

Amtrak NEWS

A NEWSLETTER FOR AMTRAK EMPLOYEES

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September 15, 1974

5-year Amtrak Financial Plan Sent to DOT & Congress

A five-year financial plan for Amtrak—including proposals for substantial new passenger car and locomotive purchases, assumption of repair and maintenance functions from the railroads and a major track improvement program—has been sent to the Congress and the Department of Transportation, the Corporation announced today.

Amtrak President Roger Lewis said the plan—approved by Amtrak's Board of Directors—would lead to funding the company's operating plan through fiscal year 1976 and capital program through fiscal year 1979. He said the plan is designed to carry out Amtrak's mandate from Congress that "modern, efficient, intercity rail passenger service is a necessary part of a balanced transportation system" and that "continu-

ance and improvement of such service is clearly in the public interest."

"Our three years of operations," Lewis said, "have demonstrated that a real demand for rail passenger service exists, and is certain to grow, especially when viewed in context with the nation's continuing energy supply problems. A program of this magnitude is necessary to revitalize intercity train service."

The capital program calls for immediate purchase of 235 double-deck long distance passenger cars and 200 single level cars, as well as 25 diesel locomotives, at an estimated cost of \$263 million. These are in addition to 257 metroliner-type cars, 75 turbine-train cars, delivery of which will start next year, and 201 diesel-electric locomotives, of which 150 3,000 hp. diesel-electric locomotives have been

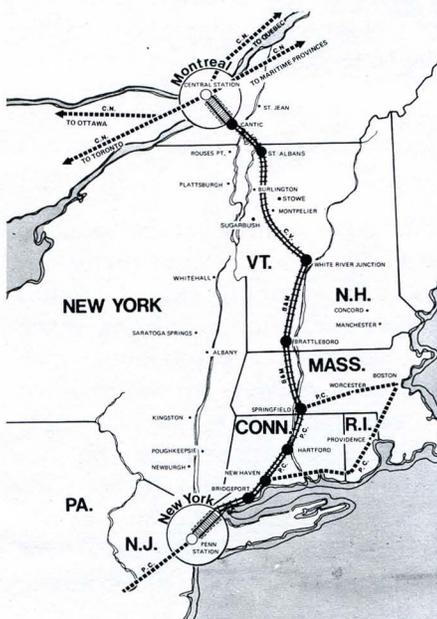
delivered and are already in service. Thirty-five turbine-train cars have been funded and are awaiting final approval.

The new cars are programmed to handle projected ridership growth during the five-year period and permit the phasing out of worn out equipment, some of which is 30 years old. The new equipment will almost double Amtrak's seat availability without a significant change in the total number of cars in the Amtrak fleet.

The plan contemplates assumption by Amtrak of many repair and maintenance functions now performed by the railroads. Funds are requested for necessary facilities and equipment. The corporation already has taken over all key functions in the stations and on the trains and now has over 9,000 employees.

Perhaps the most fundamentally important aspect of the program is the emphasis placed on the need to upgrade track and roadbed for better

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Track Work Proposed For Montrealer Route

Amtrak and the Boston & Maine Railroad are considering additional repair work on track between Springfield, MA and White River Junction, VT which could result in a twenty minute reduction in the present Montrealer schedule. Last May 19 the Montrealer's schedule was reduced thirty-four minutes due to completion of repairs begun in the Fall of 1972 on sections of Boston & Maine track.

When Amtrak inaugurated service between Washington and Montreal

in September of 1972, \$390,000 in start up costs were required on the Boston & Maine portion of the route to permit restoration of passenger operations. Amtrak paid approximately one-fourth of this total. Subsequently the railroad embarked upon a general upgrading program for the entire line, with Amtrak contributing at varying ratios on the several segments involved, the ratio being based upon the relative benefit to each party. Amtrak's overall contri-

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Jerry Friedham, New VP Public & Gov't Affairs

Jerry W. Friedheim, Assistant Secretary of Defense (Public Affairs), has been appointed Vice President, Public and Government Affairs, for the National Railroad Passenger Corporation (Amtrak), the corporation announced today.

Amtrak also named Bruce O. Pike, formerly head of his own Washington-based counseling firm, as Director of Congressional Affairs.

Friedheim, who assumes his new post later this month, has been with the Department of Defense since 1969 in Public Affairs positions.

As Assistant Secretary of Defense, his executive and administrative responsibilities involved all national

and international aspects of Department of Defense public affairs, including supervision of military and civilian personnel and direct work with Cabinet officers, the Joint Chiefs of Staff, White House staff, members of Congress, industry and academic representatives, the news media, foreign political and military officials and foreign journalists. In 1973, he received the Defense Department's highest civilian award, the Distinguished Service Medal.

Prior to joining the Defense Department, Friedheim had worked in Washington on both House and Senate staffs including positions as Press Secretary, Legislative Assistant and Executive Assistant to Sen. John Tower of Texas. Earlier in his career, he held news positions with the Columbia Missourian, the Joplin (Mo.) Globe, the Neosho (Mo.) Daily News,

United Press International and the Associated Press. He came to Washington in 1962 as a Congressional Fellow of the American Political Science Association.

Pike, 33, began his Washington career as a legislative consultant for the Brotherhood of Railway and Airline Clerks in September, 1965, and in June, 1966, became Assistant Executive Secretary-Treasurer for the Railway Labor Executives Association, which consists of the 23 railroad brotherhoods.

From June, 1968, to February, 1970, Pike was Executive Director of the Conference of Transportation Trades, AFL-CIO, consisting of 35 presidents of AFL-CIO transportation unions.

From February, 1970, until now he has operated his own legislative counseling firm in Washington.

ARTS to Include Southern RR Info

Amtrak and the Southern Railway have signed an agreement bringing Southern into Amtrak's nationwide toll-free computerized reservation and information system (ARTS).

The agreement became effective September 1. Under its terms information about all Southern train serv-

ices will be included along with Amtrak services in ARTS computers and ticketing for Southern trains and Amtrak trains and connections between the two will be possible by 24-hour, toll-free telephone. Southern will pay Amtrak for the cost of the computer services plus all supplied equipment. Provision for expansion is included in the agreement.

ARTS (Automatic Reservation and Ticketing System) was installed initially by Amtrak in the Northeast

Corridor in April of 1973. It then was expanded incrementally until it now provides 24-hour, daily toll-free public telephone access for all Amtrak inter-city rail passenger services. A single computer in Washington, D.C., serves five regional reservations and information centers. Additional computer access terminals are located in stations and ticket offices throughout the country. Currently the system is handling about 65,000 telephone calls a day.

PLAN—Continued from page 1

performance on some parts of the system and the urgent need for substantial expenditures to maintain track utility, particularly on the financially troubled railroads.

The FY1976 program contemplates a capital grant of \$200 million for this purpose and \$200 million for each of the subsequent four years. A previously authorized \$21.6 million has been committed to track im-

provement in the Northeast Corridor between New York City and Boston.

Amtrak officials said they based the expansion and modernization program on ridership trends which indicate Amtrak will be furnishing 8.3 billion passenger miles of travel to 37 million passengers in fiscal 1979 as compared with 4.3 billion passenger miles and 19 million passengers in this current fiscal year.

The plan contemplates a modest expansion of route structure as pro-

vided in the Amtrak act and assumes there will be long distance routes and short-haul, state-subsidized routes added during each of the five years.

Losses per revenue dollar, which have been moving downward since Amtrak took over rail passenger service, will continue to fall, but, according to the company, higher costs for labor and material cannot be offset by fare increases. For fiscal year 1976, Amtrak estimates an operating loss of \$239.9 million.

Amtrak Employees Eligible to Join Railroad Credit Unions

Amtrak employees will soon be eligible to join a credit union as a result of contracts between Amtrak and various credit unions throughout the nation, according to Kenneth A. Housman, Vice President—Personnel & Administration.

Employees will not be joining an "Amtrak Credit Union." Instead, authorization has been granted to join existing railroad credit unions.

"Many people came to Amtrak from railroads and are used to doing business with railroad credit unions," said Housman. "Rather than start our own, and have to wait years to build up fund reserves useful to members, various railroad credit unions have allowed Amtrak employees to participate in their programs. Amtrak will permit payroll deductions to credit unions for savings or to pay back loans."

When an employee elects to join a credit union, Amtrak will deduct from his salary an amount specified by the employee. This will be sent to

his local credit union for entry to his account. An employee will deal directly with the credit union with respect to loans and savings accounts.

No employee is required to join a credit union. But if he so desires, he must complete a payroll deduction form which will be available from a local credit union.

Many cities have several railroad credit unions, but only one will be under contract with Amtrak. An employee will learn which local credit union to join when the one with jurisdiction in his district contacts him either in person or through a posted notice.

While the rules and regulations of individual credit unions vary, the following benefits are frequently offered:

—Low cost interest rates and easier terms on loans as compared to commercial banks and savings & loan institutions.

—Higher interest rates on savings as compared to banks.

—Free life insurance which pays loans up to a certain amount upon death.

—Free life insurance equal to the amount in savings, usually to a maximum of \$20,000.

—Savings insured up to \$20,000 by the National Credit Union Administration, an agency of the U.S. Government.

Credit Unions surveyed by Amtrak NEWS indicate they encourage members to invest regularly. From the accumulated capital, loans are made to members at low interest. The credit union's income is returned to the members in the form of dividends on their shares. Savings are called "shares" in credit unions.

Members may borrow from a credit union for personal reasons, which include paying old bills, taxes, medical expenses, autos, vacations, home furnishings, education and family emergencies. In some places, credit unions are permitted to make mortgage loans when surplus funds are available. Credit unions' lower interest rates save money for members, and make more money available for other uses.

Funds in credit unions are protected by government supervision, regular audits, mandatory reserves and bonding of employees and officials.

Amtrak Advises DC Tourists

You Don't Need A Car At All

Amtrak public relations and Amtrak's advertising have come up with an idea which has begun to capture the eye of the traveling public. Hal Graham, VP Marketing, has said many times that we should exploit Amtrak's ability to carry the passenger into the city center. One of the most unpleasant tasks confronting the tourist is finding a parking place in the city center. First of all, he is in

a strange city and to compound that problem, the places he wants to visit are the places everyone else wants to visit. And there is usually too little parking anyhow. So Amtrak's city-center capability has the potential to solve the tourist's problem.

A short time ago, John McLeod, Amtrak's Travel Editor, wrote a short article on "Washington is History in the Making." In this article he said,

"Washington is a city which is not best visited by car. There is little public parking space near any of the great attractions of the city, and Washington's physical layout of intersecting avenues and circles makes it particularly difficult for the auto visitor." His idea, for the tourist, was "if you want to visit Washington, arrange to travel by train, stay in one of the center-city hotels and forget the parking problem."

Amtrak's advertising has picked up

Continued on page 9, col. 1

Just Passing Through Union Station Chicago

Chicago Union Station's vaulted main waiting room is teeming with passengers. Long lines form each day as travelers are eager to board one of Amtrak's 24 departing trains. And Amtrak personnel scurry around to make sure everything runs smoothly.

The rushed atmosphere is not unusual in Chicago. The city has long been the railroad capital of the United States, a place where major trunk line railroads have historically interchanged passengers and freight.

"Union Station is a busy place," said Guy Thompson, Amtrak's new Manager of Station Services, "and it takes a dedicated staff to work a place like this."

Thompson was appointed Chicago Manager on September 1 after having served Amtrak since mid-1972 as the Kansas City Manager. With 20 years of experience in rail passenger service with the Santa Fe, Thompson replaced Roy Noel who was appointed Manager for Indianapolis area stations.

There is no exaggeration in

Thompson's statement. In July, for example, 170,000 passengers passed through the station, making Chicago the fifth busiest terminal in the Amtrak system.

One of the problems faced by the station services staff is that of passengers missing connections. With the large number of Amtrak passengers traveling through Chicago, any disruption to train schedules (usually the result of track work, floods, derailments or reroutings) causes Thompson's office to roll out the red carpet and offer additional services to delayed or stranded travelers.

In July, 1,895 passengers missed connections in Chicago, only one percent of the 170,000 passing through the station. The highest number of travelers missing connections in one day was 186 on July 5; the lowest was two on July 28, and the average for the month was 61 per day.

"The important thing is that all these passengers require individual attention," said Dorothy O'Kelley,

General Supervisor. "We have to offer good service. Even when a passenger misses a train because of Amtrak we can often recreate good will by taking care of him. We start by listening to his or her problem, and each person has a different one."

W. Mark Miller, Regional Manager of Station Services, North Central, said, "The Amtrak staff in the station is there to serve the passengers. They have to look out for every need of the public. When a passenger misses a connection, we ask him, 'Do you wish to stay in a hotel at Amtrak's expense and take the next train, or do you wish alternate transportation?' Our Chicago staff does a yeoman's job in public relations in keeping passengers satisfied and keeping them moving to their ultimate destination."

Dorothy O'Kelley added: "Our most difficult situation arises when cars are blanked and we must fly people. You'd be amazed at the number of people who balk, who don't want to fly under any circumstances."

In addition to such day-to-day activity, Amtrak personnel are involved in long-range improvements to the facility. A new ticket office opened in January, 1973, replacing a small facility which had been in the middle of the waiting room. It is equipped with the latest ARTS computer consoles and staffed by highly trained agents.

The station is beginning to look brighter as a result of an Amtrak contract to clean and paint the waiting room. Workmen have moved in spider scaffolding and are restoring the sculptured plaster walls and ceiling around the massive skylight in the original cream color.

R. Daly photo



Eight stories above the benches and newsstands, the workers are laboring seven nights a week during the small hours to avoid disrupting commuters and Amtrak passengers.

Also set for a scrubbing are the small waiting rooms near the commuter ticket offices, mezzanine areas, entry hallways leading from Clinton, Adams and Jackson Streets, and even the sculptures of the Goddess of Night and the Goddess of Day which look down upon the waiting area.

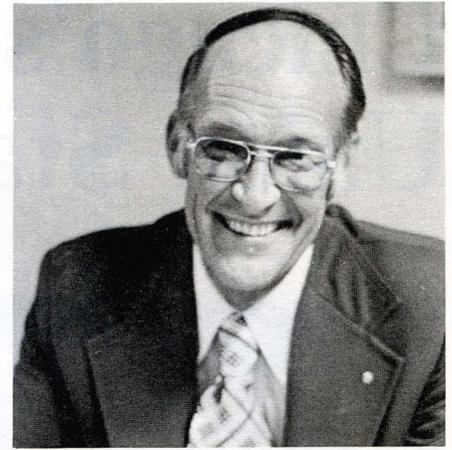
With the increase in the number of passengers using Union Station, Amtrak is planning to build a new passenger lounge and baggage area at a \$757,625 cost. Work began on September 3 to transform the area presently taken up by commuter ticket windows into the lounge with a capacity for 300 persons. Included in the area will be facilities to provide Amtrak passengers with coffee and doughnuts. Adjacent to the lounge will be a modern baggage area.

Temporary improvements have been made in baggage service in Chicago. Because the present baggage room has become overcrowded, the room is now used only to check outgoing luggage. Incoming bags are placed in a curb-side area which expedites baggage claiming and gets passengers out of the building as fast as possible.

Amtrak plans a permanent improvement in baggage service by installing a carousel, similar to that found at major airports, next to the new lounge. The baggage will be unloaded from a train, placed onto a mechanized chute, brought up to the waiting room level, and automatically unloaded onto the carousel. Passengers can then pick up their bags, present claim checks, and leave the station. The public and Amtrak's baggage personnel should find it a godsend.

Helping out in these baggage improvements is Rudy Peduzzi, Amtrak's new Chief of Mail, Baggage and Express for the Central Region.

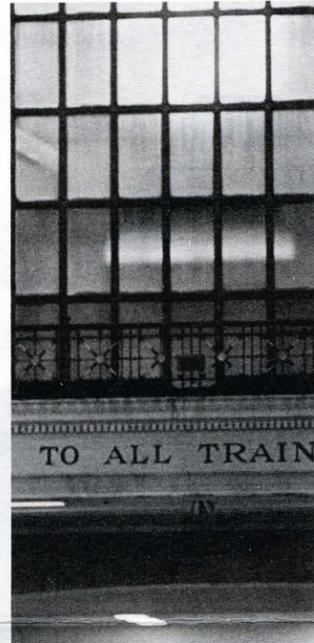
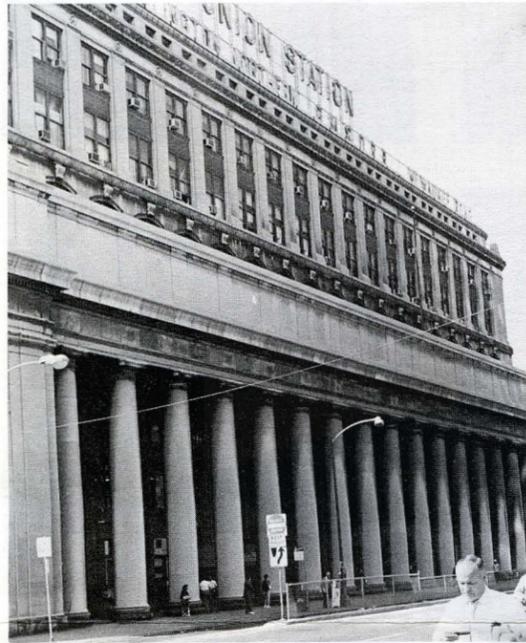
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Pictured above: Guy Thompson, Manager—Chicago Station (top right); Rudy Peduzzi, Chief—Mail, Baggage & Express (top left); Dorothy O'Kelley, General Supervisor, and Art Vogts, Duty Manager.

Chicago Union Station handles 48 daily Amtrak trains (see list, pages 6 & 7) in addition to 154 commuter trains each weekday. Milwaukee Road operates 76 weekday trains, Burlington Northern 72, Penn Central 4, and Illinois Central Gulf (formerly GM&O trains) 2. Consequently Union Station hosts 202 scheduled train movements each weekday exclusive of related switching moves.

Chicago's Union Station



Arrivals
No. 53, Floridian
No. 320, Hiawatha Service

No. 322, Hiawatha Service
No. 41, Broadway Limited
No. 58, Panama Limited
No. 300, State House
No. 380, Illini
No. 370, Black Hawk
No. 348, Illinois Zephyr
No. 6, San Francisco Zephyr
No. 365, Blue Water
No. 302, Turboliner

No. 16, Lone Star
No. 324, Hiawatha Service
No. 4, Southwest Limited
No. 361, Wolverine

No. 51, James Whitcomb Riley

No. 8, Empire Builder

No. 326, Hiawatha Service

No. 10, North Coast Hiawatha

No. 304, Turboliner
No. 392, Shawnee
No. 328, Hiawatha Service

No. 363, St. Clair

Chicago

7:00 a
7:37 a
7:45 a
8:10 a
8:30 a
8:52 a
9:00 a
9:30 a
9:50 a
10:00 a
10:10 a
10:30 a
11:55 a
12:10 p
12:24 p
12:40 p
12:45 p
12:52 p
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6:20 p
6:30 p
6:30 p
8:20 p
8:30 p
9:24 p
9:40 p
9:50 p
10:00 p
10:30 p

Departures

No. 360, Wolverine
No. 301, Turboliner
No. 321, Hiawatha Service

No. 391, Shawnee

No. 9, North Coast Hiawatha

No. 323, Hiawatha Service

No. 50, James Whitcomb Riley

No. 7, Empire Builder

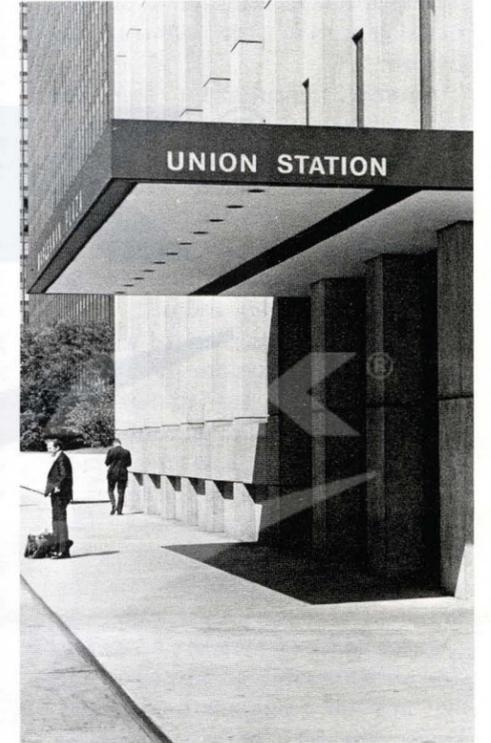
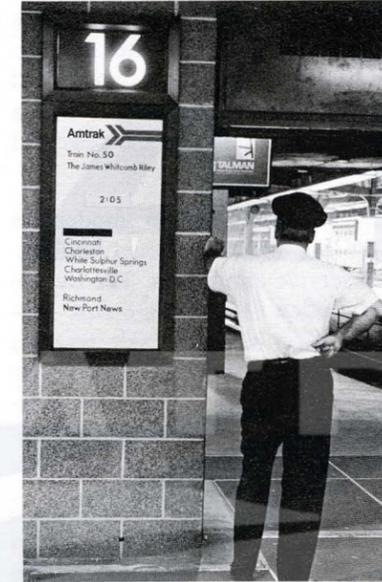
No. 364, Blue Water
No. 5, San Francisco Zephyr
No. 381, Illini
No. 40, Broadway Limited
No. 362, St. Clair
No. 325, Hiawatha Service

No. 15, Lone Star
No. 303, Turboliner
No. 347, Illinois Zephyr
No. 59, Panama Limited
No. 305, State House
No. 371, Black Hawk
No. 327, Hiawatha Service
No. 3, Southwest Limited

No. 52, Floridian

No. 331, Hiawatha Service

Still "The Hub"



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"Right now I'm spending a great amount of time at the station to see how everything works," said Peduzzi. "So far, I'm impressed. Everyone here is doing a great job."

Peduzzi is an expert in the field, having held a similar post with the Denver Union Terminal Company. He has also been a Customer Service Representative for Amtrak in Denver.

Another improvement that has been made in Chicago is in getting accurate train information to the throngs in the station. Previously there was only one location in the ticketing area where the public could find track numbers and times for arriving and departing trains.

In early July that changed with installation of television screens located throughout the station. The strategically-placed screens show train arrivals and departures, track numbers and the reason for delays, if any. Therefore, passengers in any part of the station can glance at the screen, find the needed information, and proceed to the proper train gate.

These improvements are especially vital as the number of travelers using the terminal continues to increase. Traffic has risen on existing routes into the station because of Amtrak service improvements, advertising, and the energy shortage.

Furthermore, Chicago is a busier place because of programs by the States of Illinois and Michigan to re-

store or increase regional train services to Quincy, Springfield and Champaign, IL, Dubuque, IA, and Port Huron, MI. More trains, of course, mean more passengers.

Another boost to patronage has resulted as the type of equipment used on the Chicago-St. Louis line has improved. The Amtrak program to test the French Turboliners on that route has cut the running time and increased business. Four additional Turboliners are scheduled to serve a route out of Chicago in the spring of 1975.

Amtrak's program to modernize the station has also benefitted on-board service employees. The Remittance Office where on-board employees turn in their cash receipts was formerly a modified ticket window. The location was less than desirable from a security standpoint because large monetary transactions were carried out in a public area.

In early July the office was moved to a modern room adjacent to the ticket office. The room is securely locked and access to it is controlled, increasing the security of the office and safety of employees. Instrumental in establishing the new office was Steve Lombardo, Chief of Security for the Central Region.

These achievements in the Chicago terminal are the result of hard work and careful planning by Amtrak employees, and the responsive spirit of

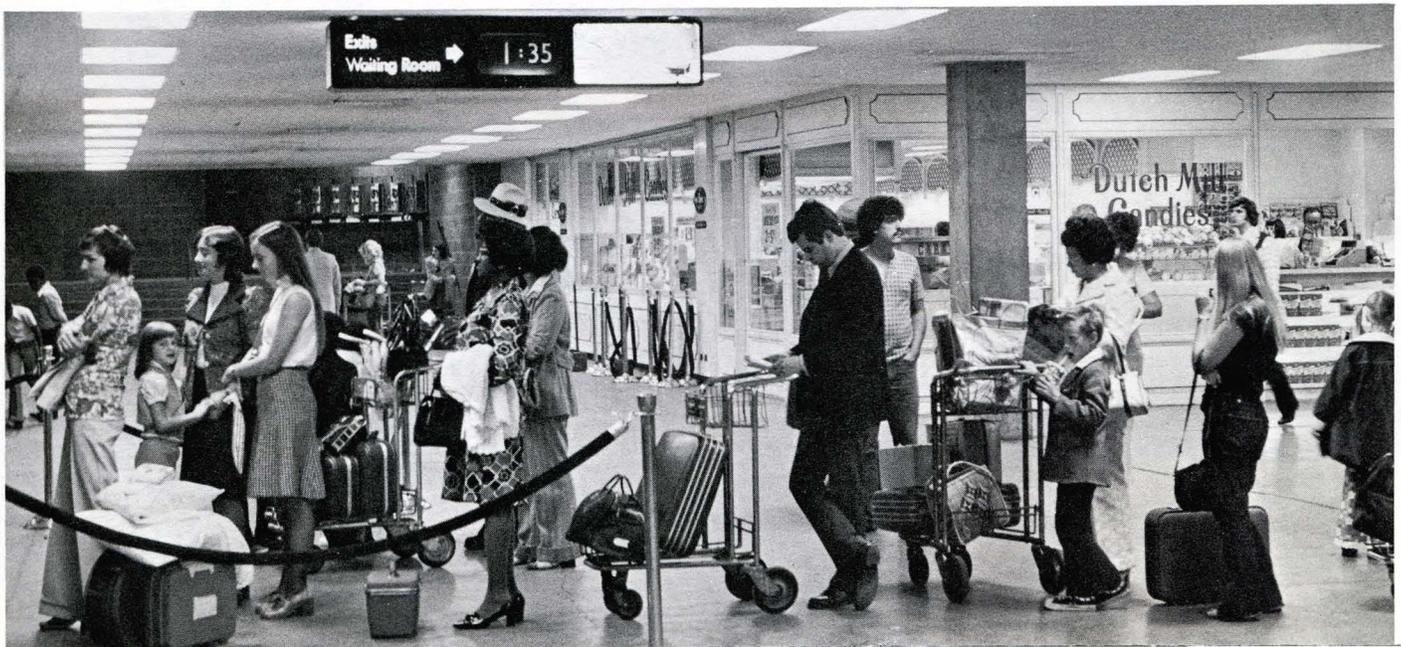
Chicago Union Station Company employees.

"We've found that the cooperation afforded by Chicago Union Station personnel is just tremendous," said R. F. Ringnald, Regional Manager, Station Services—South Central. "Bill Freund, General Manager, Elmer Fries, Operations, and Frank Nugent, Mail & Baggage, perform jobs which encompass not only Amtrak but big commuter operations of the Burlington, Milwaukee Road and Penn Central Railroads. Even with all the demands on their time, they've dedicated themselves to helping Amtrak."

One of Amtrak's first major accomplishments was to consolidate all its Chicago intercity train operations in Union Station. That was in 1972. Now Chicago is an easier place for a passenger to transfer between trains, and while doing so he'll find a capable, experienced staff to help him with any problem; a new ticket office equipped with the latest in reservation equipment; a cleaner, brighter, freshly-painted station; a curb-side baggage claim area; a new televised information system; more trains to more places, and modern Turboliners on the run to St. Louis.

In the future he'll find a new lounge and baggage area superior to what is found at many airports. Compared to those five different stations in five parts of Chicago, it is obvious that Amtrak has made significant progress.

R. Daly photo



Celebrity Watching On The Train

Although many of the famous "glamour" trains are gone, the 20th Century Limited and the Florida Special to name two, today's trains still attract the rich and famous.

According to General Supervisor of Special Services Christie Koontz, celebrities are a common sight on West Coast trains, particularly on the Coast Starlight/Daylight. Pearl Bailey is a frequent Southwest Limited passenger and an outspoken train enthusiast. Author Irving Wallace chose the Sunset Limited to transport him from Los Angeles to Phoenix to make a speech recently and Attorney Melvin Belli rode from San Francisco to Washington, DC on the San Francisco Zephyr and the Broadway Limited.

Some celebrities even own their own private rail cars, among them Comedian Jackie Gleason and Sam Wiley, owner of the Houston Astro-dome.

East Coast trains are not without their famous riders. Twice each week, Newsman John Chancellor commutes on the Metroliner from

Washington, DC to New York City to tape his broadcast. Martha Mitchell has been a frequent Metroliner passenger, also New York Congresswoman Bella Abzug.

Amtrak's Florida trains are equally star-studded, particularly the Silver Meteor. Carol O'Connor, star of "All in the Family" television show, made the trip recently and proved to be more of an attraction for passengers than the scheduled on-board entertainment. Specialist Passenger Handling Debbie Dews, a former PSR, remembers Count Pierre de Montmarin, past president of Peugeot automobile corporation, who immensely enjoyed the Meteor's bingo game. Count Montmarin also was the



proud winner of two horse race games aboard the Meteor.

Christie Koontz's most exciting experience as a PSR occurred when Eleanor McGovern rode the Metroliner during the 1972 presidential campaign. Christie keeps Mrs. McGovern's thank you letter on her office wall as a reminder of "the most gracious and charming woman I've ever met."

PSR Carol Hoyem was the envy of the other PSRs when she had Paul Newman, his wife Joanne Woodward and their three daughters as passengers on the Coast Starlight. The Newmans were traveling from Los Angeles to San Luis Obispo.

Left, Former Attorney General Ramsey Clark on the Adirondack inaugural. Above, Johnny Cash filming a TV special on the SF Zephyr.

J. Bryant photo

TOURIST—Continued from page 3

this theme with a "History in the Making" brochure which states, "You don't need a car at all. With your Tourmobile ticket, just climb aboard and ride in comfort to the Washington Monument . . . etc."

Not long after McLeod's article had been released, it was picked up by news services and flashed around the country. This caught the eye of people who were planning ahead for the Bicentennial year in Washington and in many other tourist attractions in this country. They began relaying the theme, "You don't need a car at all."

In Washington, Radio Station WMAL—the ABC affiliate, and a member of the Washington Star Station Group, picked this up for its weekly editorial theme on the subject of "The Bicentennial—Festival or Fiasco."

WMAL outlined its series by saying,

"The Bicentennial is coming . . . whether we're ready or not.

In just two years . . . Washington's tourism is expected to double. The nineteen million visitors we now receive every year will grow to thirty-five or forty million.

They will come from all across the Nation. They will come from Overseas.

And they will come whether we are prepared for them or not.

They will come driving into downtown Washington during rush hours. . . ."

And then developing this theme, WMAL went on to say,

"We must convince our out-of-town visitors that they absolutely do not want to try to drive into this city—no way.

Now it is not easy to separate the average American tourist from his car. Doing it will require a massive un-selling job. Instead of encouraging tourists to drive to their nation's capital . . . we've got to lay out the facts for them in a way they'll understand.

Progress Report: Station Repair & Rehabilitation

September is proving to be a particularly productive month for Amtrak's facility repair and rehabilitation program. In addition to the ongoing station repair effort, renovation began this month at the new Hialeah, FL commissary and approval was given for several major construction projects including new stations for Roanoke and Bluefield, VA, stops on Amtrak's planned Norfolk-Cincinnati route.

Hialeah

Amtrak is leasing a building at Hialeah for its new Miami commissary. Renovation and installation of commissary equipment have begun.

Norfolk-Cincinnati route

Designs were approved recently for new stations at Roanoke and Bluefield, VA. In addition, repair work will begin later this month at the following stations also on the new Amtrak route: Norfolk, Petersburg, Suffolk, Crewe, Farmville, Lynchburg, Christiansburg and Narrows, VA; Welch and Williamson, WV and South Portsmouth, KY.

Boston-Chicago route

Field surveys have been made and preliminary planning is underway for repair and rehabilitation of stations along this second planned Amtrak route.

September 11 Manning of Several Stations

Ticket clerks were added to several previously unmanned stations this month necessitating various degrees of station repairs: Lima and Canton, OH and Battle Creek, Jackson and Niles, MI. Repair work at Lima included interior and exterior painting, upgrading of the ticket counter, floor repair and resurfacing of the platform and parking area.

Amtrak and the City of Canton are considering razing the old Canton station and replacing it with a smaller, modern structure. Amtrak-financed repairs at Battle Creek,

Jackson and Niles will consist primarily of interior and exterior paint, installation of additional lighting and platform and parking lot repairs.

Jacksonville, FL

Major expansion of the Jacksonville station has been approved including enlargement of the parking area and construction of a separate track area for mail handling and train servicing. Bids will be taken in October and work should be completed by spring.

Poinciana, FL

Poinciana, FL will become a stop on the Champion and Silver Star, September 15, offering passengers convenient access to Walt Disney World. A temporary terminal building has been constructed with a 900 ft. track side canopy and 1800 ft. station platform. Parking has been provided for 150 cars.

Detroit, MI

Amtrak and the Penn Central met September 11 to finalize plans for re-opening the main entrance to the Detroit station. The State of Michigan has agreed to partially finance repairs which would give passengers direct entry to the waiting room and ticket area.

Kingston, RI

This month a Penn Central crew is completing repairs begun by volunteers at the Kingston, RI station. The interior is being painted and floors sanded and re-varnished. Volunteers previously painted the exterior a striking "Newport blue" with white trim and refinished interior benches and woodwork.

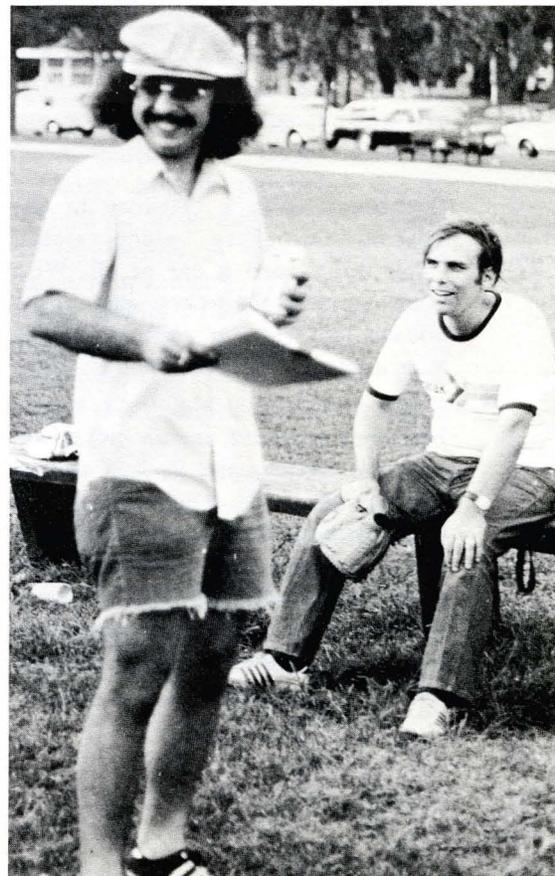
Chicago Union Station

Part one of a major renovation of Union Station Chicago has been completed. The main waiting room and entrance have been cleaned and painted. Now work has begun on the relocation of commuter ticket counters to make room for a new lounge and baggage handling facility.

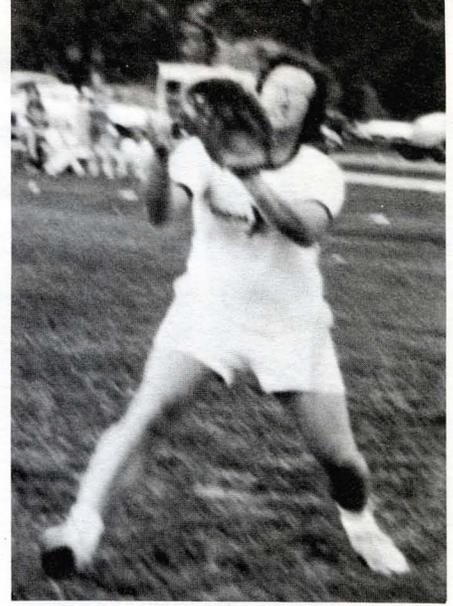
SOFTBALL SCORES

Amtrak 6	Sen. Montoya's staff	4
Amtrak 9	Cong. Crane's staff	8
Amtrak 17	Sen. Jackson's staff	8
Amtrak 20	GSA	4
Amtrak 20	White House	15
Amtrak 17	Sen. Eagleton's staff	6
Amtrak 12	Sen. Montoya's staff	2
Amtrak 15	Lucky Pierre Restaurant	14
Amtrak 29	Lucky Pierre Restaurant	5
Amtrak 17	Sen. Brock's staff	11
Amtrak 9	Sen. Buckley's staff	8
Amtrak 14	Merle Lynch Corp.	10
Amtrak 10	Federal Reserve Board	11
Amtrak 12	Nat. Assoc. of Security Dealers	11
Amtrak 20	Wash. Service Bureau	9
Amtrak 22	Public Broadcasting Sys.	12
Amtrak 15	Blyth-Eastman (Brokerage)	10
Amtrak won by forfeit—	Cong. Crane's staff	
Amtrak 7	AutoTrain	11
Amtrak 26	Bensalem CRO	27
Amtrak 23	New York CRO	10
Amtrak 1	Merle Lynch Corp.	8
Amtrak 16	Sen. Jackson's staff	11
Amtrak 14	British Embassy	8

R. Daly photos



Amtrak Headquarters Softball Team—A Winning Season



Amtrak Says Farewell To First Employee



R. Daly photos



Amtrak said goodbye to its first employee, Public Relations Assistant Barbara Morris, August 23. Ms. Morris, Amtrak's receptionist for the corporation's first year and a half of existence, left to become secretary to Amtrak board member Gerald Morgan. Her farewell cake (left) was in the shape of a gigantic Washington Post front page, commemorating her responsibility for gathering and distributing media clippings on Amtrak. President Roger Lewis and most of Amtrak's vice-presidents were among those attending her farewell party at headquarters, Washington, DC.

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bution to date has been approximately 20 percent.

Repairs, completed in time for Amtrak's May 19 timetable change, have resulted in an average speed of 40 mph between Springfield and White River Junction, with a 50 mph limit on some stretches of the line.

Prior to this repair work, the Montrealer was forced to operate at speeds as low as 20 mph over some segments. Repairs have consisted primarily of tie and ballast renewal and resurfacing.

Boston & Maine is proposing to budget \$1,385,000 in 1974 for track maintenance and upgrading on this line. Amtrak would contribute ap-

proximately \$186,000 as its share of the upgrading costs.

According to H. F. Longhelt, Amtrak's Chief Engineer, if this program is accepted by Amtrak, it will result in a further reduction of 20 minutes in the Montrealer's running time, or an overall schedule of 3 hr. and 10 min. between Springfield, MA and White River Junction, VT.

Amtrak

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