

## Metroliner Upgrading, Locomotive Purchase, Yard Work Approved By Board

At its September 28 meeting, Amtrak's Board of Directors took action on several items to improve the railroad and ultimately better the service to passengers.

### Metroliner Upgrading

To insure that high-speed rail passenger equipment will be ready when the Northeast Corridor Improvement Program is completed, the board approved a program to begin overhauling and modifying Amtrak's existing fleet of Metroliner cars, while at the same time ordering new lightweight, high-speed locomotives.

The Metroliner overhaul and modification program eventually will include either 30 or 57 cars, depending on funding levels. The present approval was for \$20 million to overhaul 16 of the high-speed cars.

The Metroliners, capable of speeds of over 130 miles per hour, have been in service since 1969 without a major overhaul. They have an average of 1.5 million miles of service each.

The program includes a complete overhaul of trucks, traction motors, air conditioning and heating systems, brakes, couplers, signals and other systems and components. The cars will be completely rewired and interiors refurbished with new carpeting. Seats will be reupholstered and rebuilt with tray tables.

Modifications will include most of those incorporated in four "enhancement" cars by the Federal Railroad Administration in 1974 as part of a research and development program. Most important of these was the relocation of the dynamic brake resistors and cool air intake on the car's roof. Maintenance costs on the "enhancement" cars have been reduced

by about 40 per cent since their modification.

### New Electric Locomotives

The board also approved a program to buy eight high-speed, lightweight electric locomotives at a cost of \$22 million.

Amtrak's total program calls for purchase of 30 such lightweight locomotives which will cost \$77.8 million. Funding for a capital program of this size is not available in fiscal year 1978. Therefore, Amtrak management proposes that \$22 million of fiscal year 1978 funds be committed now for purchase of eight units, including escalation.

Funding for the other 22 units, including escalation, spare parts and contingencies, will require \$55.8 million and will be requested in Fiscal Year 1979. A contract for the first units will be awarded within the next few weeks.

The new electric locomotives will

weigh about 201,000 pounds each and be able to operate with three different power supply systems.

They will have a top speed of 130 miles an hour and with Amfleet cars will be capable of meeting the Congressionally-mandated 1981 trip times of 2 hours and 40 minutes between New York and Washington and 3 hours and 40 minutes between New York and Boston, each with five intermediate stops.

The venerable GG1 locomotives, which have been in service for the past 40 years, cannot be converted economically to the 25,000-volt, 60-hertz-power frequency that will be used in the upgraded Northeast Corridor.

### Diesel Conversions

In another action the board also approved a \$12.5 million order to modify 32 more SDP40F diesel locomotives into four-axle units.

The approval expands Amtrak's



Metroliner, with one of the present modified cars on the head end, speeds toward Washington. The upgraded Metroliners will all have the elevated section in the center of the car roof.

program to convert the SDP-40Fs, each weighing 396,000 pounds and having six axles, into units similar to Amtrak's F-40PH locomotives, which are 16 feet shorter and weigh only 262,000 pounds.

As part of the modifications, the locomotives will be equipped with head-end power units to provide electricity for heating, air conditioning and lighting for Amtrak's new fleet of Superliner and Amfleet trains.

The modifications will be performed by the Electro-Motive Division of General Motors at LaGrange, Illinois, which is already converting 40 Amtrak locomotives in a similar program.

The modification program includes new frames, trucks, fuel tanks and car bodies. The engines, alternators, traction motors, air brake equipment, dynamic brakes, cab signals and crew equipment of the existing locomotives will be renovated and installed on the new frames and car bodies.

The locomotives are also due for a heavy (500,000 mile) overhaul, which will be carried out at the same time. This new program will begin next spring and should be completed by early summer.

## Conversion Progress

Amtrak's program to convert the first 40 SDP40F locomotives into four-axle F40PH(R) units is well underway and the company has already taken delivery of the first 11 re-configured units.

The re-build program is turning out the remodeled locomotives at a rate of seven per month.

At present, the new units are being put into service out of Chicago. They will be assigned later to Superliner service as cars become available and also to shorter trains presently powered by the heavier General Electric P30CH six-axle locomotives which will then be reassigned to West Coast Superliner service.

### Baggage Car Conversion

The board also approved \$1.6 million to modify 40 baggage cars to make them compatible with the new Superliner cars. The cars will have different diaphragms, generators, bearings, power trainline and heater units installed and the work will be carried out by Rail Systems, Inc., in

California.

### Chicago Yard Work

The board committed an additional \$15 million to a planned \$40.6 million modernization program for the 12th and 16th Street yards.

Earlier the Board had approved spending \$6.8 million for extensive track work and other modifications at the two yards. In its most recent action, the board approved phase II of a three-part program.

Included in phase II will be the construction of a car repair building and a locomotive shop, as well as additional track construction, platforms, inspection pits and an electrical power distribution system for Amfleet and Superliner cars.

Chicago is one of Amtrak's busiest maintenance points. Twenty-five trains are dispatched from Chicago each day with 605 cars and 122 locomotives assigned for maintenance to various Chicago yards.

When the modernization is complete sometime in fiscal year 1981, Chicago will become the major running maintenance and servicing point for most of Amtrak's midwestern and transcontinental trains and a major locomotive maintenance shop.

## Dates, Locations Set For Floridian Hearings

Amtrak has set dates and locations in 12 cities for public hearings on the future of its Chicago-Florida train, the *Floridian*.

The hearing schedule is as follows:

- **Miami**, October 11, Dupont Plaza, 300 Biscayne Blvd. Way.
- **St. Petersburg**, October 12, Ramada Inn South, 3600 34th St., South.
- **Jacksonville**, October 13, Hilton Hotel, 565 Main St.
- **Thomasville**, October 14, Superior Court Room, Thomas County Court House.
- **Atlanta**, October 17, First National Bank of Atlanta, 2 Peachtree St.
- **Montgomery**, October 18, Ramada Inn, I-95 at South Boulevard.
- **Birmingham**, October 19, Holiday Inn-Civic Center, 2230 10th Ave., N.

• **Chattanooga**, October 20, Read House (Chester Room), Broad St.

• **Nashville**, October 24, Nashville Hall of Fame Motor Inn, Division St.

• **Louisville**, October 25, Exec. Inn West, Watterson Expwy. at Fairgrounds.

• **Indianapolis**, October 26, Indiana Convention Center, Room 123, 100 S. Capitol.

• **Chicago**, October 27, Watertower Hyatt, 800 N. Michigan Ave.

All hearings will begin at 7 p.m., except in Thomasville, to allow maximum public participation, according to Harold L. Graham, *Floridian* project officer.

Five alternative proposals for the *Floridian* are under review by Amtrak and the hearings are intended to solicit comment on these proposals or others. The five proposals are as follows:

1. Continue the present route (Chicago, Nashville, Birmingham, Montgomery, Jacksonville, Miami/St. Petersburg) with possible schedule and/or service or frequency modifications.

2. Reroute the service to operate Chicago, Nashville, Chattanooga, Atlanta, Macon, Savannah, Jacksonville, Miami/St. Petersburg.

3. Reroute the service to operate Chicago, Nashville, Birmingham, Atlanta, Macon, Savannah, Jacksonville, Miami/St. Petersburg.

4. Reroute the service to operate Chicago-Atlanta (via either Chattanooga or Birmingham), then Macon, Albany, Jacksonville, Miami/St. Petersburg.

5. Discontinue service over the route between Chicago-Miami/St. Petersburg.

# New System To Improve Personnel Record Keeping

Within the next few weeks, 3,200 employees whose personnel records are located at corporate headquarters will be asked to complete a special form designed to enable the personnel department to update, improve and automate its record keeping system.

The information on the completed forms, along with data already on file in the personnel department's Information Center, will result in the printing of a comprehensive "profile" on each employee.

The new record-keeping system, called PERIS (Personnel Information System), will eventually extend to all Amtrak employees and will enable the personnel department to do its job "better and faster" according to Shirley Rollins, supervisor, Personnel Information Center. The conversion process is expected to take several months, and each employee will be asked to complete one of the update forms.

In addition to general personal data such as address, telephone num-

ber, social security number and birthdate, the form seeks information about each employee's formal education, previous employment and military service history. Most of the information should be easily recollected by the employee, but a few items might require some prior checking at home. Employees — particularly those who will be completing the form within the next few weeks — should be prepared to supply information such as their spouse's birth date and Social Security number; the name, address and telephone number of a person to be contacted in case of emergency, and the dates they began and ended previous jobs and military service.

"We want to make sure the data we feed into the Personnel Information System is completely accurate," stressed Lynn Schwartzkopf, director of employment.

At headquarters, salary administrators or other designated persons from each department will be trained by the personnel department to ad-

minister the forms within their own departments. Forms in field locations will be administered by personnel representatives.

Once in operation, PERIS will provide a number of benefits for employees and managers as well as facilitating the work of the personnel department. The comprehensive profiles it will provide on each employee will aid managers in matching job requirements with employee talents. The system is also expected to speed record changes and other tasks performed by personnel clerks and eliminate redundant forms and records now in use.

"The new system will be a large plus for employees and management," predicted Schwartzkopf.

## Daniels, Housman Duties Outlined

Amtrak President Paul Reistrup has announced two personnel changes on the vice presidential level.

George Daniels will be vice president-labor relations and personnel and be headquartered in Washington.

Ray Weaver has been named assistant vice president-labor relations and personnel, Northeast Corridor, with offices in Philadelphia.

Daniels will be responsible for all labor relations and personnel matters, including employment; benefit plans; Equal Employment Opportunity programs; including employee relations; training and compensation (with the exception of executive compensation).

Reistrup also named Kenneth Housman as vice president-administration with responsibility for office management, including consolidation of word processing; police and security; the medical department; executive compensation; the pass bureau and the Program for Alcoholic Recovery.



*Diane Sanders, left, lead personnel clerk, and Mersidees Ford, personnel clerk, code data for entry into the Personnel Information System, as Shan Evans, clerk, and Shirley Rollins, supervisor, Personnel Information Center, look on.*

# Ceremonial Groundbreaking Held For Twin-Cities Station

A ceremonial groundbreaking for Amtrak's new St. Paul-Minneapolis passenger terminal, which is already under construction, was held Wednesday, September 7, at the station site in the Midway area of St. Paul.

Scheduled for completion in February 1978, the \$5 million station will be the largest version of Amtrak's standard station design and will be able to accommodate up to 300 passengers in its spacious waiting room. The station also will house separate administrative offices and areas for support facilities. A 250-space parking lot is planned for the site.

Al Michaud, Amtrak's vice president, marketing, was the featured

speaker at the groundbreaking ceremonies, which drew a crowd of approximately 300 residents of the Twin Cities metropolitan area. Michaud unveiled a drawing of one of Amtrak's new Superliner cars, which are slated to be used on two of the major train routes — the *North Coast Hiawatha* and the *Empire Builder* — that serve the St. Paul-Minneapolis stop.

Other officials present at the groundbreaking were George W. Winter, president of the Port Authority of St. Paul; St. Paul Mayor George Latimer; Jim Harrington, commissioner, Minnesota Department of Transportation; George Roberts, president of the Midway Civic and Commerce Asso-

ciation; and Roy Svee, president of the Greater St. Paul Area Chamber of Commerce.

Amtrak currently uses the old Great Northern passenger terminal in downtown Minneapolis. The new station, located on Transfer road in St. Paul's Midway Industrial Park, is about a five-minute drive from the central business districts of both downtown Minneapolis and downtown St. Paul.

The industrial park was created from land purchased by the St. Paul Port Authority from Minnesota Transfer Railway, owned by the Burlington Northern, Chicago and North Western, Rock Island, Milwaukee and Soo Lines.

# Employee Recreation Committee Begins Activities

Last June, a small group of employees at corporate headquarters got together during their lunch hour to discuss ways of bringing fellow employees together for socializing and recreation.

Since that first noontime meeting, the Amtrak Recreation Committee has sponsored two highly successful events, and plans are in the making for several more such ventures.

The group's first outing was a chartered boat ride on the Potomac, which drew over 300 employees and members of their families one Sunday afternoon in August. A seven-piece rock band, hired to entertain, was augmented by several employees who revealed musical talents some of their office-mates never knew they possessed.

The idea for an employee club originated with Louis Ochse, confidential accounting clerk, finance, who enlisted the aid of Ken Housman, vice president-administration, in establishing the committee. The committee meets weekly during non-office hours to discuss plans and projects.

The second project undertaken by

the club not only provided a service to the community, but it also got Amtrak a plug on regional television. About 60 employees were recruited to help answer phones and take pledges during the recent fund raising auction sponsored by WETA, Washington's public broadcasting station.

The committee welcomes the active

participation of all Amtrak employees in the Washington metropolitan area, including those at Union Station, Beltway Station and Eastern region headquarters at Arlington, Virginia. Anyone who has an idea and would like to contribute to the planning should contact Tim Aufmuth, acting chairman, at corporate headquarters (ext. 7603).



Jody Powell, Presidential press secretary, is interviewed on WETA while Amtrak employees man the phones. To Powell's right is Louis Ochse, confidential accounting clerk, who originated the idea for a recreation committee.

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# Keeping Track Of Amtrak

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## Auto-Train Service Ends

Amtrak's joint operating venture with Auto-Train Corporation on the Louisville, Kentucky, to Florida route officially came to an end September 2 with the discontinuance of the experimental service. Amtrak and Auto-Train had been running a combined train on the *Floridian's* run between Louisville and Sanford, Florida, since last October.

Both companies agreed that although they were discontinuing the experiment on this route the action did not preclude joint experiments of service elsewhere in the future.

The joint operation was established to determine whether such a service would be operationally viable and economically advantageous to both parties. For several reasons, the service did not make a significant dent in the *Floridian's* operating deficit and the operation was ended by mutual consent.

After the end of joint operations, Auto-Train had announced that it would continue operating its own Louisville-Sanford train on weekends. Eventually Auto-Train decided to discontinue that service entirely. The *Floridian* continues to operate on its normal schedule using the Auto-Train terminal in Louisville.

## Safety Standings

Detroit led all the other districts in the August standings of the President's Safety Contest with a safety ratio of 1.8. The Central region led the other two regions and the Northeast Corridor for the month with a 6.6 ratio, while the Rensselaer maintenance facility and Brighton Park tied in the shop category with no injuries for the month and a resultant zero ratio.

In July, the Piedmont and Twin Cities districts tied in their category with a zero ratio, while the Central region again led in its group with a 9.2 ratio. The 16th Street diesel facility in Chicago led all other shops with

an injury-free zero ratio.

In June, the Piedmont district also had a zero ratio in its category while the Central region led the other regions with a 6.7 ratio. Rensselaer's maintenance facility had a zero safety ratio for its injury-free month.

For the year to date, St. Louis leads the other districts with a 2.0 ratio, followed closely by the Piedmont district with a 2.3 ratio and the Twin Cities district with a 2.4 ratio.

The Central region leads in its group with a 5.6 ratio, followed by the Western region with a 6.9 ratio.

Brighton Park leads all shops for the year with a 4.9 ratio, followed by Beech Grove and Rensselaer, which are tied with a 6.2 ratio, and the 8th Street coach facility in Los Angeles with a 6.9 ratio.

The injury ratio is a figure indicating the number of injuries per 200,000 man-hours of work. Counted are all injuries that require more than mere first aid.

## Golden Wedding Trip

A station unused for several years will be brought back to life for a "one night stand" on Saturday, October 3, to accommodate a couple celebrating their 50th wedding anniversary.

Mr. and Mrs. Floyd Wieland, of Baring, Missouri, will board Amtrak's *Southwest Limited* that evening to reenact their honeymoon trip. Amtrak has made arrangements to stop the train at Baring that night. The couple had celebrated their marriage in 1927 by making a trip to California aboard the Santa Fe.

Friends and relatives are expected to crowd the station to wish them well on their golden anniversary trip.

Baring is located on the Santa Fe's Chicago-Kansas City mainline, 58 miles west of Fort Madison, Iowa.

## Hilltopper Contest

More than 400 people turned out at Amtrak stations in Bluefield, West Virginia, and Lynchburg, Roanoke and Christianburg, Virginia, on Sep-

tember 1 to enter the "Hilltopper Contest," an event organized by the marketing department to promote the new Washington-Cincinnati train.

First prize — a free round trip on the *Hilltopper* to Washington and two free nights at the Capitol Hilton hotel — went to Frankie Rhinehart of Bluefield. Forty-three other prizes — including an AM/FM radio, cassette recorder, speaker phone, 10 Amtrak travel bags and 30 Amtrak historical print sets — were also awarded in the drawing.

Joyce Greene, advertising specialist, coordinated the contest at the four sites and manned the display at Roanoke. Contest displays at other stations were attended by Amtrak's Brian Lee at Lynchburg, Dick Jenison at Christiansburg and Paul Lanegger at Bluefield.

Marilyn Kirk, secretary in the marketing department, drew the names.

## Gone The Dogs

New federal regulations have forced Amtrak to stop carrying pets as of September 19. Up to that date Amtrak had carried pets in suitable travel containers in baggage cars.

The pet policy had to be changed because new U.S. Department of Agriculture regulations, under the federal "Animal Welfare Act," would have required an Amtrak expenditure of \$13.8 million to comply.

The regulations include specific environmental requirements for both baggage cars and railroad stations. Two hundred Amtrak baggage cars would have been required to install climate controls and some 300 stations would have been required to have a separate enclosed shelter for animals.

Amtrak estimates it carried about 200 dogs and cats per month, or approximately 2,400 a year, at an income of about \$158,400 annually.

Amtrak did not have the \$13.8 million that was needed to make the required changes for compliance with the new regulations. The company did try — unsuccessfully — to secure an exemption from the regulations.

Amtrak will continue to transport seeing eye dogs which accompany blind passengers.

# Jackets, Ties, Scarfs, Emblems Available To Employees

Amtrak employees and friends of the railroad can now purchase new Amtrak-oriented merchandise that is being offered for the first time.

Available are a lightweight jacket, necktie and scarf, all in Amtrak's bright red, white and blue colors.

The Swingster jacket is in Amtrak blue with red trim around the collar, down the sleeves and outlining the

pockets. The jacket has button cuffs, a button collar and full-length zipper front. There is a large Amtrak emblem on the back and a newly-designed emblem, featuring a modern train, on the left front. The jacket is 65 per cent polyester, 35 per cent cotton and is machine washable.

Jackets come in small, medium, large and extra large and cost \$12.50.

The tie is 100 per cent polyester and is manufactured by Prince Consort. Featuring a neat pattern of Amtrak logos in red and blue, the tie comes only in dark blue and costs \$5.

The 21-inch-square all-dacron polyester ladies' scarf features a symmetrical design of Amtrak arrows converging on a center block of four red squares. Price is \$4.50.

Available separately for \$2 is the emblem that is on the front of the jacket. The round, embroidery-type badge is five inches in diameter and is in red, white and blue.

Available in the near future will be a blue golf-style cap with an Amtrak emblem on the front.

All items can be purchased by mail through Western Folder, P.O. Box 311, 850 W. Fullerton Avenue, Addison, Illinois 60101. All prices include sales tax and merchandise will be sent postpaid.



## Train Romance

When Kent Larson, of Rockford, Minnesota, bought a U.S.A. Rail Pass and embarked on a cross country trip last spring, little did he know he was going to get more than just a good train trip and plenty of scenery.

Enroute he met Stella Goddard, a student returning to the Lexington campus of Kentucky State University. She had spent her spring vacation in California and was returning to the Midwest on the *Southwest Limited*.

The pair hit it off well, corresponded, dated and were married this past summer in Louisville, the home town of her parents.

The rehearsal dinner, with Larson's parents hosting the event, featured a red, white and blue Amtrak theme. "Join Amtrak for a Journey into the Future" brochures were passed out to each guest and Amtrak steins were used by the florist in designing the centerpiece.

# Amtrak Appoints

**Emogene M. Madison as Manager, Manpower Administration, National Operations.** Madison will be responsible for implementation of all policies and procedures relating to compensation, personnel transactions and headcount control for the national operations department's exempt employees.

Madison joined Amtrak in 1971 as a secretary. She has served as a passenger service representative, on-board service specialist, on-board programs specialist and travelling supervisor. Prior to obtaining her present appointment she was senior administrator, on-board requirements.

**Floyd Voltz as Manager, Running Maintenance, South Central District.** Voltz reports to O.W. Brooks, superintendent South Central district and will be responsible for all passenger cars on trains operating out of New Orleans as well as for car refurbishing at the shop there.

Voltz began his railroading career 35 years ago with the Illinois Central Gulf. Before becoming an Amtrak

employee he was master mechanic at Union Passenger Terminal in New Orleans.

**William J. Presho as Senior Engineer-Operating Supports Systems.** Presho will report to C.J. Engelhardt, director of equipment engineering and development, and be responsible for implementing ongoing equipment development programs that concentrate on ground support systems.

These include development of on-board sewage treatment systems, standby power systems, food handling and preparation systems, car-wash systems, wheel chair lifting devices and chemical and mechanical devices for cleaning and monitoring on-board air conditioning units.

Also included in his duties is the monitoring of progress of all new support equipment from the writing of specifications to final testing and acceptance by Amtrak.

Presho joined Amtrak in 1976 as manager of maintenance information systems. Prior to his Amtrak career, he held positions as general superin-

tendent of the Bay Area Rapid Transit District (BART) in Oakland, California, and as manager-industrial engineering for the Southern Pacific in San Francisco.

Presho holds a degree in electrical engineering from the University of Santa Clara.

**Ellen Whitlow as Supervisor-Word Processing Center.** In her new job, Whitlow will report to Marv Liebow, director-marketing administration, and will provide the expertise to implement the marketing department's effort to handle, more efficiently, consumer correspondence and thus generally help the public.

To do that job, a word processing center, installed in the adequacy of service bureau, is being enlarged at the present time. The upgraded center will service the bureau and also provide a full range of secretarial services to the various departmental functions nationwide.

Whitlow joined Amtrak in April 1976 as a junior analyst. Before that she held positions with Honeywell, Entrex, the Computer Machinery Corporation and the Service Bureau Company. Prior to her latest promotion, Whitlow was an associate analyst-computer services department. She received a master's degree in 1973 in behavioral psychology from the University of Maryland.

## Electric-Steam Excursion Scheduled

An unusual excursion for Amtrak's refurbished GG1, No. 4935, is planned for Sunday, October 30. The locomotive will haul a seven car train from Washington to the Strasburg Railroad in the heart of the Pennsylvania Dutch county.

The special train will leave Union Station at 8 a.m. and travel north along the Northeast Corridor, with stops at Capital Beltway and Baltimore. At Perryville, Maryland, the train will take the scenic route along the Susquehanna river to Harrisburg. From there it will travel east along the busy mainline to Leaman Place near Lancaster.

The train will be met there by a double-headed Strasburg steam train

which will transport the riders to Strasburg, five miles away. At Strasburg, passengers will have time to tour the Strasburg's facilities, the nearby Pennsylvania State Railroad Museum and the Train Collectors Association of America displays.

The steam train will then return the riders to Leaman Place for return to Washington via Philadelphia. Arrival at Washington is scheduled for 9 p.m.

Tickets — \$33 for adults, \$28 for kids — for the fall foliage excursion, which is sponsored by the Washington chapter of the National Railway Historical Society, are available from Strasburg Special, P.O. Box 456, Laurel, Maryland 20810.

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# Book Review

**Zephyrs, Chiefs & Other Orphans . . . The First Five Years of Amtrak:** By Fred W. Frailey, 260 pages, 8 1/2-by-11, paperback, \$10.50, available from RPC Publications, P.O. Box 296, Godfrey, Illinois 62035.

Frailey's stated intention in this book is to get behind the scenes to describe the trains and services and changes as they came about at Amtrak during its first five years. His three-part book accomplishes much of that and provides detailed statistics on train consists, car histories and equipment development as the new cars began to replace the old.

The first section of this book deals with trains. The author goes through Amtrak's route structure with ridership figures, schedules and train histories that include detailed consist listings for each during different stages in its development under Amtrak.

Frailey traces the use of the various types of cars received, the problems

and negotiations that developed with the operating railroads and alterations individual cars went through. His history includes narrative, consist listings, car diagrams and several photographs. Much of the material was weaned from Amtrak files and operating records to which the author was given access.

Part two gives a brief historical narrative of the locomotive fleet that Amtrak inherited and units it sub-

sequently purchased new. This is followed by a locomotive roster.

The final section of the book is devoted to a thorough car roster and assignment listing by car type and configuration. The 60 pages of listings will probably boggle all but the most dedicated of rail historians.

If one wants to know where a car came from, how it was used, what changes a train went through or how Amtrak's old and new locomotive fleets were assigned to various runs, this book will provide you with the answers.

## Amtrak News Distribution To Change

Beginning in the near future, Amtrak will discontinue home mail delivery of *Amtrak News* to employees and will institute a distribution system through work locations.

The move, made reluctantly, is being made because of the company's budget squeeze under the reduced federal appropriations.

Rising costs of mailing and additional handling charges associated with home delivery have made it impossible to continue direct mail service.

Employees are encouraged to take *Amtrak News* home for leisurely reading as well as to share it with their families.



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