

# Amtrak NEWS

A NEWSLETTER FOR AMTRAK EMPLOYEES

Vol. 5, No. 10

October 1978

## ICC Hearings Report Issued, Urges DOT Restudy Proposed Amtrak Cuts

The Rail Services Planning Office, a branch of the Interstate Commerce Commission, strongly urged, in a new 128-page report issued September 30, that the Department of Transportation reanalyze its findings calling for sharp cutbacks in Amtrak service and consider a restructuring from a public service perspective.

Said the report, "The focus of the restructuring effort should be placed on making Amtrak more effective and efficient, instead of trimming what is already a bare-bones transportation network in order to achieve relatively modest cost reductions."

The report is the result of the series of hearings held in June and July in cities along the routes of the proposed discontinued trains. The DOT report had recommended, in early May, that Amtrak's system be trimmed from its present 26,000 miles to about 18,900 miles. Several trains would be eliminated if the preliminary report were to be followed to the letter.

More than 4,000 individuals and agencies testified, either in person or via affidavits, at the 52 hearings across the nation. Most complained that the cuts were far too harsh. Many suggested that Amtrak's system even be expanded.

The report noted, "The public hearings generated broad public support and a demonstrated need for the continuation of rail passenger service.

"Valid social needs of individuals and communities were raised in support of virtually every route threatened with a loss of service. For many travelers, bus, air or private auto were neither preferred nor readily available alternative means of

travel.

"It was demonstrated that rail passenger service met the real needs of the economically disadvantaged, the elderly and handicapped, students and tourists, as well as those citizens in regions where severe winter weather makes travel by other modes difficult or, at times, impossible.

"Energy considerations in the near future were also repeatedly raised as a need for the continuation, and even

the expansion, of rail passenger service.

"While there was broad public support for continuation of rail passenger services, there was, at the same time, serious concern raised about the quality of Amtrak's present service."

The RSPO report said if the suggested cuts were made that the system would no longer be "national". The office urged

## Tyler, Daly Named Vice Presidents

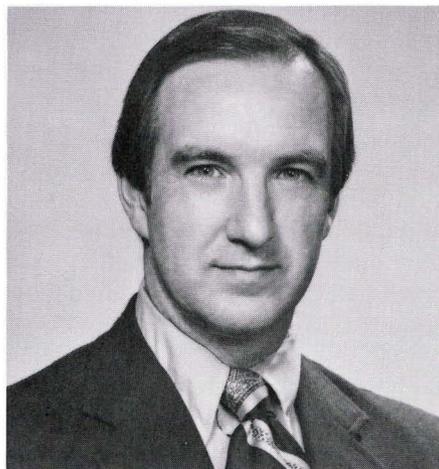
Amtrak's board of directors, at its September 27 meeting, approved the appointments of M.L. Clark Tyler as vice president, government affairs, and William N. Daly as vice president, corporate planning.

Tyler's broad career in government service spans over a decade. He most recently served as assistant to Robert S. Strauss in the administration's anti-inflation program with responsibilities for planning and producing the White House Forums on In-

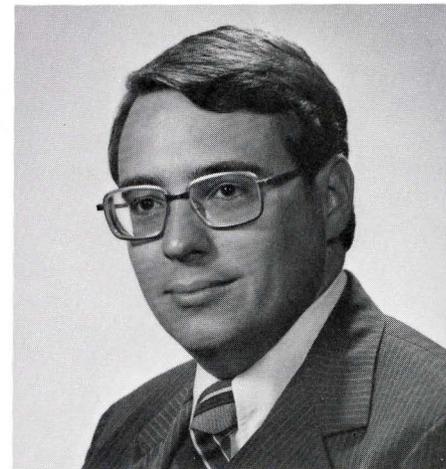
flation.

Prior to that assignment, Tyler was deputy director of the White House Conference on Balanced National Growth and Economic Development. Among his duties were overseeing the development of the conference and serving as liaison with Congress and federal agencies on issues relating to the conference.

Tyler's background in transportation dates back to 1967 when  
*(Continued on page 11)*



M.L. Clark Tyler



William N. Daly

Transportation Secretary Brock Adams to reconsider his plan.

Among RSPO recommendations were:

- Social criteria should be taken into consideration when deciding train eliminations.

- Permanent funding should be found for Amtrak and not subject it to year-to-year appropriations. Funding should be based on performance incentives.

- More states should be encouraged to participate in assisting rail travel thus helping ease the federal government's burden.

- Final recommendations involving train routes should be guided by public comments regarding their

own and community needs.

The report noted, "Amtrak's experience during the 1973-4 gasoline crisis should be noted as an indication of the shift to rail passenger service which could occur if gasoline supplies are again limited or prices become prohibitive for many."

The hearings were one step in a formal process of following a dictum by Congress to analyze Amtrak's present system.

Congress had ordered the Department of Transportation to study Amtrak and make recommendations for changes in its system. DOT released its preliminary report on May 8. The next step was to hold the series of public hearings, hosted

by the RSPO, to see what the public had to say about the recommendations.

Now DOT must take into consideration the public's views, as reflected in the report, and deliver to Congress — by December 31 — its final recommendations. Congress then has the option to accept or reject the recommendations.

In any case, under present law, no changes can be made to Amtrak's system until October 1979.

Copies of the ICC report are available from the Interstate Commerce Commission, Rail Services Planning Office, 1900 L St., NW, Washington, D.C. 20036.

## Northeast Corridor, National Operations Merged

Beginning October 1, the Northeast Corridor and national operations departments were combined into a single operations department under the jurisdiction of Robert A. Herman, vice president, operations.

In line with the refinement of the department, the following positions were named:

Chris P. Wahmann, assistant vice president, operations, and general manager;

John K. Shoemaker, assistant general manager;

Richard E. Pinkham, director, commuter services;

Art T. Prentiss, assistant director, operations planning;

Don E. Ulrich, assistant director, station operations and facilities;

Tom E. Ramsey, manager, station planning; and

Arnie S. Packard, manager, station operations.

Shoemaker, Pinkham, Ramsey and Packard will continue to have their offices in Philadelphia; Wahmann, Prentiss and Ulrich in Washington.

Reporting to Shoemaker will be Robert J. Duggan, manager, Boston division; Charles S. Lowe, manager, New York division; John S. Piet,

manager, Philadelphia division; George L. Sharp, manager, Baltimore division; Clayton C. Brown, director, operations and planning, NECIP; and Eugene W. Conner, general road foreman-engines.

Shoemaker, in turn, will report to Wahmann.

Also reporting to Wahmann will be Ed M. Morris, manager, Empire division; Bill Grimmer, manager, Southern division; Ozzie W. Brookes, manager, Midwest division; Dave T. Michaels, acting manager, St. Louis division; Ken C. Clauson, acting manager, Northwest division; and Jim L. Cira, manager, Southwest division.

In addition, two changes in reporting relationships include R. E. Pinkham, director, commuter services, to Jim L. Larson, assistant vice president, contracts; and R. C. VanderClute, director, train operations, directly to Herman.

Division managers remain responsible for train, yard and station operations as well as safety programs. They are also responsible for coordinating mechanical, engineering and other matters affecting safety,

quality and/or cost of services operated or provided by Amtrak on their respective divisions.

As part of the refinements of the operations department, some changes of division boundaries were also made for administrative and operating reasons. Included were:

Springfield to Boston, Massachusetts, transferred from the Empire to Boston division;

Pittsburgh to Harrisburg, Pennsylvania, from Empire to Philadelphia division;

Martinsburg, West Virginia, to Washington, D.C., from Southeast to Baltimore division;

Williston, North Dakota, from the Northwest to Midwest division.

## Duluth Bus Link

Another intermodal rail-bus connection has been established at Duluth, Minnesota, to provide Amtrak passengers a direct link to Virginia and Hibbing, Minnesota, and points in between.

Northern Transportation Company buses meet Amtrak's inbound and outbound *North Star* at the Duluth station.

# More Metroliners To Be Upgraded, Seven More Electric Locomotives Purchased

Amtrak's board of directors has approved spending an additional \$41.5 million to (1) expand the Metroliner upgrading program and (2) to purchase seven more high-speed electric locomotives for use in the Northeast Corridor.

Funding of \$19.5 million will add 18 more Metroliners to the 16 already in process of being completely rebuilt and upgraded by the General Electric Company at Erie, Pennsylvania.

Funding has now been authorized for 15 lightweight locomotives, part of a future total 30-unit order with a projected cost of \$77.9 million.

The locomotives, based on specifications developed after testing the Swedish ASEA Rc4a locomotive last year, will be built under license by the Electro-Motive Division of General Motors at its McCook, Illinois, plant. The new locomotives will be able to operate over the several different power systems that will exist in the Corridor until the improvement program is completed. The locomotive program is on schedule with the first completed unit expected to be delivered for testing by December 31, 1979. All 15 should be delivered by October 1980.

Last fall, the board authorized the beginning of the Metroliner refurbishment program with \$20 million funded for the first 16 cars. This latest funding authorization brings the total to 34 cars at a cost of \$39.5 million.

The Metroliner work will include the complete overhaul of wheel assemblies, traction motors, air conditioning and heating systems, brakes, couplers, signals and other systems.

The Metroliner interiors will be completely refurbished with installation of new carpeting and newly-designed seats with tray tables.

Operating experience since 1969, when the Metroliners first began service, has revealed some design deficiencies that have caused high

maintenance costs and poor mechanical reliability.

Four Metroliners have already had some modification work performed under a research and development project funded by the Federal Railroad Administration in 1974.

The modifications solved some of the operating problems by relocating air intakes and brake resistor equipment from beneath the cars to their

roofs.

As a result, maintenance costs on those four cars were reduced by 40 per cent. The current overhaul program is incorporating those modifications.

The first four refurbished Metroliner cars are expected to be ready for pre-service testing this November and should be in revenue service by year's end.

## Yousoof Heads Operations Support

Amtrak's board of directors also approved the appointment of Dr.



Dr. Yousoof

Harry Yousoof, a former executive of the Northrup Corporation, as assistant vice president, operations support.

As such, he will be in charge of Amtrak's procurement, material control and real estate divisions.

Yousoof comes to Amtrak from Northrup Corporation's Precision Products division, where he was

manager, electronics/system manufacturing, electromechanical products.

From 1969 to 1974, he was with the Ocean Systems division of Sanders Associates as manager of manufacturing programs, electromechanical and mechanical products.

Dr. Yousoof was with the Surface Transportation division of United Technologies from 1965 to 1969 as chief project engineer of engineering and manufacturing programs, high speed jet-propelled passenger trains and boats.

He holds a bachelors degree in engineering from New York University and masters and doctorate degrees from Yale.

## Lamphier Elected To Amtrak Board

Thomas J. Lamphier, president of the transportation division of the Burlington Northern railroad, has replaced Norman M. Lorentzsen, the BN's president and chief executive officer, as one of the three railroad members on Amtrak's board of directors.

Lamphier is a career railroad man, starting with the Great Northern railroad in 1949 after graduating from the Massachusetts Institute of Technology with a degree in civil engineering. He later held positions

of increasing responsibility within the GN and its successor, the BN, in areas of operations, management information and planning.

Three of Amtrak's 13-member board are elected annually by the railroads which own common stock in the corporation as a result of their taking shares in lieu of tax write-offs when Amtrak was first organized. Railroad shareholders are the Burlington Northern, Milwaukee Road, Grand Trunk Western and the trustees of the Penn Central.

# Twentieth Century Limited Lives Again In Week-Long Lake Shore Promotion

September 26 to October 4 was "Twentieth Century Week" on the route of the *Lake Shore Limited* as the nostalgia and artifacts of the one-time flagship of the New York Central railroad were resurrected for the public and press.

The week was a timely promotion tying in Amtrak's New York-Chicago train with the Broadway musical *On The Twentieth Century*.

The show, Broadway's most honored play of the season, is set during the glory days of American train travel of the 1930s. The show won five Tony awards — Broadway's equivalent of the Oscars — this past spring.

The week kicked off with ceremonies at New York's Grand Central Terminal attended by dignitaries from the show.

Present were Imogene Coca, Judy Kaye, John Cullum and Kevin Kline, stars of the production; Betty Comden and Adolph Green, who wrote book and lyrics; Cy Coleman, who wrote the music; and Harold Prince, producer.

Coca christened the train with a bottle of champagne — and some help from Al Michaud, Amtrak's vice president, marketing — to begin the week-long celebration for both play and rail travel.

Before the actual bottle breaking, Michaud presented bouquets of roses to Coca and Kaye. The quartet then were named "Honorary Amtrak Engineers" and presented with engineers' hats.

As visitors entered the station platform from the concourse, they walked over a section of the original red carpet that was used daily, for many years, to greet the Century's passengers. The carpet was loaned to Amtrak for the occasion by Mel Ost and George Pins, members of the New York division of The Railroad Enthusiasts.

The train was standing alongside the platform, its rear round-end observation car decorated with a stylized tailgate sign that followed the show's decor. The train was made up of cars similar to those used on the original *Century* and other great

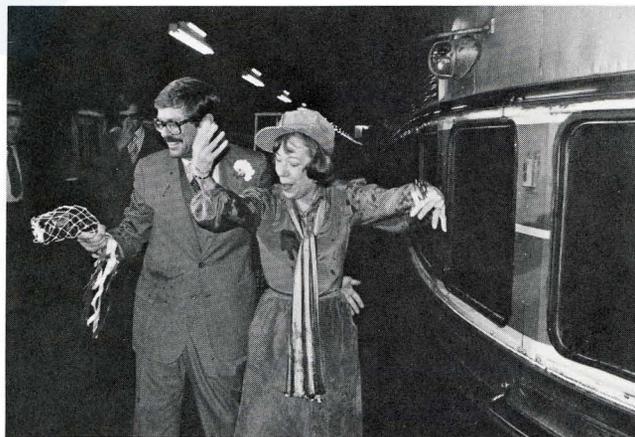
trains of the NYC's one-time "Great Silver Fleet."

After the christening, refreshments were served the visiting press and members of the travel industry that attended the ceremonies in the train's lounge car.

During promotion week passengers received a complimentary glass of champagne with their dinner. They also received special iron-on decals of the tailgate sign, special menus that detailed the history of the train and described the show besides listing entree items, and special napkins featuring the emblem. Lounge cars were decorated with pictures and posters from the show.

Also during the week, Amtrak held a sweepstakes for patrons between Erie, Pennsylvania, and Chicago. Entry forms were available at all Amtrak stations and Amtrak-appointed travel agents along the route.

The grand prize will be a weekend for two in New York including deluxe sleeping accommodations on the train, room at Halloran House, a pair



(Above) *Twentieth Century* stars Kevin Kline, Imogene Coca, Judy Kaye and John Cullum arrive for the festivities. (Upper Right) Aftermath of the champagne christening, a thoroughly soaked Al Michaud and Imogene Coca. (Right) Special tailgate sign decorated the rear of train.

of orchestra tickets to the play and a backstage visit with the stars after the production.

Five second prizes include a pair of round-trip coach tickets to New York and two orchestra seats to the play. Twenty third prizes will also be awarded, original cast albums of the play.

Fifty full-color posters of the play will be awarded fourth prize winners, while 100 Amtrak travel bags will be presented as fifth prize.

Also tied into the promotion, although lasting longer than just the special week, were reductions on prices for tickets to the play. Until October 31, passengers can get discounts from \$4 to \$5.50 per ticket on any evening performance, Monday through Friday, or the Saturday matinee, by presenting their Amtrak ticket stubs at the box office of the St. James theatre.

The old *Twentieth Century Limited* was perhaps the world's most famous train. From the time it was introduced into service in November 1897, it was the ultimate in traveling luxury for over half a century. Its greatest competitor for the Chicago-New York traffic was the Pennsylvania Railroad's *Broadway Limited* which lives on today as one of Amtrak's trains.

Although the *Century* was discontinued by the NYC in 1967, its fame does continue. In October 1975, Amtrak restored service following the *Century's* route over the NYC's — now Conrail's — "water level route." The *Lake Shore* was originally designated an experimental train by the Secretary of Transportation but was an instant success. After its two-year trial period it was declared a permanent route in Amtrak's system.

Amtrak has some great plans for the *Lake Shore*. The board of directors has approved funds to refurbish the train's cars and to convert them into electrically-heated and air-conditioned equipment. The upgraded cars should be in service on the route by next summer.



United Way

# Give at the office...

like you said you did.

Each fall, Amtrak employees around the country are offered a prime opportunity to help make their local communities better places in which to live. The United Way approaches each of us every autumn with one unified drive for the many local charities and service agencies that serve our various communities.

This method of consolidating the fund-raising efforts of many separate local agencies into one annual drive accomplishes several objectives. For one, it reduces the cost of soliciting funds, thereby assuring that more of every contributed dollar is put to work helping people and not into the administration of the charity.

Second, it means a person is approached only once each year, by one solicitation, not by a myriad of smaller agencies.

And third, it is the local community's way of assuring, through volunteer governing boards, that legitimate needs are met without duplication of effort.

Some may question why they should give their hard-earned dollars to charity. Statistics show, however, that one out of every four Americans uses some United Fund member agency sometime during the year. By donating, we, in fact, help our neighbors when they can't help themselves.

Counseling for troubled individuals or families, day care and supervision of children whose parents work, specialized care and education for handicapped children, care for the elderly, swimming lessons for all age groups — these are just a few examples of available services.

Regardless of what name a particular local campaign goes by — United Way, Community Chest, Crusade of Mercy — please remember that they all depend on you. When your local drive begins, give your fair share through Amtrak's payroll deduction program.

Thanks to Amtrak employees and other citizens around the country, the United Way works . . . . . for all of us.

## Trains Serve Seahawk Football Games

Once again Amtrak customers in the Pacific Northwest can take advantage of Amtrak's convenient schedules to use the train to attend the Seattle Seahawks seven home games this year.

Football fans from as far away as Portland, in the south, and Vancouver, British Columbia, in the north, can use the trains.

Amtrak's *Pacific International*

leaves Vancouver at 6:05 a.m., arriving at Seattle at 10:45. The *Mount Rainier* leaves Portland at 8:30 a.m., arriving in Seattle at 12:20 p.m.

After the game the *Pacific International* leaves Seattle at 7:40 p.m., while the *Mount Rainier* leaves at 5:30 p.m.

Both trains use King Street station, adjacent to Kingdome stadium.

## Four Coed Teams Compete In First Amtrak Softball Tourney

Coed softball teams from four Amtrak locations got together on Saturday, September 16, for some social fun and athletic competition at the first annual Eastern Amtrak Softball Tournament.

Invited and hosted by the Washington headquarters team, the Aces, slow-pitch teams from reservations centers at Bensalem, Jacksonville and New York came to Washington to participate. Transportation between station, hotels and playing fields, the hotel accommodations and all tourney activities were arranged for the visiting teams by members of the Aces.

After a brief ceremony to determine opponents for the first game and discussion of ground rules, the games began. More than 100 players and spectators turned out for the event.

In the first round, Washington defeated New York, while Bensalem did the same to Jacksonville.

After a half hour rest period, the second round began.

Winners of the first game — Washington and Bensalem — faced off for the championship, while Jacksonville and New York played to determine third place.

Washington topped Bensalem, 6-2, while New York beat Jacksonville, 10-6.

The champion Aces are a team of 20 players, seven of them women, and have lost only five of their 26 games this season.

The fun didn't stop with the final

out. After a trip back to their hotels to freshen up, the visiting teams were guests of the Aces at the post-game celebration. The informal gathering included dinner, entertainment and awards.

Entertainment was in the form of a disco dance, produced by Mike Bentley, material control clerk at headquarters. Bentley, also a part-time disc jockey for Washington radio station WOOK, supplied the music and equipment for the production.

Later that evening, an awards ceremony was held during which players and rooters each received a jacket patch embroidered with a locomotive and the Amtrak logo.

In addition, an Amtrak stein was presented to the most valuable male and female players on each team. Winners included Dennis Proulx and Denise Labencki, Bensalem; Reggie Davis and Myra Bailey, Jacksonville; Mike Alicia and Ellen Gallivan, New York; and Calvin Crawford and Sandra Watson, Washington.

Team captains were Cy Klapchar, Bensalem; Charlie Waddell, Jacksonville; Bill Helleher and Betty Owic, New York; and Calvin Crawford, Sheila Durkin and Dave Halperin, Washington.

Said Halperin, "The reason for the tournament was to promote morale and communications between the various offices as well as to give the players a change of pace from their daily routine."

Halperin already is planning a similar tournament for next year.



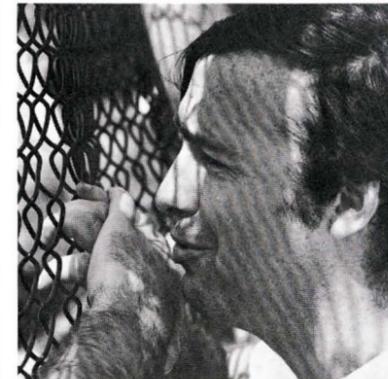
Nick Brand, Washington, opens tourney under critical eye of Randy Bush.



Cheering on Bensalem are Darwin Wheat, Pat Baeder and Judy Allen.



Jacksonville losing pitcher Myra Bailey, left, congratulates Bensalem's Ken Bantum. In center is Bob Jones, Washington, who umpired game.



Pete Johnson, New York, watches his team go down to defeat.

## Tournament Vignettes



Umpire Ed Weinmann, Bensalem, lets the teams know he's running the show.



Cy Klapchar, Bensalem, helps Liz Finnely, Jacksonville, after colliding with her while scoring winning run.

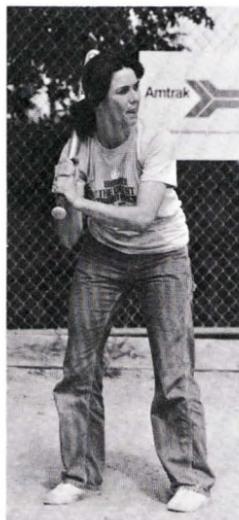


Sheila Durkin, Washington, leads off first base, while Joe Henry, New York, keeps his eye on the batter.



Jacksonville's Vie Thomas keeps score of Bensalem-Jacksonville game.

## Softball Swingers



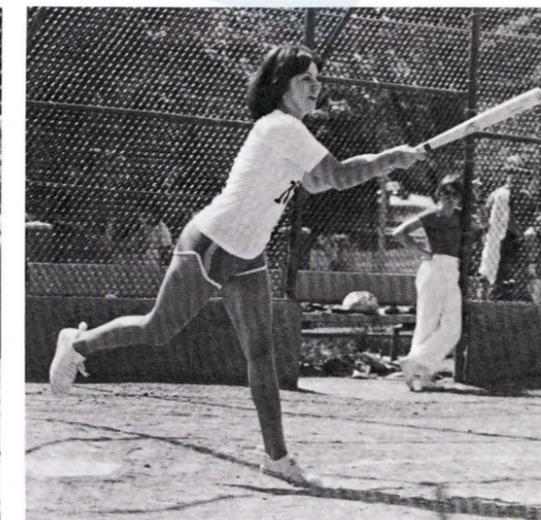
Francine Waldron, Bensalem



Colette Merchant, Washington



Pat Lopinski, New York



Anna Rizzi, New York



Ellen Gallivan, New York



What's going on? What else? Everyone's searching for New Yorker Dwight Ellis' contact lens. P.S. They did find it.

# Super Weekend in Montreal

## Offered Amtrak Employees

Amtrak employees have been invited by Montreal Mayor Jean Drapeau to visit his city on the weekend of January 18-22. The offer is being made in cooperation with Yankee Holidays, one of Amtrak's largest wholesale tour operators.

Says F. Paul Weiss, regional sales manager, New York, "You might call this a thank you from both Montreal and Yankee Holidays for the increased Amtrak business we've had on the *Montrealer* and *Adirondack*, both of which serve Montreal.

"What the employees will see and do in Canada can be done by any Amtrak customer and we obviously hope that the employees will spread the word. Amtrak has Canadian package tours available through travel agents and through the tour desk at any Amtrak res center."

The cost of Amtrak's Snow Ball weekend? An amazing \$49 per person and the price includes hotel room, some meals, sightseeing and partying.

The ground rules? The offer is made only to current employees. And each can bring his spouse or a friend. Sorry, no children.

Capacity is limited to 400 and participation will be first-come, first-served.

To participate, an employee must fill out the coupon accompanying this story and mail it with a check for the correct amount to Montreal Snow Ball, c/o Yankee Holidays, Towne House Square, Marblehead, Massachusetts 01945. Checks should be made out to "Amtrak/Yankee Holidays."

Reservations will be accepted on the basis of the postmark. Please note that the postmark is the all-important item. The date on the check will not count, nor on which day the letter arrives in Marblehead. By using the postmark, equal chance is given to all employees regardless of where they live.

For their \$49, each employee will receive:

- Hotel room for up to three nights, deluxe, two to a room.
- Welcome kit of visitor information.
- Complimentary Montreal Snow Ball turtleneck jersey.
- Choice of tours to Quebec City, Ottawa or the Laurentian mountains for skiing.
- Banquet and show on Friday night.
- Gala Snow Ball International party dance on Saturday night.
- Much more.

The weekend begins on Thursday, January 18. Employees can check into their assigned hotel any time after 11 a.m. The rest of the day is spent at one's leisure, although some tours will be available.

The first 50 to sign up will also be guests at the Le Caf Conc Parisien night club at the Le Chateau Champlain Hotel that evening.

On Friday, after a complimentary French Continental breakfast, employees can choose between tours to Quebec, Ottawa or the Laurentians. The evening will be spent at dinner at Le Festin Du Gouverneur, on St. Helene island.

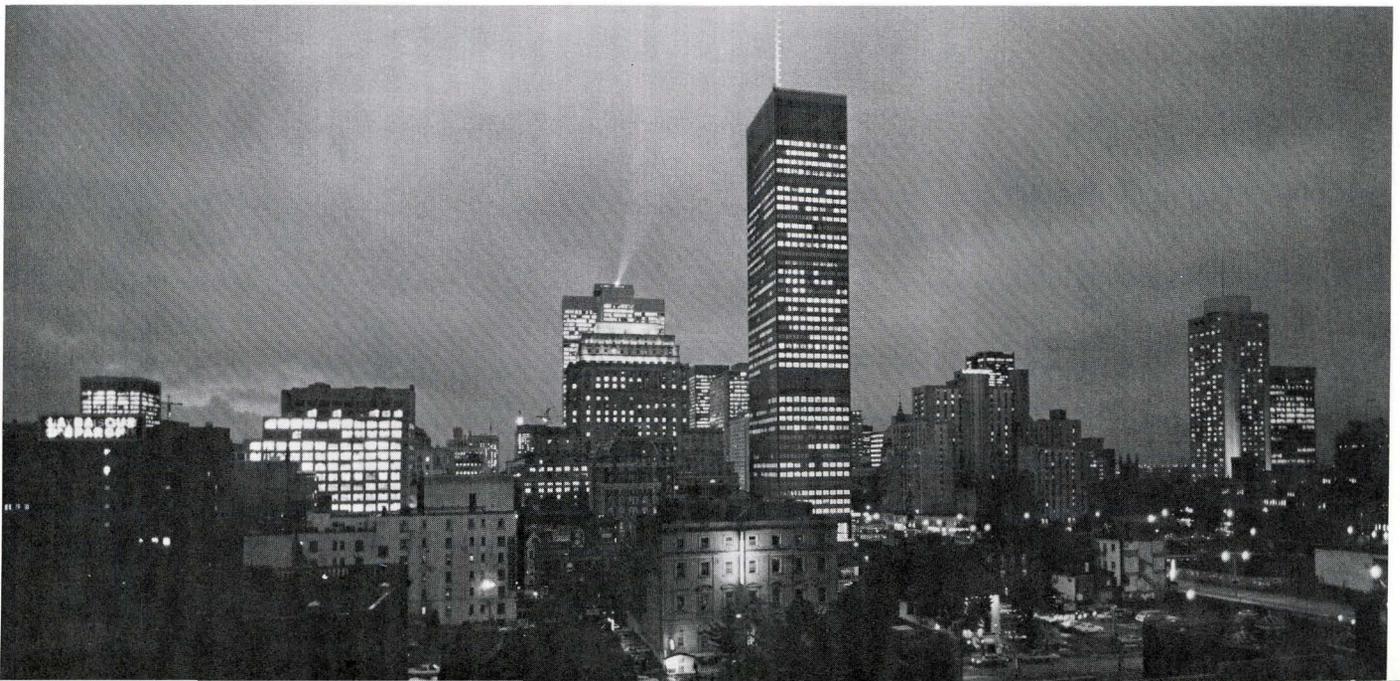
Saturday, the visitors can spend on their own or pick a second tour from the three available. That evening they will attend the Snow Ball party dance at the Le Regence Hyatt.

Sunday is a day to do any of the activities not already done, including sightseeing at the Olympic park, including swimming in the Olympic pool or ice skating on the Olympic rink. Departure is at one's own time. Checkout time will be posted in each hotel.

Extra days, at extra cost, can be arranged directly through Yankee Holidays.

Transportation to and from

*Montreal's skyline glitters in the dusk. The city will host 400 Amtrak employees for a spectacular weekend in January.*



Montreal for the Snow Ball weekend must be arranged for by each individual employee and is subject to Amtrak's rules and regulations for pass riders.

Time taken off from work, too, is an employee's own time.

Caution: The only official way to participate in the Snow Ball weekend is to mail the coupon accompanying

this article, along with a check in the correct amount made out to "Amtrak/Yankee Holidays," to Yankee Holidays at Marblehead. Photo copies of the coupon will not be acceptable.

All reservations will be acknowledged by Yankee Holidays, who will also mail each participant a detailed itinerary.

## Strike Postscripts, Bus Lines Help

The nearly week-long strike by the Brotherhood of Railway Clerks against various railroads across the country disrupted much of Amtrak's service.

Not affected — and operating through the emergency period — were the *Broadway Limited*, *Lake Shore Limited*, *Adirondack*, *Montrealer*, Chicago-Detroit service, Empire service, and Northeast Corridor trains.

Other trains were annulled and not operated for various periods of time but all service was restored by Sunday, October 1.

The *Hilltopper*, which runs over the Norfolk and Western and had not operated since early July when BRAC originally struck the N&W, has also been restored to service.

What passengers might have been stranded at various locations were moved toward destination as quickly as possible via bus.

Says Joe Bellino, Amtrak's manager, interline/intermodal sales, "As soon as the strike was on, we notified Greyhound, Trailways and other bus lines that we interline with that there was an emergency and asked they honor all types of Amtrak revenue tickets.

"They were most cooperative."

The bus lines issued directions to their field people to accept all Amtrak tickets, including discounted and special rate tickets such as the U.S.A. Rail Pass.

Bellino is high on the bus lines' cooperation. "It takes an emergency to bring out professionalism in people," he says.

"This strike proved the professionalism of both Amtrak people in marketing and operations and the bus people who helped us.

"The first thing everybody was interested in was moving the passengers on their way. We decided to worry about the paper work later."

Yes, sign me up for Amtrak's Snow Ball Weekend in Montreal!!

Name \_\_\_\_\_ I.D. Number \_\_\_\_\_

Spouse/friend \_\_\_\_\_

Home Address \_\_\_\_\_

City/State/Zip Code \_\_\_\_\_

Home Phone \_\_\_\_\_

Job Title \_\_\_\_\_ Work Location \_\_\_\_\_

We plan to arrive in Montreal about \_\_\_\_\_ (a.m./p.m.) on

\_\_\_\_ Thursday, January 18

\_\_\_\_ Friday, January 19

**On Friday, January 19:**

\_\_\_\_ I/We plan to go skiing

\_\_\_\_ I/We plan to go to Quebec

\_\_\_\_ I/We plan to go to Ottawa

\_\_\_\_ I/We plan to take the Montreal sightseeing tour

**On Saturday, January 20:**

\_\_\_\_ I/We plan to go skiing

\_\_\_\_ I/We plan to go to Quebec

\_\_\_\_ I/We plan to go to Ottawa

\_\_\_\_ I/We plan to take the Montreal sightseeing tour.

(Note: Montreal sightseeing tour can be taken on any of the four days.)

My jersey size is \_\_\_\_ Small; \_\_\_\_ Medium; \_\_\_\_ Large; \_\_\_\_ Extra Large.

(Order for both parties. The sizes denote men's sizes.)

## Rainbow Continues With Amfleet Cars

Buffalo-Detroit service on the *Niagara Rainbow*, which had been scheduled for discontinuance on September 30, is being continued because of a decision by Michigan to renew its share of funding for the state-subsidized train.

The New York-Detroit train now operates daily with Amfleet equipment — four Amcoaches, an Amcafe and a baggage car.

The conversion of the *Rainbow* to Amfleet precedes the upcoming extension of service on the route to Niagara Falls. With the start of the new service on October 29, Amtrak will stop four trains a day — two in each direction — at both Central

Terminal and Exchange Street stations in Buffalo, and the Niagara Falls station at Hyde Park Boulevard and Lockport Road.

The 403(b) train is funded jointly by Amtrak and the states of Michigan and New York. The route presently includes three stops in Ontario — Fort Erie, St. Thomas and Windsor. After start of service to Niagara Falls, the Fort Erie service will be discontinued.

The state of New York has invested \$6 million in track work on the Buffalo-Niagara Falls line, as well as another \$1 million for station rehabilitation in Buffalo and Niagara Falls.

# Keeping Track of Amtrak

## Equipment For Wilmington

Amtrak's board of directors approved spending \$260,000 for equipment needed to maintain electric locomotives and Metroliners at Amtrak's Wilmington maintenance facility.

The equipment will replace a wide variety of machines and tools at the Wilmington shops which, in some cases, are 30 to 40 years old. The old equipment was acquired by Amtrak when it took over the facility from the former Penn Central railroad.

## Safety Standings

The Southwest division took first place in its category in the President's Safety Contest for the month of August with a 3.8 safety ratio.

Wilmington headed the shops category with a 9.1 ratio, while seven mechanical facilities — Houston, Dallas-Fort Worth, St. Louis, Kansas City, Minneapolis, Jacksonville and Los Angeles' 8th Street — tied for first place in their category with no injuries for the month and a resultant zero ratio.

For the year to date, leaders in their categories are:

**Division:** St. Louis, with a 3.7 ratio.

**Shop:** Beech Grove, with a 12.7, and

**Mechanical Facility:** Dallas-Fort Worth and Kansas City, tied with no injuries and a zero ratio.

Detroit, which had no injuries through July, slipped to second place

with a 3.2 ratio.

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

## Defense Forum

Amtrak participated in the 33rd annual Transportation and Logistics Forum of the National Defense Transportation Association held in Washington, October 1-4.

Amtrak's contribution was an exhibit that explained to government officials Amtrak's role in the national transportation picture.

Sales personnel from the Washington office — Bob Smith, Renee Holloway and Mike Behlinger — spent the four days distributing brochures, schedules and other literature and information to attendees.

# Wilmington Softballers Rate In National Contest

Wilmington shop employees have a right to be proud of their softball team which has been judged to be the 15th best industrial team in the entire country.

The distinction comes about as a result of taking part in the National Industrial Softball Tournament, at Charlotte, North Carolina, over Labor Day weekend. Thirty-five regional and state champions from around the country participated in the double elimination contest.

To reach the national competition, the team had to first win the Delaware Industrial State Tournament — which it did going undefeated through five games — and then placing second in the Central Atlantic Regional Tournament, in Richmond, Virginia, in mid-August.

In the national tourney, the team won two games and lost two to achieve the 15th place status.

Other achievements by the softballers during the year included a first place finish in the New York Life Insurance Company Invitational Tournament held in Dover in May; a

bracket winner in the Delaware Amateur Softball Association Umpires Tournament over Memorial Day weekend; and wildcard selection, with a 5-2 record, in the 104-team Terrace Athletic Club July 4th tourney.

Team members credit much of their success to the encouragement of friends and co-workers. Said Manager Merle Thomas, "We can supply dedication and hard work to try and be a good team, but without their support we'd never have been successful."



Wilmington's softballers pose at the national tourney. Front row are, left to right, Steve Nash, Coach Joe Larnick, Paul Lentelle, Jerry Cherico, Ed Gibbons and Robbie Miller. Center row are Manager Merle Thomas, Mike Cronin, Mark Crum, Rick Snuffer, Robbie Maloney and Dennis McGuire. Top row are Alan Rappaport, Tom Miale, Kenny Wortham, Dennis Cline and Gary Harden.

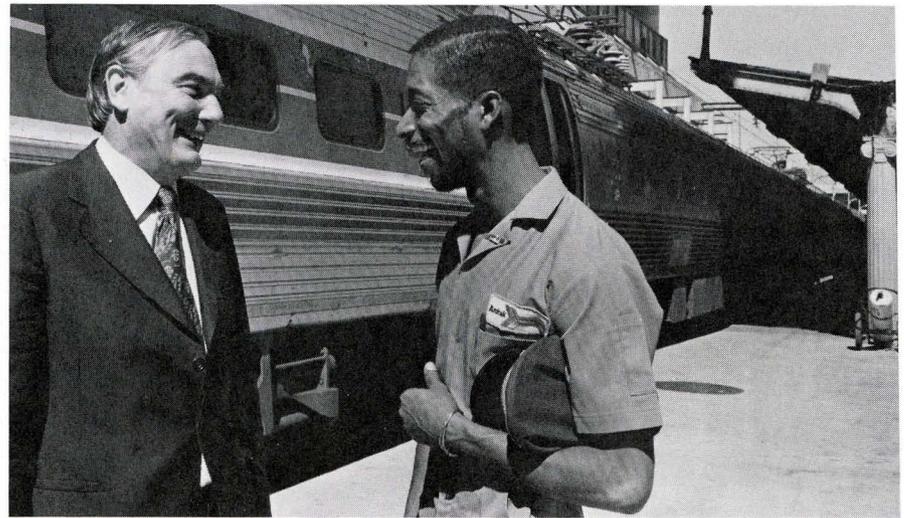
Reports Joe Bellino, Amtrak's manager, interline/intermodal sales, that over one thousand persons visited the display.

## Permanent Stops

Valparaiso, Indiana, and Taylor, Texas, have been designated permanent stops in Amtrak's system after almost two-and-a-half years of experimental status.

Valparaiso is served by the *Broadway Limited*, while Taylor is served by the *Inter-American*.

In letters to the mayors of both cities, John Lombardi, Amtrak's director of state and local services, said, "We want to thank your communities for the fine showing of support for our service that has made this permanent stop possible."



**Peter Parker Meets Peter Parker** — Sir Peter Parker, chairman of the British Railways Board, discusses his Metroliner trip from New York with Amtrak's Peter Parker, redcap at Washington Union Station. Sir Peter was in the United States to promote British tourism and to develop a market for British rail technology. Amtrak's Parker has worked at WUS since January 1974.

## On-Board Services Contest

Winners for August in the direct contact category of the continuing employee-of-the-year on-board services department contest include:

**Boston:** Kevin Connolly

**Chicago:** Fred Harvey and David A. Taylor

**Los Angeles:** Calvin McKinney, Phillip Phillips, Ira Walker, James

### VICE PRESIDENTS

(Continued from page 1)

he was special assistant in the office of the Secretary of Transportation during that agency's first year of operation. His duties at DOT included congressional relations, labor and industry liaison and inter-government relations. He also served as the Secretary's representative to the White House Legislative Group.

Tyler graduated from Harvard University with a degree in American government.

Daly has been assistant vice president, Rail Asset Valuation, for the United States Railway Association since 1976. At USRA he was charged with estimating the value of nearly 20,000 miles of railroad acquired by Conrail when it began operating in 1976.

Cross and Michael Hagherty

**Oakland:** Joseph Guillory

**Seattle:** Edward Lemons

**Washington:** Michael Schoen

The direct contact category includes employees such as waiters and attendants. "Votes" for personnel in this category consist of unsolicited letters of praise from passengers.

The non-direct contact category consists of employees such as chefs,

From 1974 to 1976, he was a senior associate for McKinsey and Company, management consultants. While there, he led strategic and tactical problem-solving engagements for top executives of business and government organizations.

From 1965 to 1971, Daly was manager of planning and financial programs for the Mobil Oil Corporation.

He was also a Presidential Interchange Executive, from 1971 to 1973, working as assistant director of operations for the Price Commission and as assistant to the director of planning for the Energy Research and Development Administration.

Daly holds a BSE in chemical engineering from Princeton and an MBA in finance from New York University.

food specialists and pantrymen. They are chosen each month by stewards or employees in charge of dining cars.

Winners in the non-direct contact group for August include:

**Oakland:** Hugh A. Smith, Rose Ferree and Thomas McCall, Sr.

**Chicago:** Robert Russell

**Saint Paul:** Edward Franz and Leroy Jerricks

**Washington:** John McLurkin

**Miami:** Hugo Umlauf and Owen Reid

**New Orleans:** Louis Cotton

**Jacksonville:** Maxie Harris

### AMTRAK NEWS

Published once a month for employees of the National Railroad Passenger Corporation and those of participating railroads engaged in rail passenger service.

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## New Philadelphia Ticket Office

The Philadelphia city ticket and sales offices were moved recently to a new location at 1708 John F. Kennedy Boulevard.

Although the move from the old site was only about a block, it provided a great improvement for Amtrak customers.

Says Tom Sabo, district sales representative, "Here we have much more visibility. We're in a row of airline ticket offices and directly across the street from the Sheraton Hotel.

"At the old location we were not visible at all from the street. We were in the lobby of the building with no signs of any kind on the outside to tell people we were there."

Complete with red carpeting, formica counter tops, a tour desk and mural-decorated walls, the new office is a definite improvement according to Richard Doyle, lead ticket clerk.

Doyle also notes that ticket sales have increased since the transfer to the new location. "In the old building," he says, "large pillars hid the ticket office from the street and, therefore, many potential customers."



*(Left) Amtrak's new Philadelphia downtown ticket office is much more visible to potential customers. (Below) Ticket Clerks Samuel Thompson, left, and Ray McCarthy work in a much more pleasant environment.*



The two-day move, in late July, in planning for over a year, involved ten employees, including one secretary, four ticket clerks and a sales force of

five headed by Sabo.

The front part of the new quarters is used for the ticket office, while the sales force occupies the rear.

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