

Jimmy Carter Uses Amtrak For Whistle-Stop Campaign Tour

Democratic Presidential Nominee Jimmy Carter climbed aboard a 13-car Amtrak train on Monday, September 20, to start a two-day, 904-mile whistle-stop swing through New Jersey, Pennsylvania, Ohio, Indiana and Illinois. The states are among the largest in electoral vote count.

Carter greeted crowds of supporters from his "Train for a Change" at Newark and Trenton, New Jersey; and Overbrook, Harrisburg, Altoona, Johnstown and Pittsburgh, Pennsylvania. Carter left the train at the end of the first day, but continuing through Ohio and Indiana on Tuesday were Mrs. Carter and Vice Presidential Nominee Walter Mondale and his wife.

Stops on the second day were made at Massillon, Mansfield, Crestline and Lima, Ohio; and Fort Wayne, Plymouth and Gary, Indiana, before the train pulled into Union Station in Chicago.

The train followed the route of Amtrak's *Broadway Limited*.

The two-day trip began with an early morning rally in New York City's Pennsylvania Station where Carter was sent off by New York Governor Hugh Carey, Mayor Abe Beame, Senatorial Candidate Patrick Moynihan and Congresswoman Bella Abzug, plus local politicians.

Preparations for the Penn Station rally had begun at 10 p.m. the previous night when 25 volunteers gathered to build a speaker's platform, put up bunting and posters and build barriers to control the crowd the next morning. By 6 a.m. some 100 persons had assembled at the rally site, but a half hour later 1,500 were

cheering and waiting for Carter.

Democratic Party Chairman Robert Strauss said, "We expect this train will do the one thing Jimmy Carter likes to do better than anything else, campaign at the grass roots level where the people are."

Strauss is credited with the idea of using the train to bring the Democratic candidates to ground level for a few days. "Lord, I'm happy about this," said Strauss. "It's been one of my dreams for a long time."

Carter spent the time between campaign stops in conference with local candidates who boarded and rode to the next station. Both Carter and Mondale and their wives walked through the train greeting people, shaking hands and getting to know the members of the press, local digni-

taries and Amtrak employees working the train.

As the train neared Altoona, Carter noted that he was quite pleased with the trip. "I may do this again sometime," he said. Strauss suggested a future trip in California or another one in the East.

It was a long day for Carter, about 19 hours from the time he left his New York hotel at 6 a.m. to well past midnight when he left Pittsburgh to fly to Plains, Georgia, to continue preparations for his televised debate with President Ford three days later.

Many likened Carter's trip to the whistle-stopper made by Harry Truman in 1948.

Jon Margolis, *Chicago Tribune*,



Democratic Nominee Carter waves to crowd as train leaves Trenton.

didn't quite agree. "The whistle-stop trip was a sort of historical balancing act itself," he wrote. "The built-in nostalgia of a train trip was combined with the futuristic character of this particular train, which seemed more like an airplane than the trains of Harry Truman's day.

"The backs of seats reclined individually, little tables could be dropped down in front of each seat and the facilities were so modern that passengers did not have to refrain from flushing toilets while the train was in the station."

The train pulled into Chicago to be greeted by a large crowd, estimated at 1,500, of Democratic party members waving placards and cheering loudly.

Mrs. Carter noted, "This is a good way to end a great day."

Mrs. Carter and the Mondales were met by Mayor and Mrs. Richard J. Daley and posed for pictures on the observation platform of the rear car.

Said Mondale, "Everywhere we went, just as was the case for Harry Truman, we met the American people." Mondale also praised Strauss as the "man who put it all together." He handed him a locomotive engineer's cap that had been, in turn, given him by Carter.

From Amtrak's viewpoint the operation went very smoothly.

Says Rich Tower, superintendent, Detroit district, and national operations coordinator for the train,

Successful Operation Due To People

Amtrak personnel, not mentioned in the story, but who rode the train and were instrumental in its success included Vice Presidents Nate Goodrich, law; Bruce Pike, government affairs; Ed Edel, public affairs; John Piet, Eastern region; and C. James Taylor, Central region; and Board of Directors members Charles Luna, Frank Besson and Mary Head.

Others included Chris Dengeles, chief, on-board service equipment; Bob Regan, director, on-board service, Eastern region; Eugene W. Conner, general road foreman of engines; Edward L. Phelps, manager, electrical locomotives; Robert Haupt, car performance analyst; Albert Bradford, master mechanic, motive power; Robert Herr, regional coordinator, locomotive maintenance; Harold Glembocki, Amfleet car supervisor; and Ed Laird, manager of maintenance

coordination, Eastern region.

Also, Vern Miller, trainmaster, Pittsburgh; Dave De Vries, supervisor train operations, Detroit district; John Shoemaker, director, intercity passenger operations, Northeast Corridor; Bob Herman, regional vice president, operations, Northeast Corridor; Jim Hanson, director, Congressional affairs; Jim Byant, director, special services; and John Flynn and Dennis Shumaker, Congressional affairs officers.

Although he didn't ride the train, Harry Shepler, manager, special movements, Washington, was instrumental in setting it up.

Others cited for good work included the Sunnyside, New York, yard forces who prepared the special train, station service personnel along the route, and Conrail, which gave excellent cooperation to Amtrak in executing the special train movement.

"We did have a couple of minor problems crop up once we were enroute, but our technical people got them fixed quickly."

Dorothy Bush, secretary of the Democratic party, made train announcements over the public address system as the train rolled across the

country, giving a short history of each town the train would stop at and warning members of the press to board and detrain carefully.

Austin Noll, manager, on-board operations, rode the train and reported that the equipment received high praise from the visiting press. Said

Carter speaks at Trenton against backdrop of new Amfleet equipment.



he, "The foreign press, in particular, liked the train. They thought the food service was excellent, the equipment beautiful and the rideability of the cars as good as anything in Europe."

Larry Maxwell, chief, dining and lounge car service, talked to a secret service agent who told him that, in his opinion, Amtrak's train trip was one of the best organized such affairs he had ever worked.

Picked out for particular praise were the working on-board service attendants. Said Dave Watts, vice president and general manager, line operations, who rode the train, "They worked 18 1/2 hours and did a superior job. My highest compliments to them."

The crews served 1,100 complete meals during the two days, plus countless sandwiches. The trip also consumed nearly three tons of ice cubes.

The train was crowded out of New York, more lightly patronized west of Pittsburgh. Aboard were members of the various news media, plus invited guests of the Democratic National Committee.

The On-Board Crew

Serving aboard the special Jimmy Carter train were service attendants Robert A. Alleyne, Wayman Baker, Jr., Debra Barnes, William H. Bell, James Bobo, William H. Brown, Romeo T. Chow, Gardner L. Duncan, Mony Feurstein, Justin Frederick and John Frew.

And Colleen Haggerty, Melvin L. Harris, John H. Jenkins, Peter Massucci, Mary E. Merlino, Jesse Mitchell, John Ricci and Jack Walsh.

Also Lannie Henry, chef; Joe Bellinger, regional trainer, on-board service; and Harry Cable, on-board service inspector.

Included in the consist were a baggage car, five Amcoaches, two Amcafes, three Amdinettes, one Amclub and Autoliner Corporation's private business car, AUT 101. Motive power included two E60 electric locomotives between New York and

Harrisburg, and two P30 diesels between Harrisburg and Chicago.

The Amdinettes were equipped with typewriters for the press. One of the cars had telephones which were hooked up at each station stop.

One newspaper reporter, who earlier had chided Noll for trying to clean up the area where he was working, acknowledged that after having ridden campaign trains for over 20 years, this one was handled the most efficiently.

The Carter Special operated "on time" for the entire 904 miles. Said Watts, "We received very good cooperation from the Democratic National Committee and the press. They had their people on board and ready to go at every stop. We didn't have to wait for any of them."

Amtrak President Paul Reistrup boarded the train at Trenton, New Jersey, and rode to Overbrook, Pennsylvania, meeting Carter for a short talk. Amtrak's EEO Coordinator Sam Colston also had a personal visit with Carter. Colston had served two years on the submarine USS Pomfret which Carter commanded.

Empire Turboliners Begin Scheduled Service

Amtrak put the first of its new turbine trains into regular passenger service in New York State beginning Monday, September 20.

During an initial period the turbine trains will operate with two daily round-trips between New York and Albany-Rensselaer, Monday through Thursday. On weekends one of the Turbos will operate New York to Buffalo on Friday and Saturday, and from Buffalo to New York on Saturday and Sunday. One New York-Albany round-trip also will operate Friday, Saturday and Sunday.

Weekday turbine service between New York City and cities west of Albany will be delayed while Amtrak makes modifications requested by the Metropolitan Transportation Authority of New York. Amtrak has agreed not to operate the turbine trains in Grand Central Station dur-

ing peak commuter hours until changes have been made which allow the trains to operate additional auxiliary services off the third rail.

The decision not to operate the trains into Grand Central Station during peak periods prevents through turbine service west of Albany on present schedules except on weekends. Work on the MTA-suggested

changes will begin immediately.

As additional trains become available and as modifications are completed, they will be phased into Empire service until Turbo equipment is provided on one each daily round-trip between New York and Buffalo and New York and Syracuse and two daily round-trips between New York and Albany.

August Safety Contest Standings

Detroit and Twin Cities districts tied for the lead in the President's Safety Contest for August with no injuries and a Zero safety ratio.

Central led the regions for the month with a 4.9 ratio, and Brighton Park was first in the shop category with a 6.6 ratio.

For the year to date—January to August—Twin Cities leads the dis-

tricts with a 2.4 ratio, Central leads the regions with a 5.9 ratio and Brighton Park leads the shops with a 7.2 ratio.

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

Two Day Gala Inaugural Introduces Turbos To New York State

Crowds of onlookers, high-school bands, television crews, newspaper reporters and local civic officials helped Amtrak inaugurate its new Turboliner service in New York State on Saturday, September 18, and Sunday, September 19.

The Turbo inaugural was, in effect, a double ceremony with two trains being put on display to the public at station stops along the Empire Service route.

The first Turbo left Buffalo on Saturday morning for a two-day run to Albany/Rensselaer. The second train left New York's Grand Central Station on Sunday morning making its way along the Hudson river to the up-state ceremonies.

The Buffalo Turbo opened its doors to the public at 8:30 a.m. While a local high school band entertained, the visitors walked through the train inspecting the Turbocoach and Turbocafe cars. Station staff members distributed souvenirs and Turboliner brochures to the crowd.

Raymond T. Schuler, New York State Transportation Commissioner greeted the crowd with a brief speech. Buffalo transportation officials praised Amtrak for bringing the modern train to the region.

Harold Graham, vice president, service planning, was the senior Amtrak representative on board the train and spoke briefly at each station stop. At each city he would present local officials with a framed photograph of the Turboliner running along the Hudson river.

Saturday's final stop was Syracuse where the train was cleaned, fueled and restocked for the next day's trip.

Stops on the second day's leg included Rome, Utica, Amsterdam and Colonie before arrival at Albany/Rensselaer.

Each ceremony progressed smoothly. Utica turned out a good crowd

where a line of four to five hundred persons overflowed the platform.

One of the smallest communities, Amsterdam, turned out the biggest crowd. When the train pulled into the small station there, several thousand persons were waiting to see the new equipment. As word spread through town that the sleek train was in, even more townfolk came down to the railroad jamming the access road to the station.

Again, at Colonie there was a sizeable crowd but the longer scheduled station time made the event there less hectic than at Amsterdam.

By 2:50 p.m. the train was again underway toward Rensselaer where it

pulled up nose-to-nose with the second train that had come in minutes earlier from New York City.

That train had been on public display in Grand Central Station on Saturday afternoon for three hours.

On Sunday morning it left GCT for inspection stops at Croton-Harmon, Poughkeepsie, Rhinecliff and Hudson.

Senior spokesman for Amtrak on the New York City train was David Watts, Jr., vice president and general manager, national operations. Watts also presented local dignitaries with the Turboliner photos.

At the Albany/Rensselaer ceremonies Transportation Commis-

sioner Schuler hailed the event as the beginning of a "new era of intercity travel for New Yorkers."

He noted, "Commencement of scheduled service tomorrow is another milestone in the effort to revitalize rail service in New York State."

Schuler also noted that this was the fourth time in the last two years that he had come to the Rensselaer station to help launch new passenger train service. He called that day's event "the most significant yet, because it marks the beginning of a new era of ultra-modern, high-speed service."

Schuler acknowledged that the high speed operations of the Turbos would have to wait further track and safety improvements, but noted that the work was being advanced and that schedule improvements will be made

as improved track permits.

He stressed that the new trains will attract new riders immediately because they are more comfortable and reliable than the equipment they replace.

At the close of the ceremonies, Schuler's 13-year-old daughter, Ellen, christened both Turboliners with New York State champagne.

New York's Governor Hugh L. Carey proclaimed the next day, Monday, September 20, as Railroad Passenger Day. That's when the new Turbos went into regularly scheduled service.

Said Carey, "The inauguration of Turboliner passenger train service in New York State is a milestone in the state's concerted and carefully structured campaign to preserve and improve our railroad systems. The people of New York can be proud

of that effort."

What did the public think of the trains?

Henry Giriat, of Harrison, New York, lauded the new Turboliner, "It's a beautiful train," he said. "It has wide picture windows. Not like in the past when they were half that size.

"Also the trains are coming back with cheerful colors . . . no more drab green."

Mrs. Kevin Brennan, of Mohegan Lake, New York, who traveled some 15,000 miles by train during a recent vacation in Europe, was equally complimentary. "I'm glad to finally see a decent train here," she said. "They've copied a lot of things from the Europeans. It will be nice to travel comfortably in this country now."



Touring the train was a popular activity. Crowds line up for walk through cars at Rhinecliff, above, and Utica, right.

Amtrak-hatted kids enjoy the inaugural train.



Ellen Schuler christens the new Turboliner at Rensselaer.



(Left) Gail Bruinsma, service attendant, serves champagne to train riders Mr. and Mrs. Harry Sembrat. (Below) Transportation Commissioner Schuler addresses the crowd at trip end.



Keeping Track of Amtrak

Brass Band Arrival

Not many people arrive at destination to be greeted by a brass band, but that's exactly what happened to two passengers on Amtrak's *San Francisco Zephyr* earlier this summer.

When Bill Dimmer, who is director of staff development for the Northern California region of the Kaiser Foundation Health Plan, learned that his parents were arriving on the *Zephyr* at Oakland, he arranged for a 10-piece band to meet the train.

Dimmer then went a few steps farther. When the senior Dimmers arrived they were greeted by the loud strains of Stars and Stripes Forever. Beneath a huge welcome banner they were presented a key to the city fashioned from a loaf of sourdough bread, then escorted to the rear of a five-ton dump truck that had been cleaned and freshly waxed.

Stepping on the lowered tailgate,

the Dimmers were lifted to an open-air bistro that was set up inside the truck. Dominating the long table inside were plates of hors d'oeuvres, buckets of cold champagne and bouquets of flowers.

With its passengers comfortably seated and amid popping champagne corks, the truck rumbled off to a cocktail party and dinner arranged by other members of the Dimmer family.

Youth Discount Fares

New round-trip discount fares for youth groups traveling together by coach are being offered by Amtrak.

Groups of 15 or more youths in grades 7 through 12 may apply for the special fares which offer 40 per cent off the regular round-trip coach fare.

Requests for the youth group fares may be made through any Amtrak sales office, central reservations office or an authorized travel agent.

Requests are evaluated on a case-by-case basis, and Amtrak reserves the right to charge regular fares during peak travel periods, or if required because of high operating costs.

The discount fares, which went into effect September 8, do not apply for travel on Metroliners or in first class space on conventional trains.

Adult escorts, up to 10 per cent of the number of youths traveling, are also eligible for the same discount.

Baltimore Derailment

The derailment of 17 cars of a Conrail freight train in one of the Baltimore tunnels on Saturday, September 18, blocked Amtrak corridor trains for two days while crews worked around the clock to clear the line.

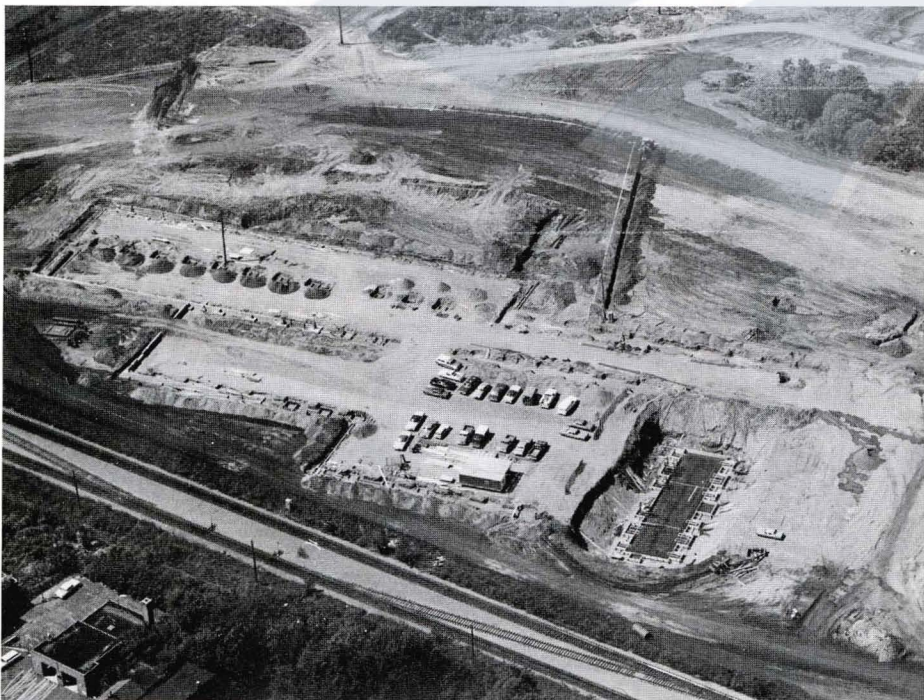
The 9:45 a.m. derailment blocked both main corridor tracks and damaged over 800 ties. All of Amtrak's Washington-to-New York trains were affected. Most passengers were bused between Washington and Baltimore where trains were terminated. Some trains were detoured between the two cities over the B&O tracks.

A 150-man Conrail crew and a wrecker train worked each end of the tunnel but were hampered by the severely-restricted work space inside the 16-foot-high tunnel.

By Monday morning one of the tracks was cleared and tunnel traffic into and out of Baltimore resumed with minor delays as trains inched their way past the derailed freight cars. The second track was cleared of the last two jumbo covered hopper cars in time for Tuesday morning's passenger rush.

Rerailing of the freight cars was also slowed by the breakdown of a crane that had been brought into the tunnel to lift the cars onto the tracks.

The majority of Amtrak passengers that were bused between Baltimore and Washington took the inconvenience in stride, although there were a few complaints that Amtrak could have kept them better informed as to the status of the derailment and the circumstances involved in both the delays and the busing situation.



Work continues on new Turboliner maintenance facility at Rensselaer. At left can be seen outline of future buildings. Trench at upper right will house duct bank for electrical lines. At right is drop pit for removal of locomotive trucks. View is looking west.

Baltimore Station Approved

Amtrak's Board of Directors has committed \$1.5 million toward the design and construction of an intermodal rail facility adjacent to Baltimore-Washington International Airport in Maryland.

The Board's action at its August meeting authorized the funds to be spent in stages, with a Board review at the completion of each stage. The initial phase of the project calls for \$150,000 for detailed architectural and engineering studies. The total project is expected to cost \$3 million.

The proposed rail terminal will consist of a station building and associated facilities suitable for transfer of passengers between rail, airline and highway facilities. Included in the project, which will be constructed on the Northeast Corridor main line track approximately one mile from the airport, will be train platforms with shelters, rest areas, facilities for the handicapped and other conveniences for travelers.

In addition to funds budgeted by

Amtrak, the Maryland Department of Transportation will provide land, a parking lot, access roads and shuttle bus service between the new rail terminal and the airport. Maryland will also be providing a passenger lounge in the airport terminal building and baggage checking facilities for intermodal passengers.

Salesman-Song Writer

When he isn't selling Amtrak service, Earl Eargle, senior sales representative, Columbia, South Carolina, is a song writer-record producer-group manager-and-agent.

Specifically, Eargle writes train songs and is the manager of the group that records them.

A veteran of years of study of bluegrass, folk, gospel and country music, Eargle and his group, the Lucas and Harmon Brothers, have recently released an all-original album that is marketed by the group.

The album, titled "People, Trains and Things in Bluegrass," features a full-color picture of Amtrak's Turbo-

Train on its cover.

Inside, the album sports 12 new compositions, including one called "Amtrak." Others are "People Trains," "AutoTrain," "The Southern Crescent," "TurboTrain" and "Asheville Special."

Half of the album's songs were written by Eargle, the rest by other members of the musical group.

"Trains can carry people economically, safely and with a savings to our fragile environment," says Eargle. "Our group salutes passenger trains on this album and we play a lot of train songs on our public appearances."

The group makes frequent stage appearances throughout the Southeast.

Because of its original music, the album is listed at the Library of Congress as an archives piece.

Eargle joined Amtrak about four years ago as a sales representative at Columbia. Prior to his Amtrak service, he was a full time member of the clergy.

Persons interested in getting a copy of the album should send Eargle a check for \$5.25 at 2920 Oakwood Drive, West Columbia, South Carolina 29169.

Amfun and Amgames

Newsletters from several chapters of the National Railway Historical Society (including the Lake Shore, Long Island-Sunrise Trail, Susquehanna Valley and Hawaii chapters) have been competing with each other inventing Amwords, humorous titles for various aspects of Amtrak service.

Some examples include:

Amshak . . . Small depot on Amtrak route
 Amsac . . . Travel bags sold at Amshaks
 Amsak . . . Sleeping car
 Amtrek . . . Long journey via Amtrak
 Amyak . . . Amtrak business conference
 Amhak . . . Travel brochure writer
 Amflak . . . Public relations person
 Amquak . . . Company physician

Am-Macs . . . Pre-cooked hamburgers sold in Amcafes
 Amcrax . . . Jokes about Amtrak
 Amfacts . . . Timetables
 Ambrrr . . . Unheated Amcoach
 Amhot . . . Amcoach with air conditioning problem
 Amigo . . . Friendly bar car
 Ambush . . . Shrubbery planted around Amshaks
 Amclak . . . Sound of Amtrak trains on rails
 Amcrash . . . Service disruption
 Am-oops . . . Small Amcrash
 Amess . . . Result of Amcrash or Am-oops
 Amrust . . . Non-stainless steel car
 Amfib . . . Train in flooded area.
 Ample . . . Too many of these jokes.
 Amrag . . . Amtrak News (the unkindest cut of all!)
 Amnonsense . . . All of the above.

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First Travel Agent Named To New Golden Spike Club

Amtrak has announced the formation of a new Golden Spike Club to honor travel agents throughout the United States who demonstrate the most effective rail sales programs.

Presentation of the first Golden Spike, signifying Membership Number One, was made to Warren Peters, president, Four Winds Travel, Inc., New York, by Al Michaud, Amtrak's vice president-marketing, aboard an Amtrak train at New Orleans' Union Station. The award was made coincidental with the opening there of the 46th annual World Travel Congress of the American Society of Travel Agents.

Michaud praised Peters for his organization and operation of Four Winds' Americana Rail Cruises, a program of deluxe, escorted, all-inclusive "see level" tours.

Along with the Golden Spike,

Peters was given a certificate citing him as a lifetime member of the club and bearing the salutation of Amtrak President Paul Reistrup for "sharing our vision of a completely revitalized passenger rail system in America and for your outstanding achievements toward the realization of this goal."

Michaud added, "When a travel agent sells an Americana Rail Cruise, he knows his client is getting the very best tours of their type . . . and so do we here at Amtrak.

"Warren Peters insists on the best that we have. That's what we give him.

"And that's why we honored him as Member Number One of the new Golden Spike Club."

Other charter members of the newly formed club will be announced at regional dinners.

Michaud notes that membership in

the club will be limited to "the top 500."



Warren Peters, Four Winds Travel, left, accepts first Golden Spike award from Amtrak's Al Michaud.



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