

Reistrup Testifies At House Hearing, Details Funding Needs To Operate Full System

Testifying before the House Transportation and Commerce Subcommittee on October 13, Amtrak President Paul H. Reistrup had a simple message: Provide adequate funds to operate the nationwide system or consider eliminating it entirely.

The subcommittee had called for the hearings to look into Amtrak's recent cuts in personnel and service due to funding shortfalls for fiscal year 1978.

Reistrup told the group, "We will operate and do the best we can with the resources given us.

"We have always said we would operate a system commensurate with whatever funding is provided, trying always to maximize revenues and minimize costs."

But Reistrup ended his testimony with a challenging thought.

"If this country wants intercity rail passenger service as a viable travel option for its citizens," he said, "then its funding level should permit such a system to be developed and operated properly."

Reistrup, of course, does not champion dismantling the Amtrak system. In fact, he strongly believes more train service should be operated throughout the country and has repeatedly said so.

But he does recognize the harsh economic and political factors of Amtrak's existence. Amtrak is a creation of a Congress that responded to its constituents who demanded that

rail passenger travel be continued in this country as an alternate to buses, airplanes and the private automobile.

The dilemma is simple. People, through their legislators demand trains, but often the Administration and Congress lag in supplying enough funds to operate the system.

Reistrup pointed out to the committee that since Amtrak's inception in 1971, its funding never exceeded 1.4 per cent of the nation's transportation budget. He also pointed out that, in that time too, Amtrak added routes or trains in 34 states, plus three Canadian provinces.

Said Reistrup, "Here we are today, causing problems for ourselves as well as for members of Congress who are expected to represent their constituents as well as the national interest, cutting frequencies all across the country to less-than-daily service and thinking about the possibility that some routes may have to be cut back to one trip a week. What has happened?

"Very simply, we are now being told to operate about 20 per cent more service than we are given the dollars for."

Amtrak had requested \$534.1 million for fiscal year 1978 (October 1, 1977 to September 30, 1978).

"That was within the \$545 million authorization already on the books," said Reistrup.

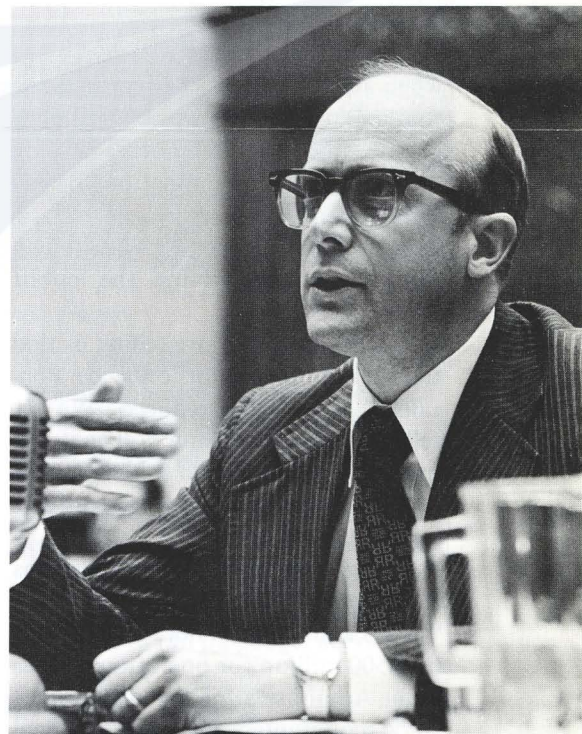
"But, the Administration, by not supporting our request, effectively

supported the alternative, which is the elimination of trains.

"The Ford budget allowed \$490 million. It is worth noting that the Office of Management and Budget only recommended \$456 million. The Carter amendments to the Ford budget increased the amount for operating subsidy to \$500 million.

"The final appropriation was for \$488.5 million."

Similar treatment was given to the



Amtrak's President Paul H. Reistrup testifies before House Subcommittee on Transportation and Commerce on October 13.

capital appropriations budget. Reistrup noted, "Our capital request was reduced from a requested \$316 million to \$108 million."

"This committee," said Reistrup, "supported our full funding request, as did the Congress as a whole in en-

Amtrak's Five Year Plan Projections

acting our authorization.

"The appropriations committees have come up short, but they have been following the Administration's lead."

Reistrup told the committee, "You have taken us at our word when we have brought you our estimated funding requirements.

"Amtrak, in turn, has always tried to be absolutely honest and responsible with this committee and the Congress. We have not played the Washington game of coming before Congress with inflated requests for operating funds or unrealistic requests for capital-improvement grants.

"In our estimates of needs we have always tried to tell it like it is.

"Reductions in funding mean reductions in service. And reduced capital funding means continued and worsening problems with unreliable equipment, depressing and unsafe stations, and higher costs."

Reistrup stressed, "At each point when an amount less than our request for operating funds was contemplated, we advised that reduced funding would mean the elimination of service."

Reistrup continued, "The budget process is now driving the public policy decisions.

"OMB and DOT are telling us that the deficit must not only be contained, it must be reduced. We are telling them and telling you that this means fewer trains and fewer routes.

"We are being told to conform anyway."

Reistrup detailed the frustrations that confront Amtrak. Said he, "OMB and DOT do not even support the \$500 million for operations that is in the Administration's budget.

"Accountants are writing national transportation policy."

Noting the service cuts, Reistrup told the committee, "The Amtrak Board and management must be financially responsible. We cannot keep running up bills without the ability to pay them."

Amtrak's president told the committee that the company did not take

a haphazard route in elimination of services because of the reduced budget.

Describing how cuts were made, Reistrup said, "We had to look for places where we could make immediate savings. We first looked at routes with more than one train to see if trains could be dropped. And we looked at single-train routes to see what savings could be achieved by cutting back from daily service.

"In every case," he stressed, "we did it by the numbers; we didn't play any favorites. What governed us were our best estimates on true avoidable costs, less revenues.

"Making the required cuts by eliminating routes," said Reistrup, "is going to make it very hard to keep the system national in any true sense of the word. I think if this is the government's intent then our basic law should be changed."

Reistrup continued, "If we are going to take a long look at Amtrak, and I think we should, then I think we should start by looking at the positives.

"In six years we have learned some important things.

"One is that the American public will ride the trains and pay competitive fares to do so. The public will return to the trains as service is improved both in quantity and quality.

"The quantity has been lacking overall but we have been able to measure the gains from service increases on selected routes. Increased train frequencies have the highest correlation to increased ridership and revenues."

Reistrup summarized his thoughts for the committee.

"First," he said, "we need more funding for capital improvements as well as operating needs.

"Second, the Amtrak route system does need to be rationalized. We have some routes in the wrong places. Some promising markets are not optimally served as a result.

"Third, the whole funding structure should be streamlined and strengthened, so that the top policy makers of the government are in

charge of the policy, not lower-level budget analysts as is presently the case.

"Fourth, we need the support or at least the direct attention of the highest levels of the government."

As an example of lack of interest, Reistrup pointed out that there have been unfilled vacancies on the Amtrak board of directors for two years. There still is no full board and all but one of the current Presidentially-appointed members are serving beyond their terms.

He also spoke to the subject of employee stability. "We need continuity of funding to permit continuity of employment and therefore continuity of personnel and management development."

He stressed that regardless of whether Amtrak is to remain as it is, shrunk or expanded, its employees and management personnel need to be able to plan on making a career in the company.

"The present 'revolving door' climate is fundamentally injurious to all our efforts to improve service and become more efficient," he said. "Every time one of our employees is forced to leave because of budget cutbacks, tax dollars are being wasted. The investment is lost."

Reistrup detailed Amtrak's progress in getting new Amfleet equipment and the upcoming Superliners, the long lead times needed to get from drawing board to finished car and the encouraging results that new equipment has in attracting riders.

He also told the committee about track problems.

"Track is basic," he said. "You can't run trains without it. Bad track is holding down speeds so we are not competitive with the highways, and the longer running times are adding heavily to our costs of operation.

"This nation," he emphasized, "needs to decide if it wants a decent railroad system as well as passenger train service.

"In my view the nation can no longer afford the imbalance in the assistance given to other transportation modes."

Temporary Reroute Of National Limited Necessitated By Track Changes

Downgrading and possible discontinuance of a rail line by Conrail will force Amtrak next month to reroute the *National Limited* temporarily over a line that misses Dayton, Ohio, and Richmond, Indiana, stops on the current route.

Amtrak has posted notices informing passengers that the train will be rerouted over a more northerly line between Columbus, Ohio, and Indianapolis, via Piqua, Ohio, and Muncie, Indiana, effective October 30 eastbound, and October 31 westbound.

The temporary rerouting means that Dayton will lose all rail passenger service. Richmond will continue to be served by the *James Whitcomb Riley*, soon to be renamed the *Cardinal*, but will lose its east-west trains.

No decision has been made about possible stops on the northern line, although cost estimates for construction of temporary platforms at Piqua, about 30 miles north of Dayton, and Muncie are being made.

The alternate route is necessary because Amtrak was told by Conrail, on September 27, of its intention to completely discontinue service, beginning November 1, on the 22.6-mile segment of track between Cambridge City and Charlottesville, Indiana, and also to eliminate the signalling system thus forcing reduced speeds on the remaining trackage between Dayton and Indianapolis.

The 22-mile segment of track that may be taken out of service was not included in Penn Central trackage taken over by Conrail in 1976 and is still owned by trustees of the bankrupt Penn Central.

Conrail pays the Penn Central trustees a fee for using the 22-mile segment and has told Amtrak that it would have to assume both the trackage fee and the estimated annual maintenance cost of more than \$900,000 for the entire Dayton-Indianapolis portion if Amtrak wants to continue operating passenger

trains over the line at present speeds. Amtrak cannot afford these costs.

The northern reroute is considered only temporary because Amtrak hopes eventually to operate the *National Limited* from Columbus to Indianapolis via Dayton and Cincinnati. While this trackage is included in the U.S. Railway Association's Final System Plan for Conrail operations, it is in poor condition. Conrail has said it does not consider this line a top priority for upgrading and has not provided Amtrak with a potential starting date for passenger service between Dayton, Cincinnati, and Indianapolis.

Late developments do indicate that the 22-mile section of track in Indiana could remain in operation because of a proposed freight subsidy program. Even so, Amtrak would still be forced to change the *National Limited's* route because of Conrail's plans to drastically drop train speeds on the entire 110-mile line between Dayton and Indianapolis. The *National Limited* will operate at 60 mph speeds on the temporary route through Piqua and Muncie.

A detailed schedule will be announced later but it is expected that the *National Limited* will operate

Reroute In Effect

At press time, the *National Limited* was already rerouted because Conrail closed a structurally defective bridge west of Dayton.

Dayton passengers are being bused to connect with the *National* at Indianapolis and Columbus.

The bridge is scheduled to be reopened just five days prior to the October 30 rerouting of the *National*, so it is unknown if service will be restored to Dayton in the foreseeable future.

over the northern route, between Columbus and Indianapolis, on a schedule of four hours and 50 minutes westbound, and five hours and five minutes eastbound. Any future station stops on this line would add to the schedule.

Poor track conditions in Indiana have been a continuing problem for Amtrak. Deteriorated track has forced Amtrak to reroute two of its trains to three different lines through the state since it began operations in 1971.

Riley's Ridership Continues Up

Ridership continues to climb on the *James Whitcomb Riley*.

Coach ridership totaled 16,459 passengers this past August, a 22.9 per cent increase over the 13,393 carried in the same month a year ago.

Latest available figures for individual stops are for July. They show heightened activity at Charleston, up 75 per cent; Huntington, up 85 per cent; Cincinnati, up 86 per cent; and Chicago, up 37 per cent.

The increased popularity of the train is attributed to a schedule change which took effect in May, making the *Riley* an overnight train between

Washington and Charleston, West Virginia, and a daytime train between Charleston and Chicago, and new stops at Maysville, Kentucky, and Manassas, Virginia.

At Maysville, between June 12, when service began there, and the end of July, the train served 1,287 passengers, an average of 25 each day.

The *Riley* will be renamed the *Cardinal* on October 30 when Amtrak's new fall timetables go into effect. Sleeping car service will also be restored later this year when rebuilt cars, compatible with the train's Amfleet equipment, become available.

Studies Suggest Amtrak's Return To Washington Visitor Center Lobby

Efforts to return Amtrak to the main lobby of Washington's Union Station are under way at the Department of Transportation, following the completion of an as yet unreleased preliminary study commissioned by DOT's Federal Railway Administration (FRA).

Amtrak and other rail operations were ousted from the front lobby of the 70-year-old Beaux Arts-inspired building a few years ago by the Department of Interior, which was charged with converting the space to a National Visitor Center. Rail operations were relegated to an appendage at the rear of the original structure, a situation which has stirred considerable criticism among rail travelers, many of whom resent the long walk from the front of the building through the Visitor Center to ticket windows and train platforms.

A DOT spokesman said that any of the four alternatives recommended in the study would bring Amtrak back into the main lobby, which the rail station would then share with portions of the Visitor Center.

The Center's main attraction, a slide theater, sunk into the floor of the huge main hall, featuring a continuous showing of Washington

tourist attractions, would remain in place. Alternatives in the study also recommend completion of a 1,200-space, multi-story parking garage. Construction of the garage was halted in 1976 when the Department of Interior ran out of money because of extensive cost overruns.

The study was carried out by the architectural consulting firm of Skidmore, Owings and Merrill, an associate of DeLeuw, Cather/Parsons &

Associates, the engineering consulting firm commissioned to assist with the Northeast Corridor Improvement Program. It estimates that the conversion project could cost as much as \$45 million, some of which could come from existing funds slated for station improvements in the Corridor.

DOT must now evaluate the study and issue a final recommendation and funding request to Congress.

Weaver Named Assistant Vice President

G. Raymond Weaver, Jr. has been named assistant vice president-labor relations and personnel for Amtrak. His offices will be in Philadelphia and he will be responsible for all labor relations and personnel functions in the Northeast Corridor.

Weaver, who comes to Amtrak from Conrail, began his career in railroad labor relations and personnel in 1958 with the former Pennsylvania Railroad in New York. In March, 1965, he became a member of the special task force negotiating the pre-merger labor agreements necessary to implement the merger of the Pennsylvania and New York Central.

After the merger, he held various positions with the Penn Central in both labor relations and personnel departments. When the Penn Central and other northeastern railroads were taken over to create Conrail, he was

appointed director-labor relations for the new company.

Born in Huntingdon, Pennsylvania, Weaver received his bachelor's degree from Dickinson College, Carlisle, Pennsylvania.

In another appointment, Nathan J. Fossett was named director of personnel for the Northeast Corridor. He will be headquartered in Philadelphia.

Fossett, who will report to Weaver, was promoted to his new position from manager-labor relations of the Eastern region. He began his railroad career with the Penn Central in 1969 and held various positions with that company in both labor relations and personnel departments before joining Amtrak in 1973.

Born in Baltimore, Fossett received his bachelor's degree from Morgan State University.

Consumer Relations

The former quality assurance/adequacy of service bureau has been renamed the office of consumer relations effective October 1.

Says Dennis Vorbau, manager, consumer relations, "The new name was chosen to reflect more closely the function of our department."

The department handles complaints, inquiries from passengers, refunds that might arise and special projects, including surveys.

The renaming of the department coincided with its move to 400 N. Capitol Street from L'Enfant Plaza.

Amfleet Goes Into Twin Cities Service

Amfleet equipment was phased into one of Amtrak's Chicago-Milwaukee-Minneapolis runs beginning Monday, October 3.

Amtrak's daily trains through the two cities to Seattle continue to use conventional equipment until the new Superliners are introduced.

The *Empire Builder* will continue to use the northern route via Grand Forks, North Dakota, and Glasgow, Montana, four days a week, and the *North Coast Hiawatha* will use the more southerly route via Bismarck, North Dakota, and Billings, Montana, three days a week.

Latest Five Year Plan

Projects Amtrak To 1982

SPECIAL REPORT—WHAT'S AHEAD?

Amtrak's new five-year improvement program, issued on October 10, calls for purchase of new passenger cars and locomotives, modernization of key stations and maintenance facilities, and track upgrading in five states besides the Northeast Corridor.

The plan also proposes a complete restudy of Amtrak's national route system — the first such major review since the corporation was formed over six years ago—with the possibility that Amtrak would operate a new network of high-speed trains in short-distance corridors.

Amtrak President Paul H. Reistrup said, "This plan, which we sent to Congress and the administration, makes our case for needed capital improvements and embodies the future course for our operations and development all the way up to 1982."

The 177-page report suggests that one of the most important upcoming projects is to fund the purchase of 353 new passenger cars to replace old equipment for major routes in the East, Midwest and South.

"We have demonstrated repeatedly," stressed Reistrup, "that we can attract growing numbers of riders on virtually any route where we replace problem-plagued cars with reliable new equipment."

Amtrak also wants to upgrade its Metroliner fleet, to expand an equipment research and development program and to improve highway-railroad grade crossings to achieve greater safety and permit increased train speeds.

This is the first five-year plan that outlines the effects of starting new long and short-distance routes—proposals for different regions were studied—and discusses development of "emerging corridor" lines such as Chicago-Detroit and Los Angeles-San Diego.

"Amtrak's success in serving the public and in marketing its product

is directly associated with equipment reliability and frequency of service," Reistrup pointed out. "Even without the impact of rising energy costs, market forecasts for Amtrak are most promising."

The five-year plan is a set of proposals that, if implemented, would result in a much-improved Amtrak system. The report, however, carries only the status of a "recommendation" to the Congress and Administration, and both branches of government would have to approve the programs before they could be set in motion.

Ridership Growth

Amtrak projects a 28.8 per cent growth in the number of passengers carried nationwide during the next five years—assuming train frequen-

cies recently reduced can be restored—and states that heavy increases in patronage will occur in the Northeast as track and roadbed improvements near completion in 1982.

Amtrak estimates a rise in patronage from 18.6 million in 1976 to 26 million by 1982. In the same time span, revenue is expected to increase from \$287.2 million to \$482 million.

The plan states that if just one per cent of the auto travelers shifted to trains, Amtrak revenues would jump from \$371 million to \$527 million in 1980. Such a change in travel habits would also save the nation about 600,000 barrels of oil annually.

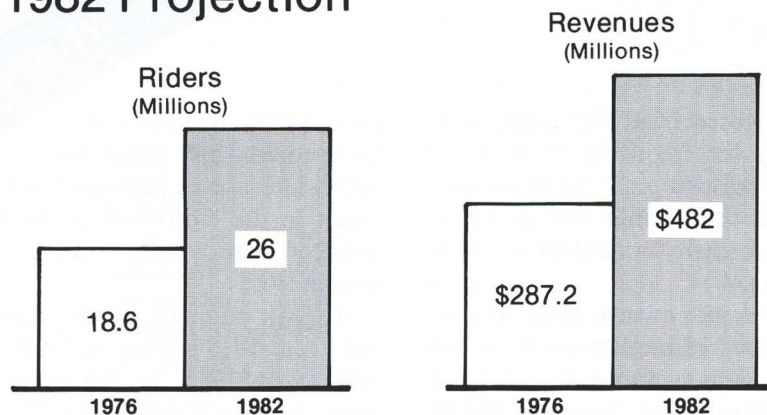
Operating Costs

The cost of implementing the plan over the next five years would require



The five year plan notes that service should be increased in several emerging corridors. One specific proposal is to reduce travel time on the Los Angeles-San Diego runs by 18 minutes and increase train frequency to seven round-trips daily.

1982 Projection



an operating subsidy to Amtrak of \$3.477 billion, or an average of \$695 million per year, and capital improvement grants of \$1.053 billion, or an average of \$210 million per year. Any route expansion would require additional funding.

Uncontrollable costs, such as inflation, are a major portion of expense increases faced by Amtrak. After 1979, increases in depreciation, taxes and insurance costs will account for more than 80 per cent of the total expense increases each year on a constant dollar basis. Inflation is estimated to increase costs by \$357 million. Other uncontrollable costs include debt servicing and maintenance costs in the Northeast Corridor.

Restudy Routes

The board of directors has instructed management to begin studies, in concert with the Department of Transportation, to reexamine the current basic route system in an effort to optimize the market, equipment utilization and service levels across the nation.

The study, expected to be completed in mid-1978, will look at proposals to develop emerging corridors, similar to the Northeast, where rail passenger service can provide significant travel options between densely populated areas.

Emerging Corridors

The five-year plan examines the possibility of expanded passenger

service on short-distance routes now operated by Amtrak where sizable ridership increases have already occurred but where potential exists for still more growth.

The report recommends an increase from three to six daily roundtrips between Chicago and Detroit with trip times reduced by 54 minutes. Amtrak expects revenues on the line would increase 119 per cent while the deficit per passenger-mile would decrease. Estimated cost of this project is \$63.2 million.

Between Los Angeles and San Diego, Amtrak proposes to reduce travel time by 18 minutes and increase train frequency to seven round trips per day from the current five. Revenue growth is estimated at 147 per cent upon completion in 1980 of an \$11.5 million improvement program.

Route Expansion

Amtrak's plan presents an analysis of the effects of starting new routes or increasing frequency on existing routes.

Of 24 route options studied, Amtrak found six new routes that have a high potential for success. They are:

- Atlanta-Montgomery-Mobile-New Orleans;
- Kansas City-Denver;
- Pittsburgh-Youngstown-Cleveland;
- Cincinnati-Dayton-Columbus;
- Boston-Springfield-New Haven; and
- Grand Forks, North Dakota-Winipeg, Alberta.

In the category of currently-operated routes, three stand out as prime candidates for added frequency:

Los Angeles-San Francisco Bay Area;

Chicago-Memphis-Jackson, Mississippi; and

Chicago-Fort Wayne-Canton, Ohio-Pittsburgh.

While further study is required, Amtrak also noted it might institute new or added services by trading off a poor route for another that would bring improved financial results. Service could also be added if revenue growth exceeds cost increases.

Equipment Plan

To improve its equipment reliability, Amtrak plans to purchase new cars and locomotives and also to convert some of the old equipment to incorporate up-to-date electrical heating and air conditioning. The combined cost of the programs would be \$561 million over the five years.

New equipment would include 353 low-level cars, to be purchased at a cost of \$214 million, to replace the conventional passenger equipment on major overnight routes such as New York-Florida, Washington-Montreal, and on the two routes linking New York with Chicago.

While the new low-level cars would replace many aged cars, they would also operate in place of Amfleet equipment on some long-distance trains. This would permit the Amfleet cars to be transferred to the Northeast Corridor where greater capacity will be needed to meet the expected ridership increases.

Amtrak has a need to convert 78 more locomotives, presently equipped with auxiliary steam boilers, to a lighter-weight model capable of producing electric power for train heating, cooling and lighting. These locomotives are required primarily for the new Superliner cars now under construction. A total of 323 existing cars would also be converted to electrical sub-systems resulting, by 1982, in a total all-electric Amtrak fleet.

Other new equipment plans include 15 diesel locomotives for use across the system and two diesel switching locomotives for the Los Angeles rail yards. Amtrak will then be able to retire locomotives that are 30 years old.

Four locomotives will be rebuilt to enable Amfleet equipment to operate out of Grand Central Station, New York.

For the first time, too, Amtrak proposes to establish a "mothball" fleet of some 200 cars and 30 locomotives for use should an unexpected rush of passengers occur because of diminished petroleum supplies. Such an unanticipated surge of passengers during the 1974 energy crisis seriously taxed Amtrak's equipment resources.

Northeast Corridor Equipment

The equipment program for the Northeast Corridor stems directly from operational requirements assigned Amtrak by the Railroad Re-

vitalization and Regulatory Reform Act of 1976.

Amtrak plans to purchase 53 high-speed light-weight electric locomotives for use between Boston and Washington plus six electric switching locomotives for New York City yard operations. Electrification of the New Haven-Boston portion of the route and conversion of the power frequency to 60 Hertz on the rest of the corridor south of New Haven makes it essential that these locomotives be ordered.

Amtrak would overhaul and upgrade its entire 61-car Metroliner fleet to improve the ride quality and air cooling system, to insure reliable operations during heavy snows by relocating vents, to make Metroliners compatible with the new electric power system and to reduce future maintenance costs.

An extensive Metroliner program is required since the cars have been in service since 1967, running an average

of 1.5 million miles per car without major overhaul.

Track and Roadbed

By 1982, Amtrak would have invested \$215 million in spot track improvement projects in the Northeast Corridor as well as in Michigan, Illinois, Indiana, Ohio, New York and western Pennsylvania, all of which would result in faster train schedules.

Proposed track projects are:

- Improve Amtrak-owned track between Kalamazoo, Michigan, and Michigan City, Indiana, to benefit trains between Chicago and Michigan points.

- Restore 12.6 miles of track between Post Road and Rensselaer, New York, for the *Lake Shore Limited*.

- Build a connection in Chicago to end a circuitous routing for the *Panama Limited* and other trains to downstate Illinois.

- Construct a connection in Pittsburgh to allow rerouting the *Broadway Limited's* Washington section over a more direct Washington-Pittsburgh line.

- Upgrade Dayton-Cincinnati-Indianapolis tracks to improve the route of the *National Limited*.

- Improve track between Indianapolis and Kankakee, Illinois, for use by trains that formerly served Indianapolis but had to be re-routed because of the bad track.

- Improve maintenance on the Boston-Washington track to retain the high-speed capability that will result from the Northeast Corridor Improvement Program.

- Substantially improve track and roadbed on Amtrak-owned lines between Philadelphia and Harrisburg, and New Haven and Springfield.

The condition of the Harrisburg and Springfield lines is poor and, since the lines carry a significant amount of freight traffic, Amtrak will pursue a possible transfer of both lines to Conrail, with Department of Transportation and the U.S. Railway Association's concurrence.



Trains like the Broadway Limited would be reequipped with some of the 353 new low level cars proposed to be purchased. Also, some 323 existing cars would be converted into electric operation to result in an all-electric car fleet by 1982.

New Stations

Amtrak's plan requests \$96.4 million, during the five-year period, to construct new passenger stations to replace some deteriorated facilities. New stations could also capture a broader market by being built in a new location. Funds will also be used to upgrade existing stations.

New stations would be built at Altoona, Pennsylvania; Auburn, Washington; Baltimore-Washington International Airport, Maryland; Buffalo, New York; Charlottesville, Virginia; Dearborn, Michigan; El Paso, Texas; Hampton Roads, Virginia; Jackson, Mississippi; Memphis, Tennessee; Niagara Falls, New York; San Antonio, Texas; and Tampa, Florida.

Station improvements would be undertaken in Alexandria, Virginia; Chicago; Harrisburg, Pennsylvania; Hartford, Connecticut; New Brunswick, New Jersey; New Haven, Connecticut; New York (Penn Station); Portland, Oregon; and Wilmington, Delaware.

In an effort to tap the growing suburban market, Amtrak wants to build some "beltway" type stations to augment terminals in downtown locations. Improved highway access and availability of parking in the suburbs has prompted consideration of such stations in eight locations, including Buffalo, Syracuse, Pittsburgh, Los Angeles and east of Chicago.

Grade Crossings

Amtrak planners have requested \$7 million over the five-year period for grade-crossing work. There are an estimated 26.4 million highway vehicle movements each day over the 32,544 grade crossings used by Amtrak.

Negotiations are in progress for projects in Florida, Texas, Oklahoma, Minnesota, Oregon, Idaho, Utah, Washington State, California, Nevada and Michigan to begin pilot crossing projects involving the federal government, the states and the railroads over which Amtrak operates.

The programs would bring greater safety and faster train schedules by

improving warning devices at crossings, conducting educational safety campaigns in the areas and intensifying police enforcement of existing traffic laws.

The top priority program is between Jacksonville and Tampa, Florida, where a high incidence of crossing accidents has occurred.

Maintenance

While Amtrak has improved the primitive conditions in some of its maintenance facilities, it plans many further improvements by committing \$25.4 million to the heavy overhaul shop in Beech Grove, Indiana, and \$31.2 million to Chicago's 12th Street yards.

These programs would allow Amtrak to maximize equipment reliability and the number of cars available for service while permitting facilities elsewhere to be phased out of operation.

Beech Grove is expected to overhaul about 500 cars per year to meet fleet operating needs.

On-Board Services

It is essential that commissary and crew base facilities are operated effi-

ciently to insure that trains are properly provisioned and staffed at their origin points.

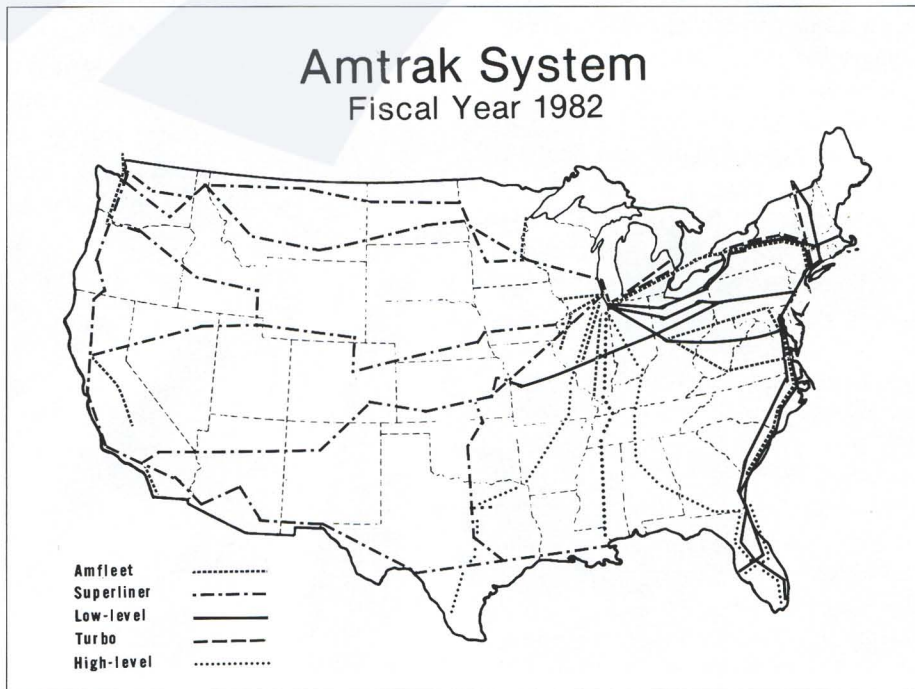
Amtrak plans to modernize, at a cost of \$6.9 million, crew and supply facilities in New York, Washington, Chicago, Boston, Miami, Seattle, Oakland, Los Angeles and Rensselaer.

Beyond Five Years

It is anticipated that the Boston-New York-Washington corridor will continue to be Amtrak's most intensely patronized route with 1990 ridership projected at 26.4 million.

Track and equipment requirements are being identified to permit train operations between Boston and New York in just 3 hours and between New York and Washington in 2 hours and 30 minutes. These times, it might be noted, are faster than the goals of the Northeast Corridor Improvement Project, which are 3 hours and 40 minutes between Boston-New York and 2 hours and 40 minutes between New York-Washington.

Included in long-range planning, too, is the construction of a prototype "Metroliner Mark II" car, in fiscal year 1980, with about 50 of the cars entering service in fiscal 1984.



Equipment assignment on Amtrak's 1982 system would see Amfleet, Superliners, new low-level cars, Turboliners and converted ex-Santa Fe high-level cars blanketing the country.

Keim, Schwab Are Top Salesmen, Attend Travel Agents Meeting

Bill Keim, manager of sales, Edison, New Jersey, and Doug Schwab, senior sales representative, Seattle, were picked as Amtrak's top salesmen in the six-month-long "Salesperson of the Month" contest.

Each is receiving a trip to the American Society of Travel Agents annual convention being held in Madrid, Spain, from October 30 to November 5.

The contest ran from January to June with a new winner selected each month. The six winners were:

January: Jack Naughton, senior sales representative, Chicago,

February: Bill Keim,

March: Doug Schwab,

April: Fred R. Frayer, senior sales representative, Cleveland,

May: Joan Wheatley, sales representative, Philadelphia, and

June: Henry L. "Pete" Smith, Jr., senior sales representative, Orlando.

The two top salesmen will be flown to Frankfurt, Germany, by Pan American World Airways. From there they will ride express trains of the German, French and Spanish national railways to Madrid.

Schwab was recognized for development of educational, sports and shopping-oriented tours into Seattle, while Keim was honored for stimulating sales by New Jersey travel agents and commercial accounts as well as close liaison with the national headquarters of the Boy Scouts of America.

A parallel contest was also held for Amtrak-appointed travel agencies. Top two winners in that category were Mrs. Patricia Habbaba, of University City Travel, Gainesville, Florida, and Royce C. Haddad, of Atlas Tours and Travel, of Toledo and Cleveland, Ohio.

They will also be flown to Frankfurt and then taken by first class rail travel to Madrid.

Spouses of three of the winners ac-

companied them. Schwab is single.

Jack E. Gordon, Amtrak's director of sales, who announced the winners, noted that the two travel agents were cited for "creative marketing of rail passengers sales."

He also noted that the volume sales gains of the two winners were especially remarkable because Habbaba's

agency is located in a city 16 miles from the nearest Amtrak stop, while Haddad's travel service locations are in an area served by only one round-trip Amtrak train daily.

The winners and their spouses will return to New York via Trans World Airways at the end of the ASTA convention.

Helping Those Who Need Help!



Along with cool breezes and bright colors, autumn annually triggers zealous efforts on the part of millions of volunteers in communities throughout the United States to raise money through citizen contributions for the United Way.

United Way campaigns may go by many names—in some communities it is the Community Chest, in others the Crusade of Mercy or the Red Feather Drive—but the goal in each community is the same: to provide assistance to a variety of non-profit agencies that make the community a better one in which to live.

Though it spans the nation, the United Way is really a localized endeavor, returning the money collected in contributions directly to the community from which it came. Once collected, the funds are distributed to member United Way agencies by boards of local citizens who set stringent standards, scrutinize every request and make difficult decisions on allocations. Some of the better known United Way recipients include scouting organizations, the Red Cross, and the YMCA and YWCA. But, there are many others which vary from community to community. Some of these serve senior citizens, some serve the physically or mentally handicapped and others help those with emotional problems. But by helping some, these agencies ultimately make the community better for all.

One aspect of the United Way which sets it apart from most charity drives is its heavy emphasis on volunteer participation. The extensive volunteer support that the many individual United Way campaigns attract makes it possible for the organization to keep administrative costs to a minimum, making the United Way one of the most efficient and economical ways a contributor can spend his charity dollar.

Amtrak is one of many corporations which stands behind the United Way by sponsoring a payroll deduction plan for its employees. Each employee is urged to do his or her "Fair Share" so the United Way in each one's community can continue to work for the betterment of all.

Keeping Track Of Amtrak

Montrealer Birthday Party

Almost 200 fans of the *Montrealer*, Amtrak's popular Washington to Montreal train, turned out at St. Albans, Vermont, on September 29 to help celebrate the train's fifth birthday. Tribute was paid to both the train and to some of the people who were instrumental in reviving and supporting it.

While the train made its regular stop, members of the Vermont Association of Railroad Passengers unveiled a plaque honoring Amtrak Board Member Joseph V. MacDonald, Herbert Ogden and Carl Monaghan. All three had worked diligently to bring about the return of the *Montrealer*, which had been omitted from Amtrak's original route structure. MacDonald and Monaghan were both present at the ceremony.

So many people showed up at St. Albans that the ceremony had to be moved outdoors to accommodate the crowd.

Association Chairman Ron Butterfield and Vice Chairman George Lerigo made the welcoming speeches and praised the three Vermonters for their efforts in support of the train.

The *Montrealer's* engineer blew out the five symbolic candles on the birthday cake that marked the occasion.

Fast Action Saves Life

Quick action by two Amtrak employees is credited with saving the life of a fellow worker at Sunnyside Yard, New York, recently.

When Electrician Henry Alfieri, a 48-year railroad veteran, suffered a heart attack while at work, he was found by fellow Electricians Ralph Luisi and Henry Merkle. While Luisi quickly put his first aid training in treating heart attack victims to use, Merkle rushed to get his automobile. Together they sped Alfieri to the hospital.

Doctors at the hospital noted that

if first aid had not been administered immediately and had the victim been forced to wait for an ambulance, he might have died.

Alfieri is at home recuperating, but will return to the hospital later for further tests.

Luisi and Merkle have been railroad employees since 1940 and 1941, respectively. All three men joined Amtrak in February 1976.

Shuttle Along

Hourly shuttle bus service is being provided between corporate headquarters at L'Enfant Plaza and the new headquarters building at 400 North Capitol Street, in Washington, as employees proceed to move by department from the old building to the new.

The bus is serving as a link for employees of the marketing, labor relations, personnel and administration departments, who have already moved into the new building, to the rest of the headquarters staff. Service will continue until sometime in February when the headquarters relocation is completed.

Toastmasters Are Active

A group of Amtrak employees interested in the fine art of public speaking was officially chartered as Chap-

ter 1996, District 36, Toastmasters International, in ceremonies in the Amtrak conference room at the L'Enfant hotel, Washington.

Richard McGarity, accounting clerk, special billing, revenue accounting was elected president. Other officers are Jim Smith, educational vice president; Bob Weddington, administrative vice president; and Kris Sahgal, treasurer. All are accounting clerks in revenue accounting.

One of the first activities of the newly chartered club was a speech contest. Mike Floyd, manager, revenue accounting, took the top honors and later represented Amtrak in regional competition. Runners-up were McGarity, second place; and L. Fletcher Prouty, special assistant to the vice president, public affairs, third place.

The club meets twice monthly during lunch hours in the hotel building at L'Enfant Plaza. Membership is open to all Amtrak employees in the Washington area. Anyone interested in joining should contact McGarity at extension 7920, or Smith at extension 7560.

Asian Visitors

Thirty-five employees of the Japanese National Railroad traveled from New York to Washington aboard Amtrak's Metroliner on Friday, September 30.

The JNR workers—computer pro-



Photo by Vaughn Ennis

James Tapp, former lieutenant governor, Area V, Toastmasters International, officiates at chartering of Amtrak's Toastmasters Club. Members pictured are, left to right, Fred Diascoli, Richard McGarity, Billy Bennett, Robert Weddington, Sam Mussoff, Glenn Shore, Alexa Haberle, F.J. Dalal and Rajinder Kumar.

grammers, conductors, telecommunications engineers, mechanics, clerks and others—were in America from September 16 to October 14 visiting communities and railroad installations from the West Coast to the East as part of a program of the Experiment in International Living.

Train Riding Author

What to do while riding an Amtrak train?

Why not write a book?

Joseph Persico, author of "My Enemy, My Brother," a reenactment of the Civil War's Battle of Gettysburg, did just that.

In an interview in the *Albany Times-Union*, Persico said, "A good half of the book was researched and written on the train between Albany and New York City."

Persico noted, "That gave me three hours of total concentration. I had to

really concentrate to research because I also had a very demanding job and I learned to value every moment."

Persico, who lives in Bethesda, Maryland, often commuted between Washington and Albany while serving as chief speech writer for former Vice President Nelson Rockefeller.

Writing the book (Viking Press, \$10.95) took Persico three years.

Seattle Stadium Means Increased Business

Seattle's new stadium, the Kingdome, plus the popularity of the Seattle Seahawks football team has contributed to Amtrak passenger loadings in the Pacific Northwest.

The stadium is located adjacent to Amtrak's King Street station there.

The Sunday football games this fall are expected to attract even larger numbers of fans than they did last year and Amtrak is providing extra seating on its trains to handle game crowds.

The Seahawks first game of 1977, on September 18, saw Amtrak's Vancouver-Seattle train, the *Pacific International* carrying over 200 persons to and from the game, while the Portland-Seattle *Mount Rainier* carried over 450.

To avoid standee problems that arose last season, station personnel on both routes are issuing boarding passes to riders to assure that there is sufficient seating for all ticket purchasers.

The *Pacific International* carried a total of well over 2,000 extra passengers each way last year during the season, while the *Mount Rainier* handled about three times that number for the nine Sunday games.

One peak weekend saw the two trains carrying 1,100 persons to the stadium.

Amtrak expects to carry similarly large groups this year for the seven-game Seahawk season.

Although not attracting as many riders as football games, because



The Kingdome Stadium sits right next to Amtrak's King Street Station. Passengers have an easy walk from the train platforms to the domed structure.

most are held at night necessitating an overnight stay, baseball games, of the American league Seattle Mariners, also add to passenger figures.

Doug Schwab, Amtrak's senior sales representative in Seattle, points out that during last year's season, some five to six hundred baseball package tours were sold.

The tours include Seattle hotel lodging, tickets to two games, baseball programs and round-trip rail transportation.

Fans are similarly attracted to games of the Seattle Sounders, the city's entry in the soccer league, which this past season was the runner-up to the New York Cosmos, the league champion.

Amtrak carried 350 soccer fans from Seattle to Portland earlier this

year when the Sounders played the Pele-led Cosmos in a game there.

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Button, Button!

Who Wants A Button?

A project that began as a school art class assignment has blossomed into a mini-business for the daughter and son of Madison, Wisconsin, real estate businessman Rod Kreunen.

The two, Julie Ann, 15, and Pieter, 10, create and sell three-inch buttons—similar to but slightly larger than those distributed by Amtrak's marketing department.

Says Kreunen, "Julie Ann designed the first one, which said 'The Turbos Are Coming' just before the trains went into service in the Midwest. People liked that one so the kids began designing others."

Today, the two youngsters offer their customers seven buttons. Besides the Turbo one, the buttons' messages include:

The Future In Transportation!

What's a Metroliner? (The fast way from DC to NYC!!)

The Energy Mizer!!

Why Not Madison? (Or Middleton, Wisconsin?)

People Come First!!

We Are The Way To San Jose!!

Each button features the Amtrak logo and name.

Although Kreunen has not worked for a railroad, his family heritage is rich with rail tradition. One great grandfather, two great grandfathers and one grandfather worked for the Soo Line, Milwaukee, Chicago and North Western and Milwaukee Electric railroads over the years. Kreunen says he's been interested in trains all his life and now "moonlights" two nights a month hosting a two-hour radio program on Madison's WIBA. The program, titled "Caboose," is a call-in talk show that features American folk lore stressing railroading.

The buttons, which sell for \$2 in stores all over the country, are being offered *Amtrak News* readers for \$1.50 each, or four for \$5.

Buttons should be ordered from Pieter Kreunen, 305 Yosemite Trail, Parkwood Hills, Madison, Wisconsin 53705.

Readers should specify which particular buttons are desired.



Mary Ann Coffey, receptionist at corporate headquarters, models the full line of buttons offered by the Kreunen children.

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