize our human resource talents."

Board Approves Training Center

Amtrak's board of directors, has approved an allocation of \$2.8 million to create a central training facility at Donaldson, Indiana.

The money will permit acquisition of the property, rehabilitation of several buildings on the site and provide furnishings and training equipment. Acquisition of the site and authorization to proceed with its development is contingent on Department of Labor funding for a portion of the training program.

The selected property, a vacant seminary located on 134 rural acres about 70 miles east of Chi-

cago, was picked because of its spaciousness, the presence of suitable buildings on the site, proximity to Chicago and its availability at a reasonable price. The ex-seminary offers an opportunity for an early start at moderate cost plus room for considerable expansion for future needs.

The proposed training center, which would house and feed between 200 and 250 trainees at a time, is tentatively titled the Amtrak Institute for Rail Services.

More details on the training center in the next issue of *Amtrak News*.



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Next Month: LA's Eighth Street Yard.
(Postponed from this issue because of space limitations.)

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