

Hilltopper Draws Record Crowds On Special Dollar Day Run

One of the best travel bargains anywhere was offered by Amtrak on Aug. 16 when \$1 was charged to ride the *Hilltopper* between Bluefield, W. Va., Richmond and intermediate points.

The result: The *Hilltopper* carried over 650 passengers in each direction that day, a record for any Amtrak train ever operated in Virginia.

Most people rode east to Richmond, left the train and looked around the

new station, and got right back on the westbound train.

Amtrak people aboard suspect that many passengers will try Amtrak again because the travelers were shameless in their praise of Amfleet equipment. A typical comment was, "It's not like the trains used to be!" Many riders had never been aboard a train before.

The special fare purposely was offered on the lightest travel day of the

week, a Tuesday. Despite that, so many requests for space were received that Amtrak kept adding equipment to the train to meet demand.

The *Hilltopper* was finally limited to 10 cars because more equipment could not be spared. A waiting list in the Jacksonville reservations office grew to over 100 names and reservations and ticketing agents began turning people away.

Special recognition is deserved for Amtrak service employees aboard the train — Joanne Abraham, Charlotte Brown, Donald Ewald and Carla Dillard.

Passengers and Amtrak personnel were vocal in their acclaim for the spirited N&W conductors and trainmen who are assigned to the *Hilltopper*, especially N&W Conductor "Casey" Jones assigned to the Roanoke-Crewe portion of the run.

Other persons helpful aboard the train included Mich Sakovich, station supervisor at Alexandria; Scott Hunni-

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Fall Promotional Fares Set

New and revised fall promotional fares for designated trains throughout the Amtrak system will take effect Sept. 15.

The new excursion fares, which will offer substantial discounts on round trip travel, were designed to increase ridership on many routes where it normally dips after Labor Day weekend and the end of peak summer travel. The fare offerings will range from fixed-rate discount fares to round-trip fares a few dollars higher than the normal one-way fare.

The following routes will benefit from the new or revised excursion fares:

- **Northeast Corridor** — The 30-day off-peak round-trip coach excursion fare featuring up to a 25 per cent discount will continue, but travelers will now be permitted to travel on trains with a scheduled departure time prior to 11:00 a.m. on Fridays and Sundays. A special round-trip excursion fare good for 35 days will offer up to a 33 per cent discount to passengers traveling on Tuesdays or Wednesdays with origin or destination stations on the shore route north of New Haven.

- **Montreal to Florida** — Passengers traveling between Montreal and

Florida cities will be offered a round-trip discount fare of \$149, saving up to \$79 over regular fares.

- **Montrealer** — For \$5 more than the one-way fare, passengers may purchase a round-trip ticket on the *Montrealer* between Montreal and Philadelphia, Baltimore or Washington, saving as much as \$35 on the round trip fare, with a 4-day limit. This fare offering will be in effect through Nov. 15.

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Amfleet cars such as the one pictured above which display the international wheelchair symbol have been refitted with special restrooms and coach seats to accommodate handicapped travelers. (See story, "Amtrak Easing Handicapped Barriers" on page 4.)

Fall Fares

(Continued from Page 1)

• **Adirondack** — For \$5 more than the one-way fare, passengers will be able to travel round-trip between New York and Montreal on the *Adirondack* over a 3-day period, saving \$23.50 over the regular round-trip fare.

• **New York to Florida** — A discount fare of \$109 will allow passengers to travel between New York and any Florida city round-trip, saving as much as \$57 over the regular round-trip fare. A \$99 round-trip fare will apply between Baltimore or Washington and Florida cities, and both fares are good for travel any day of the week.

Passengers traveling between New York and Savannah will be offered a

special discount round-trip fare of \$80, resulting in a saving of \$38 over the regular fare. The round-trip must be made within 7 days, and comparable discounts will also be available between Savannah and the following cities: Philadelphia, Wilmington, Baltimore, Washington and Richmond. This offer is also good through November 15.

• **Colonial** — Passengers traveling on the *Colonial* between stations New York through Philadelphia will be offered a round-trip ticket, good for return in 4 days, for \$5 more than the regular one-way fare, resulting in savings of up to \$28.

• **Broadway Limited** — A 30-day round-trip excursion discount fare of up to 25 per cent off the regular round-

trip fare will apply to passengers traveling on the *Broadway* between Chicago and stations Harrisburg and east.

Passengers traveling between New York or Washington and Pittsburgh or further west will be able to purchase a round-trip ticket for only \$5 more than a one-way fare if they return within five days. This offer is good through November 15.

A two-day, round-trip fare of only \$2 more than the one-way fare will be available through November 15 to passengers traveling the *Broadway* between Pittsburgh and Harrisburg.

• **National Limited** — A discount round-trip fare for \$5 more than the normal one-way fare will be offered through November 15 on the *National Limited* for travel between New York or Washington and stations Pittsburgh and west. Travelers must return within five days.

A two-day, round-trip fare of only \$2 more than the one-way fare will be available through November 15 to passengers traveling on the *National* between Pittsburgh and Harrisburg.

• **Lake Shore Limited** — A 25 per cent discount on the round-trip fare between Boston or New York and stations Toledo through Chicago on the Lake Shore route will be good for trips under 30 days. The discount fare will also apply between stations where a savings over the regular round-trip fare results. A round-trip excursion fare for \$5 more than the one-way fare will also be available between New York or Boston stations west of Erie for round-trips of five days or less. These offers are good through November 15.

• **Chicago-Detroit** — Amtrak will offer the same 25 per cent discount for a 30-day off-peak round-trip excursion fare that it features in the Northeast Corridor. Passengers may not board trains scheduled to depart between 11 a.m. and midnight on Fridays and Sundays.

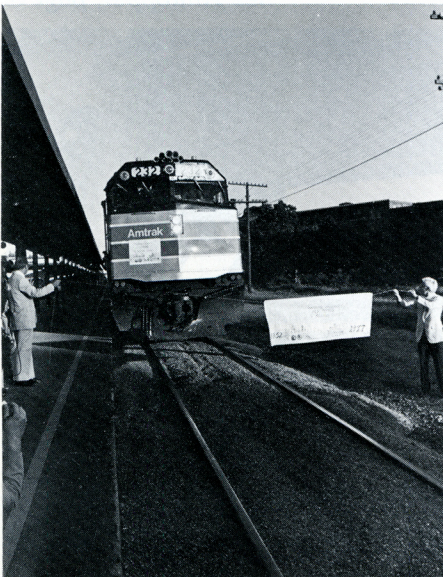
• **Chicago-Minneapolis, Dallas-Laredo, Fort Worth-Houston** — All three of these routes will offer 30-day round-trip excursion fares featuring up to a 25 per cent discount over the normal round-trip fares.

Rockford, Ill., Amtrak Mark Railroad Anniversary

Amtrak had a central role in the 125th anniversary of railroading in Rockford, Illinois, Aug. 12, 13, and 14. Speeches, signs and a train display were featured.

Amtrak officials, U.S. Congressman John B. Anderson, (R-Illinois) and Mayor Robert McGraw, rode the Amtrak Rockford special train cars, and participated in a ceremony at the Rockford station.

C. James Taylor, Amtrak regional



Mayor McGraw (left) and Rep. Anderson hold ribbon for Amtrak locomotive.

vice president, and William Harsh Jr., chief of railroads for the Illinois Department of Transportation, saluted Rockford.

Congressman Anderson spoke of "the magic of railroads" when he recalled his first train ride as a boy. He also spoke of the need for train transportation to save energy. "We're not going to do it without a balanced transportation system," he said.

"I'm proud and happy Congress... has established Amtrak as the means of restoring the railroad as passenger transportation," Anderson said. "Passenger service fell on evil days, but under the leadership of Amtrak, we now have a chance to make a comeback."

Mayor McGraw welcomed the guests and pointed out that the city was incorporated in 1852, the same year railroad service began. The celebration was organized by the North Western Illinois Chapter of the National Railway Historical Society and Mayor McGraw's staff.

Three engines, from Illinois Central, ConRail and North Western Railroads, and an Amfleet coach were on display at the Rockford Station for the weekend.

• **Chicago-Seattle** — Passengers traveling between Chicago and Seattle on either the *Empire Builder* or the *North Coast Hiawatha* will be offered up to a 25 per cent discount on a 30-day, round-trip excursion fare between endpoints. The special fare will result in a savings to the traveler of \$57.

• **San Francisco Zephyr** — Up to a 25 per cent discount on a 30-day, round-trip excursion fare will be offered on the *Zephyr* between Chicago and San Francisco, and between all stations locally in the Denver to San Francisco territory.

• **Southwest Limited** — Passengers traveling between Chicago and Los Angeles will be offered up to a 25 per cent discount on a 30-day, round-trip excursion fare between those cities on the *Southwest Limited*.

• **Panama Limited** — A five-day round-trip excursion fare for only \$10 more than the one-way fare will be available through November 15 between Chicago and New Orleans. This fare will also be good between intermediate stops where a savings results.

• **Floridian** — A one-way special fare of \$60 will be offered on the *Floridian* between any two cities where a savings results. The normal one-way fare between Chicago and Miami, for example, is \$82, resulting in a savings of \$22.

• **Coast Starlight** — An \$89 discount round-trip fare will be offered passengers on the *Coast Starlight* between Seattle and San Francisco. A \$77 dis-

count round-trip fare will be available between Portland and San Francisco. Both fares require that the return trip be made within 30 days.

• **Vancouver, B.C.-San Diego** — A special round-trip discount fare of \$129 will be offered to travelers between Vancouver and San Diego. This discount fare will result in a saving of \$63 over the regular round-trip fare.

Amtrak has extended its special fare offering for passengers who originate or terminate trips in various cities served during the “wee hours” of the night on selected routes. Such passengers can purchase round-trip coach excursion fare tickets for two dollars more than the regular one-way fare.

The excursion fares are valid for travel for 32 days in addition to the date travel begins and apply to selected cities along the following Amtrak routes: the *Lake Shore Limited*; the *Broadway Limited*; the *James Whitcomb Riley*; the *Floridian*; the *Inter-American*; the *Lone Star*; the *Southwest Limited*; the *San Francisco Zephyr*; the *Pioneer*; the *Empire Builder*; the *North Coast Hiawatha*; the *Sunset Limited* and the *Coast Starlight*.

Tickets will be sold for most cities through November 15, with the exception of cities along the routes of the *North Coast Hiawatha* and the *Empire Builder*, which will be sold through October 29.

Zephyr Hits Derailed Freight; 3 Crew Injured

Amtrak cook Rose Ferree, injured in an August 27 derailment while working on board the westbound *San Francisco Zephyr*, remained in fair condition in an Illinois hospital at press time.

The accident occurred about 5 p.m. on the outskirts of Chicago when the *Zephyr* struck the wreckage of a Burlington Northern freight train which had derailed moments before.

Two other *Zephyr* crew members, both Burlington Northern employees, remained hospitalized last week following injuries suffered in the derailment. Engineer Boyd R. Witt was listed in satisfactory condition and fireman Clyde Hughes was reported in good condition. The remaining 29 persons who had been taken to area hospitals following the accident — including 24 of the 192 passengers on board the train — had been treated and released.

The Amtrak train was enroute to San Francisco when it struck the wreckage of the derailed Burlington Northern freight which had spilled over to the westbound track on a railroad bridge over Illinois Harbor Railroad tracks. The lead Amtrak locomotive went over the bridge onto the tracks below. The second locomotive and four baggage cars derailed but remained upright on the bridge, and nine passenger cars stayed on the tracks.

The *Zephyr* was pulled back to Chicago's Union Station where it was inspected and given a new operating crew and new locomotives. It departed again for San Francisco at 11:50 p.m.

Until the wreckage was cleared from the tracks, Amtrak trains were being detoured over Santa Fe Railroad tracks between Chicago and Galesburg, Ill., and passengers at the stops missed by the detour route were being bused to the nearest train stop.

Sacramentan To Link Amtrak, BART

A new train, *The Sacramentan*, will provide the first direct link between Amtrak and BART, San Francisco's Bay Area Rapid Transit System.

Scheduled to begin service on October 30, the state-supported *Sacramentan* will operate daily between Oakland and California's capital city. The run each way is expected to take about two hours. At Oakland there will be a trainside bus service to and from San Francisco's Transbay Terminal.

Intermediate stops will include Richmond, with a cross-platform transfer

to BART trains, plus Martinez, Suisan-Fairfield and Davis.

The *Sacramentan* will offer the first Amtrak service to Richmond and Suisan-Fairfield. Martinez is a stop on the *San Francisco Zephyr*, serving Denver and Chicago. Both Martinez and Davis are stops on the Los Angeles-Seattle *Coast Starlight*.

Amtrak and the California Department of Transportation will share both operational expense and the \$300,000 cost of capital improvements to stations and trackage.

Amtrak Easing Handicapped Barriers

The O'Hare Exposition Center in the Chicago suburbs was humming — with motorized wheelchairs and scooters, hydraulic chair lifts, chairs that climbed stairs, hospital beds that raised and lowered, reclining chairs with built-in back massagers, and mobile homes and vans especially equipped for disabled drivers. Those were just a few of the items on display at the first annual International Disabled Expo on August 19-21.

A sign in front of the center proclaimed the 1970's "The Decade of the Disabled." And the people inside the center firmly believed it.

People with many different kinds of disabilities toured the exhibits looking for products that could improve their life styles and permit them to live more independently. Many wore buttons that boasted "I can do it," and the things some of them could do were amazing. There was a young man on a stretcher who wheeled himself around all day; quadriplegics (paralyzed from the neck down) who activated their own motorized wheelchairs by puffing on an electronic switch; and many with leg braces and crutches who walked around to every exhibit.

The only thing that prevents many disabled individuals from doing anything an able bodied individual can do is a "barrier." A barrier can be structural, such as doors or aisles that are too narrow, or stairs that prevent access by a wheelchair. Or it can be attitudinal, such as a company policy or practice that discourages use of its goods or services by disabled individuals.

The three day expo was filled with conferences and workshops that discussed removal of barriers to make buildings, employment, education, and transportation accessible to disabled people.

Pete Lassen, Director of the Federal Architectural and Transportation Barriers Compliance Board, was the speaker on intercity transportation.

Lassen has consulted with Amtrak on the design of accessible cars on the Amfleet, Rohr Turboliners and Superliners. In his remarks he noted that "Amtrak is making a very strong effort to make their trains accessible." He added, "It is not only by law that they have to make provisions for the handicapped, it is also by their own desires."

He also noted, however, that Amtrak is not perfect yet, and one of the major problems is getting passengers in wheelchairs on and off the trains.

John Gillis of Amtrak's on-board

Access Amtrak



A Guide to Amtrak Services for Elderly and Handicapped Travelers

Amtrak 

"Access Amtrak" — a guide to Amtrak services for elderly and handicapped travelers," is now available. Copies already have been sent to CROs and stations system-wide. If you have not received a copy and would like one, write or call Amtrak Public Affairs in Washington.

service department spent several hours going through the 150 exhibits looking at ramps, lifts, and other devices that Amtrak might use to solve the boarding problem.

Sue Stevens of the public affairs staff spent three days at the expo attending the workshops, answering questions about Amtrak, and distributing the new "Access Amtrak" booklet that describes Amtrak services for handicapped passengers. Amtrak was the only public transportation company represented at the expo.

Over a thousand booklets were distributed, and reactions were generally positive.

"The most frequent complaints were aimed at stations with architectural barriers, and the problem of getting on and off the train," Stevens said.

The best testimony of Amtrak's willingness to serve handicapped travelers came from Mrs. Gladys Adams who rode Amtrak to the expo from Framingham, Mass.

Mrs. Adams uses a wheelchair, though she can stand and walk a little bit with the help of a cane. She did not want to fly because the airline she called said she would have to travel with an attendant; on Amtrak she could travel alone. And besides, her late husband was a Penn Central engineer, and she was looking forward to trying train travel again.

She called the Bensalem CRO and reserved a roomette on the Lake Shore Limited. She arranged for the Framingham volunteer fire department to help her board the train. On board the train her car attendant, Robert C. Fitzgibbons, brought meals to her room and prepared her bed for her. When she arrived in Chicago, Mr. Fitzgibbons and a station employee helped her off the train. The management of the expo had arranged for a "medicar" to meet her at the station and take her to her hotel.

Mrs. Adams said everyone at Amtrak, including the Conrail trainman (who turned out to be an old friend), was very helpful. She found it particularly helpful to be able to talk with an Amtrak employee in a wheelchair when she called the CRO.

However, she did have a few suggestions for improvements: Open the Framingham station again; design a roomette with a bed that does not cover the toilet; and permit disabled railroad pass-holders to make reservations more than 24 hours in advance of travel. For her own peace of mind, Mrs. Adams reserved early for her return trip and paid the full fare, even though she has pass privileges.

Keeping Track Of Amtrak

Palmetto Service Reduced

Amtrak will take another step to reduce its losses to operate within a lower federal subsidy by reducing frequency of its New York-Savannah train, the *Palmetto*, from daily to four times a week beginning Sept. 11.

Departures from New York will be Thursdays through Sundays and from Savannah Fridays through Mondays, the busiest travel days of the week. The *Palmetto* will continue daily operation on the New York-Philadelphia-Washington portion of its route.

The train will again run daily between November 18 and January 8 to accommodate holiday travelers. From January 9 through June 15, 1978, the *Palmetto* will revert to a four-times-a-week operation.

The *Palmetto's* frequency reduction is expected to reduce Amtrak's deficit by about \$200,000 during the next fiscal year. Cutbacks on four other Amtrak routes will reduce Amtrak's deficit by a projected \$5.5 million. These actions were taken in preparation for a projected budgetary squeeze in fiscal year 1978, which begins October 1.

Ridership on the *Palmetto* is normally lightest between Labor Day and Thanksgiving and from January through June, the periods when service will be four-times weekly.

Major intermediate points served by the *Palmetto* include Richmond, Rocky Mount, N.C., and Florence and Charleston, S.C.

Riley Renamed Cardinal

Amtrak's *James Whitcomb Riley* will be renamed the *Cardinal* effective Oct. 30.

The new name was chosen because the Cardinal is the State Bird of all six states served by the Riley — Illinois, Indiana, Ohio, Kentucky, West Virginia and Virginia.

Major points along the Riley's Washington, D.C.-Chicago route include

Charleston, W. Va., and Cincinnati.

Amtrak officials cited several reasons for the name change:

- People outside of Indiana are not as familiar with the Hoosier poet for whom the train was formerly named.
- The *James Whitcomb Riley* name is lengthy and difficult to remember.
- Service improvements to the train, including a schedule change and new Amfleet equipment, have been accomplished recently and officials felt the train's new image deserved a new name.

Other names under consideration included the Trailblazer, George Washington, Daniel Boone, Virginian, Queen City Limited and Allegheny Limited. Some of the proposed names could not be used because they are copyrighted by other corporations.

Of all points served by the Riley, only the District of Columbia recognizes a different bird — the Wood Thrush.

The former New York Central System introduced the *James Whitcomb Riley* as a "de-luxe all coach streamliner" between Chicago, Indianapolis and Cincinnati in 1941. When the service was transferred to Amtrak in 1971 the trains operated under two names, the *James Whitcomb Riley* and the *George Washington*. This soon proved to be too confusing to passengers, so the *George Washington* name was dropped.

Passenger Praises Employee

Peter J. Noto, Jr., arrival and departure clerk, Chicago Union Station, was commended for his consideration of the traveling public by one of the passengers he aided.

Wrote Mary Lou Sawyer, Jersey City, "One of our garment bags was left at Penn Station and on arrival in Chicago I spoke to Mr. Noto about it. He went out of his way to try to locate it.

"He finally did find it, and sent it to us at the Holiday Inn in Chicago Heights



Peter J. Noto

where we were staying. Because of his concern and effort, it got to us in time for the wedding we were to attend."

Mrs. Sawyer continued. "On our return trip I observed him at work, this time at the information desk. Despite the crowds, he was patient, polite, concerned and helpful to all the passengers. When it was boarding time he was the one to validate our tickets. My husband told me it was a pleasure to shake his hand."

Noto began work for Amtrak in Chicago in the Central Reservations Office in April 1972. The following October he was promoted to lead agent at the CRO, then was named a supervisor at the Los Angeles CRO in April 1975.

He returned to Chicago in March 1976 to work in Union Station because, as he says, "I wanted to be out with the trains and the people." He has been working at the station since then.

Before coming to Amtrak, Noto was an administrator with TWA in Los Angeles. Prior to that he was a movie stuntman for a short period of time and also worked for Greyhound.

Amtrak Takes Over Boston Station

Amtrak welcomed aboard 78 new employees on July 1 when it assumed operation of Boston's South Station. The takeover was the latest in a series of such actions by Amtrak since it purchased the Northeast Corridor last year. Amtrak now operates most major station facilities in the Corridor.

Amtrak Gets Rare Look At Railroads of U.S.S.R. And E. Europe

Two Amtrak employees recently got a rare, behind-the-scenes look at a few of the nationalized railroads in the Soviet Union and Eastern Europe.

Thomas L. Kennedy, manager, budget and cost administration at corporate headquarters in Washington, and Lee Fisher, supervisor of property accounting for the northeast Corridor in Philadelphia, left July 15 for a two-week rail study tour which included visits to Finland, the U.S.S.R., Poland, Czechoslovakia and Austria.

The tour was sponsored by *Progressive Railroading* magazine in conjunction with Citizen Exchange Corps, a nonprofit organization which sponsors special interest group tours of the Soviet Union. These specialized tours permit U.S. citizens involved in specific industries or occupations to meet their Soviet counterparts. Most of the 49 tour members represented U.S. railroads and railroad equipment manufacturers, a situation Fisher said enhanced the educational benefits of the tour for him. Frank Richter, *Progressive Railroading's* publisher, served as tour leader.

First stop for the group was Helsinki, Finland, where the American railroaders were the guests of the Finnish

State Railway. After meeting with Finnish railway officials to exchange information and ideas on railway management structure and operating problems, the group was taken on an inspection tour of a new locomotive and passenger car maintenance facility. They also visited the two-year-old Helsinki signal tower, a modern, highly automated signalling system which replaced five smaller signal towers and which has resulted, Finnish officials claim, in considerable labor savings and increased efficiency of train handling.

From Helsinki, the group took an overnight train trip to Leningrad, traveling "hard class," which meant four persons to each sleeping car room. Kennedy and Fisher were both too busy observing the ride to get much sleep.

"Our first indication from the inspections in the Helsinki terminal area that the Finnish track is in excellent condition was verified during our ride from Helsinki to Vainikkala on the Soviet frontier," Kennedy said. "The track in the Soviet Union from Wiborg to Leningrad was definitely inferior to the Finnish track, and our track speed dropped from about 75 m.p.h. to approximately 55 m.p.h. with considerable swaying, indicating possible out-of-gauge conditions."

In Leningrad, the group was hosted by the October Railway, one of 28 separate, state-owned railroads in the Soviet Union. There, they toured the yard tower of one of the major classification yards in the Leningrad terminal complex and had an opportunity to inspect the Soviet-built "Minsk 32" computer at the railroad's Computer Center.

It was then on to Moscow by train over a 402 mile, nearly straight route. According to Kennedy, the roadbed was "excellent" and most of the track was of continuous welded rail laid over concrete ties.

As guests at the Ministry of Railroads' Information and Technical Center, they observed training aids and

working display models of track machines, rolling stock and signal systems. The Center is responsible for carrying out technical studies on problems which face the Soviet railways and implementing solutions. It also operates 25 schools of advanced experience throughout the country.

A major highlight of the tour for both Kennedy and Fisher was the "RAILWAY TRANSPORT - '77," the Soviet Union's second annual international exhibition of railroad equipment and technology. According to Kennedy, displays of Soviet track and diesel equipment, Czechoslovakian electric locomotives and East German passenger cars dominated the exhibition. Although the bulk of the displays were of Soviet or Eastern European origin, several American companies participated, including Westinghouse, MYS Systems Corporation, Pullman Standard and Union Switch & Signal company.

The exhibition was held at Shcherbinka, a suburb of Moscow and the site of the Soviet Railway's testing center which has been in operation since 1932. Kennedy and Fisher man-

See Soviet Tour, Page 7



Fisher (left) and Kennedy (right) with a Czechoslovakian railroad official.



Kennedy examines a Czechoslovakian test track.

Amtrak Appoints

Cassandra H. Deck as Manager, Budget and Cost Administration, Eastern region, National Operations.

Deck reports to Gene Eden, regional director, administration, and will be responsible for the monitoring of day-to-day costs, capital appropriations and the annual budget.

Deck was senior analyst, budget and cost administration, prior to this appointment. Before that she served as a supervisor in general accounting for three years.

Prior to joining Amtrak, in 1973, Deck worked with the national accounting firm of Seidman & Seidman for six years. Deck is a native of the Washington, D.C. area.

Eugene R. Makowski as Manager, Food, Beverage and Equipment Planning, on-board services.

Makowski reports to Rex Holland, director of on-board services, and will be responsible for coordinating the activities of the regional on-board services group.

Makowski will concentrate on assuring that good food and professional service are the first thing the passenger encounters on the train. He will develop employee ideas and assist in regionalizing menus. Says Makowski, "They're carrying the real workload out in the regions. My function is to coordinate new ideas and make everyone's efforts work smoothly.

Makowski's background includes 15 years in the food/transportation industry, working with the Sky Chefs subsidiary of American Airlines. He has served as general manager of two kitchens, airport restaurants, director of quality control, manager of corporate employment, and most recently as general manager of the Cleveland facilities for Sky Chefs.

Makowski comes from a railroad family, his father retiring after 45 years with the New York Central. He has a degree in personnel and business administration from Michigan State University and is a Navy veteran.

Earl C. McClanahan as Manager, On-board Services — Washington.

McClanahan reports to Frank Forcione, Eastern regional manager-on-board services, and will be responsible for the Washington area crew base, commissary operations there and the improvement of the overall quality of on-board service for the city and surrounding area.

McClanahan joined Amtrak in 1973 as a service director. He subsequently became a passenger service agent, then district supervisor of operations for the Miami district in 1976.

Before joining Amtrak, McClanahan worked in the hotel industry for six years. He most recently managed a resort in the Bahamas.

Gerald T. Mescall as Manager Running Maintenance, Southwest district,

Mescall reports to Jim Cira, superintendent, Southwest district, and will be responsible for the running maintenance of car equipment throughout his district as well as Amtrak's maintenance facility at the 8th Street Coach Yard in Los Angeles. The district covers territory from San Diego to San Luis

Soviet Tour

(Continued from Page 6)

aged to arrange a trip for themselves around the center's test loop on the Soviet ER 200, a high-speed electric train set designed to go as fast as 200 kilometers per hour (about 120 mph).

"The exterior of the cars resemble our conventional coaches, while the inside compares with Amcoaches... the seating was comfortable and leg room was plentiful," Fisher recalled. "One innovation I immediately noticed was a digital speedometer located on both ends of the car above the doorways giving passengers a flashing indication of train speed."

After saying farewell to Moscow and the Russians, the group set out for Warsaw, where they encountered a red-carpet welcome from officials of the Polish State Railways' Research Institute.

"The Poles were exceptional," Fisher said. "They were the most open of all the rail officials we met. They answered

all our questions, and if they couldn't answer a question immediately, they got back to us later."

Kennedy and Fisher, both of whom deal with financial matters for Amtrak, particularly enjoyed meeting Edward Kopcinski, the Polish Railway's top financial and budget man. Fisher described him as "the most knowledgeable European railroad official we met." Some of the railroading topics they covered with Kopcinski included conversion from steam and diesel power to electric power, operating expenses and tariff policies.

The group received similar treatment in Prague as guests of the Czechoslovakian Railways. As in the other countries they visited, the Amtrak pair noticed a number of similarities between Amtrak and the European railroads. For one thing, Fisher noted, "it is just as difficult to discontinue a passenger train in Czechoslovakia as it is in the United States. First, discontinuance must fit into the Five Year

Plan and secondly, political pressure makes discontinuance very difficult," he said.

Both Kennedy and Fisher have written reports on their trip which they would be happy to share with interested co-workers, along with their extensive collection of photographs.

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Obispo and east to Winslow, Arizona and El Paso.

Mescall joined Amtrak in 1975 as supervisor, car maintenance-operations support at corporate headquarters. Prior to Amtrak, he spent 10 years with the Penn Central in positions ranging from production control coordinator to general foreman of Chicago's 12th Street yard.

Thomas C. Pearson as Manager, Performance Measurement, Eastern Region, national operations. Pearson reports to Gene Eden, and will be responsible for providing all management information essential to the regional vice president and the district superintendants for them to determine how the operating side of Amtrak is progressing. Pearson will be involved in monitoring the actual versus the budgeted operating expenses, inventory control and stocking levels, and providing key indicators showing operational efficiency.

Prior to this appointment, Pearson was senior analyst, budget and cost administration since joining Amtrak in March 1976.

Pearson is a native Californian, and

spent three years as a district manager with the American Appraisal Company.

Barry T. Sullivan as Assistant Director, On-Board Services, Eastern region, National Operations. Sullivan reports to Frank Forcione, director, on-board service, Eastern region, and will be responsible for coordination of on-board service policies and procedures

Hilltopper (Continued from Page 1)

cutt, general foreman of running maintenance, Russell Yard, Ky.; John Covault, Bluefield agent; Paul Lanegger, marketing route analyst, and Martin Kuhn and Tracy Easler, both of government affairs.

Special efforts were made by station staffs at Bluefield, Roanoke, Lynchburg, Farmville and Richmond to assist the sizable groups of passengers.

Key to planning the successful event were John Baesch, assistant director-train operations in Washington and Kelly Hughes, district manager-Piedmont District, in Richmond.

One passenger pointed out that Bill McMannis, reservation agent at Ben-

throughout the region. One of his prime responsibilities will be to achieve a consistent level of service on all trains.

Sullivan joined Amtrak in February 1974 as an on-board service director and subsequently became a traveling supervisor. After that, he was appointed an investigations officer in the Miami district and, in 1976, was appointed manager, on-board service, for the Miami district.

salem, Pa., did an excellent job on the phone reserving space and giving information for the trip.

Amtrak credits both the Chessie System and the Norfolk & Western Ry. for taking extra steps to insure the good operation of the *Hilltopper*.

The dollar day fare was offered because when the Mountaineer was transformed into the *Hilltopper* on June 1 circumstances did not allow for an inaugural special. The promotion brought Amtrak new friends but cost significantly less than the expense of operating a display train along the route.

Print and broadcast media covered the promotion in Bluefield, Roanoke, Lynchburg and Richmond.



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