

## Amtrak, Auto-Train Sign Agreement, Will Operate Midwest-Florida Train



*Auto-Train's Garfield, left, Amtrak's Reistrup sign agreement.*

In a press conference ceremony held at Washington's National Press Club, Amtrak President Paul Reistrup and Auto-Train President Eugene Kerik Garfield signed an agreement for Amtrak to haul a daily Auto-Train between Louisville, Kentucky, and Sanford, Florida, for an experimental six-month period.

Auto-Train's cars will be attached to Amtrak's *Floridian* for the thousand-mile trip beginning October 31.

"Auto-Train service will now be available for the first time to Midwesterners traveling to and from Florida on a more convenient daily basis as a result of this agreement," said Garfield. "This agreement also opens the door to similar combined services elsewhere in the nation."

Auto-Train had operated tri-weekly service between Louisville and Sanford some time back. It later cut back to one round-trip per week but that was suspended last spring because of lack of equipment, aggravated by two derailments.

Amtrak had at one time considered operating its own auto-ferry service, named Auto-Track, between the midwest and Florida but decided against it after tests were inconclusive.

Reistrup noted, "The immediate benefit to passengers will be that Auto-Train will become a daily operation on this route. This frequency is certain to attract many travelers who want their automobiles at their destination but do not want to drive long distances.

"The public interest will be served as greater numbers of people elect to take the train, stay off the highways

## Break Ground For Cleveland Station

Groundbreaking ceremonies for a new passenger station were held by Amtrak and the City of Cleveland on Tuesday, August 31, at the East Memorial Shoreway site.

Participating in the ceremony were Al Michaud, Amtrak's vice president, marketing; Cleveland Mayor Ralph J. Perk; Richard Adler, executive vice president of the Greater Cleveland Growth Association; and R. E. Sullivan, vice president and general manager, Western region, Conrail.

Master of Ceremonies for the event was Bill Ehrig, Amtrak's state and local affairs officer, Washington.

Michaud remarked on the enthusiasm and support for passenger service in the city since the Lake

Shore Limited began operating last October.

Said he, "In April of this year, over 5,000 people got on and off trains here in Cleveland. This city's ridership has helped to make the Lake Shore Limited one of the most heavily traveled long-distance trains in the Amtrak system."

Mayor Perk praised Amtrak for its action in constructing the new facility for the city's passengers.

Nearly 100 persons attended the ceremonies, which were covered by all three Cleveland television stations as well as the print media. A five-piece band played and coffee and doughnuts were served to guests.

Sandy Cala, supervisor of opera-  
(See CLEVELAND, Page 7)



and thereby consume less fuel.”

Although Auto-Train will be attached to the *Floridian*, each company will continue to provide its own separate services. There will be no passenger access between the two sections. Auto-Train will remain intact, and coach and sleeping accommodations, as well as separate dining and lounge facilities, will be provided in each section.

Each company will continue to have complete jurisdiction over its marketing, sales, enroute service and maintenance personnel.

In the six-month agreement, which contains a year-to-year continuation option, Auto-Train agrees to pay all of Amtrak’s incremental costs incurred in the operation of the venture.

In addition, Auto-Train guarantees a minimum \$100,000 of its mid-west revenues towards the existing cost of operating the route. As revenues rise, Auto-Train will increase its payments to Amtrak on an agreed-upon sliding scale.

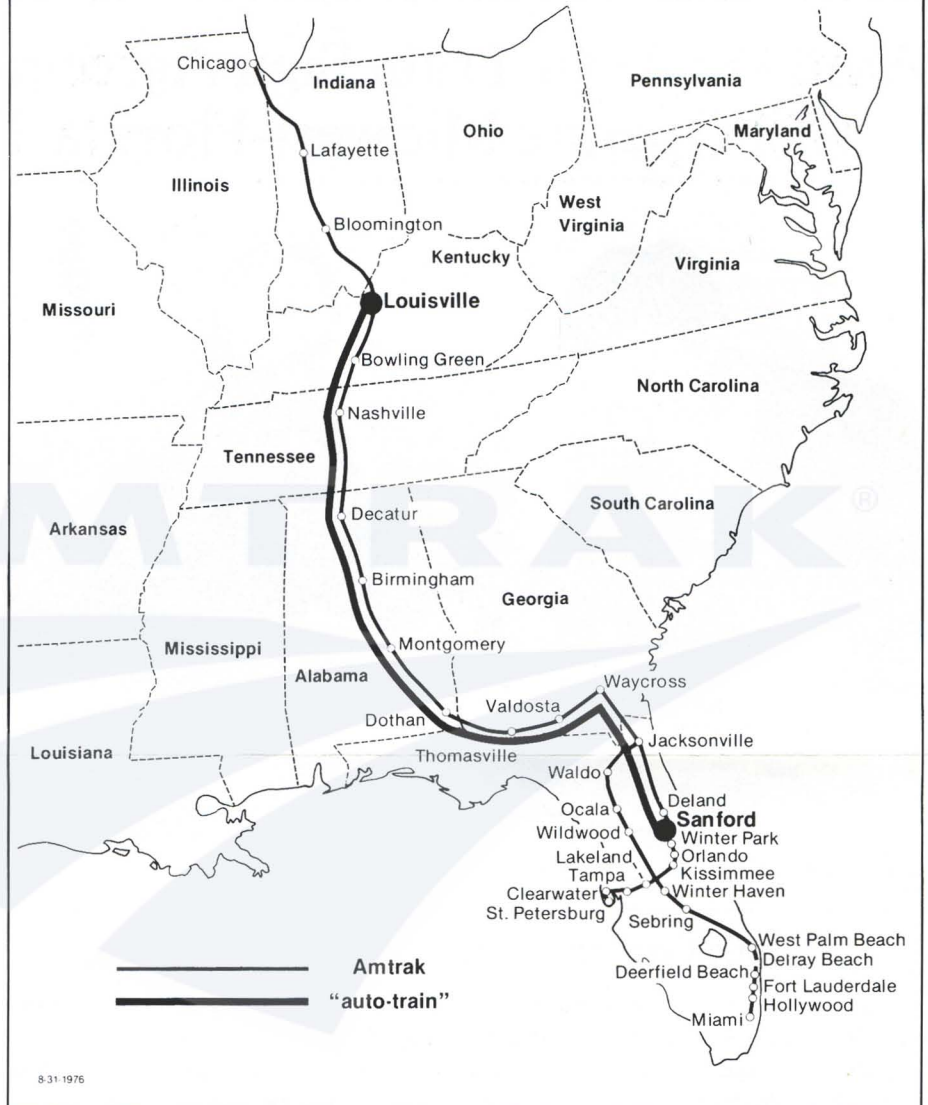
Amtrak will also share Auto-Train’s modern passenger station in suburban Louisville at no cost and will vacate the old Louisville station at 1000 West Broadway eliminating a 1.2-mile back-up move it now has to make. Amtrak passengers will find the new Auto-Train terminal far more attractive than the present one.

Auto-Train will directly benefit from the cost effectiveness of the combined operation and the greater revenue potential generated from providing daily service.

Amtrak’s *Floridian* and Auto-Train’s special automobile-and-passenger-carrying cars will be coupled together at the Auto-Train terminal in Louisville, hauled together to Sanford, Florida, where the Auto-Train cars will be taken off the train. The Amtrak section of the train will have ten cars; the Auto-Train section nine, three of which will be fully-enclosed automobile carriers.

Amtrak will also change the *Floridian*’s scheduled on October 31 so that passengers between Chicago and Florida will be aboard the train for

## Amtrak—Auto-Train Corp. Route of *Floridian*- “auto-train” service



two days and one night, as opposed to two nights and one day as presently scheduled.

The revised schedule will mesh with attractive arrival and departure times, at both ends, for Auto-Train. Amtrak had planned the schedule improvement to boost ridership on the train even without the combined operation with Auto-Train.

Details of the new schedule are not available until negotiations are completed with the Louisville and Nashville and Seaboard Coast Line railroads, over which the combined trains will operate.

Auto-Train Corporation’s Lorton, Virginia, to Florida route is specifically excluded from the joint agreement.

Auto-Train, which pioneered auto-ferry service in the United States has transported over 400,000 automobiles and over 1.2 million passengers since it went into business in December 1971.

Amtrak and Auto-Train plan to continue exploring other routes for combined service. Top candidate for the next joint service is the Chicago-Denver route, followed by a routing along the west coast.



# On-board Crew Quarters To Be Upgraded in Chicago

Amtrak on-board service personnel working out of Chicago's Union Station will soon have new crew quarters and remodeled offices for their use.

Amtrak plans to renovate 6,600 square feet of the former station services office and to construct entirely new wash, locker and lounge facilities for on-board personnel at an estimated cost of approximately \$200,000.

The new offices for the station manager and crew base supervisory personnel will be located on the main floor of the station in the northwest corner of the waiting room. The remodeled offices will be used for crew

administrative functions including staff meetings, training and customer relations. The remodeling should improve traffic flow, efficiency and general working conditions.

The new crew quarters will be located one floor below the main waiting room in the southwest corner of the building in what once were public men's and women's washrooms.

The entire area will be stripped of the old equipment and new partitions and walls erected. Entirely new plumbing and electrical fixtures will be installed and the area completely repaired and repainted.

The new on-board women's wash and locker room will contain four combination shower-dressing rooms plus 50 lockers. The men's section will have six showers, plus 250 lockers.

Included in the new facility will be two lounges which will be carpeted, air-conditioned, fluorescent lighted, and outfitted with chairs, tables, sofas and television. Crew members will have an attractive place to go after arrival on trains or while they are waiting to go to work.

Work on the new facilities should begin in early October and be completed by mid-January.

## Ski Pass Announced; More Agents To Sell Amtrak

An Amtrak Ski Pass which will allow eight trips for the price of six through the 1976-77 season was unveiled at the 46th World Travel Congress of the American Society of Travel Agents meeting in New Orleans September 12-17.

The tickets will be good for eight one-way coach trips to and from any one of 30 Amtrak stations serving ski areas. They will be valid for travel between November 15 and April 7, inclusive, except for blackout periods during Thanksgiving, Christmas and New Years holiday periods.

In announcing the Ski Pass, Al Michaud, Amtrak's vice president, marketing, noted "A unique thing about this pass is that it may be used by any combination of passengers to travel a total of eight one-way trips. One passenger can make eight one-way, or four round-trips. Or he can take a companion on four one-way, or two round-trips. Or a group of eight can use it for one one-way trip."

Ski pass holders may upgrade, on a space available basis, to sleeping or parlor cars, or to Metroliner travel by

additional payment. However, they may not make advance reservations for such accommodations.

Michaud also announced at the Congress that Amtrak plans to add up to 6,900 "second level" travel agents to its sales force.

Of the some 12,000 United States travel agents approved by the Air Traffic Conference to sell airline tickets, 5,100 are "full service agents" authorized to sell Amtrak rail tickets and tours.

Fully-authorized agents are granted a 10 per cent commission on all Amtrak sales and write rail tickets on Amtrak-provided stock. They must meet minimum sales requirements and pay a \$100 certification fee, plus a \$40 annual renewal.

The new second-level agents will be paid five per cent commission but will not be issued any ticket stock and have no minimum sales requirements.

They will pay only \$32 yearly for a subscription to the Official Railway Guide, which contains Amtrak and other railroad schedules, plus fare and tour information. The agents will be issued Envelope Exchange Orders

which may be used to purchase Amtrak tickets or tour orders at stations or other ticket selling locations.

## Michigan Celebrates Transportation Week

Amtrak will celebrate Michigan's National Transportation Week by giving children under the age of 12 a free ride when accompanied by a parent.

From September 19 through October 8, parents will be able to take two children along free for every round-trip adult ticket they buy. The offer is good between any two points on the Chicago-Detroit and Chicago-Port Huron routes.

This offer does not, however, apply to the Jackson-Detroit train, the *Michigan Executive*; the eastbound *Saint Clair* on Fridays; or the westbound *Wolverine* or the *Saint Clair*, in either direction, on Sundays.

All Michigan trains, except the *Michigan Executive*, operate with either Turboliner or Amfleet equipment.



# Amtrak Takes Over Corridor Operations

Amtrak assumed the responsibility for directing the operations of all train movements in the Northeast Corridor on September 1 with the takeover of 70 Conrail train dispatchers.

The transfer of the dispatchers over to Amtrak was another step in the gradual assumption of functions previously performed by the Penn Central railroad. Charles E. Bertrand, vice president and general manager of the Northeast Corridor group, has placed the dispatchers under the direction of Robert A. Herman, regional vice president-operations.

The territory covers track from Boston to Washington (except between New Haven and New Rochelle

which remains part of Conrail's Metropolitan Region); New Haven, Connecticut, to Springfield, Massachusetts; and from Philadelphia to Harrisburg. The new dispatching control covers a total of 565 route miles which Amtrak recently purchased from Conrail.

With assumption of control of the dispatchers, Amtrak will be responsible for governing the movement of all trains on these routes, including Conrail freight trains and commuter trains operated by various state agencies.

The dispatchers are all members of the American Train Dispatchers Association. Superintendents and the divisions they are responsible for in

the Corridor are Richard J. Duggan, Boston; Charles S. Lowe, New York; Francis K. West, Philadelphia and Robert J. Hunter, Baltimore.

Full control of the Corridor is a result of agreements reached among Amtrak, Conrail and the railroad labor organizations involved in the takeover of personnel covering Corridor operations.

With this latest infusion of railroad employees, Amtrak has nearly completed the Corridor takeover. The company has already assumed control of electrical and communications personnel, maintenance of way personnel and equipment maintenance and station personnel. Amtrak will takeover the police department function later this month.

## Turboliner Inaugural Dates Announced

Amtrak will introduce its new Rohr-built turbine trains to New York State on Saturday and Sunday, September 18-19, with public displays of the streamlined Turboliners at cities along the Empire Service route.

Plans are to have one of the trains leave Buffalo on Saturday morning, spend the night in Syracuse, and then proceed to Albany-Rensselaer on Sunday. In the meantime, another Turboliner will be on public display in Grand Central Station on Saturday afternoon. On Sunday morning it will leave New York City and travel up the Hudson valley to rendezvous with the first train at Albany-Rensselaer on Sunday afternoon.

Harold Graham, Amtrak's vice president for service planning and New York Transportation Commissioner Raymond T. Schuler are expected to be among those on board the trains for the gala inaugural trips.

The trains will be open for public inspection at each of the cities served on Amtrak's "Empire Service" route.

Amtrak now has three of the high performance Turboliners ready for service in New York State. A fourth train is expected to arrive before the end of September. During the transition period, and while awaiting final clearances from Conrail and the Metropolitan Transportation Agency (MTA), over whose tracks the trains will operate, the first turbine trains were quietly slipped into service over segments of the route.

As additional Turbos become available, they will be phased into Empire service until Turboliner serv-

ice is provided on four daily round trips between New York and Albany, one round trip between New York and Syracuse, and one round trip between New York and Buffalo. A total of seven trains will be used in the service.

For the time being, existing schedules will be retained. Eventually it is hoped that the new trains, capable of speeds up to 125 miles per hour on improved track, will allow significant shortening of schedules on the Buffalo-Albany-New York run.

## Employee Passes To Be Renewed

Approximately 5,000 Amtrak employees will have their passes renewed automatically during October as their present ones expire.

The new passes will be mailed to the individual employee's home.

Employees who have moved since they were first issued their passes should make sure that the personnel records department has their correct

address on file. Also, employees who have had a change in the number of dependents should also similarly notify the personnel records section.

Forms—Number 59 for address changes and Number 92 for dependent status change—are available from regional personnel directors.

A wrong address could delay receipt of an employee's new pass.



# Keeping Track

## Caltrak San Diegan

The Caltrak *San Diegan*, Amtrak's newest train, began operations on September 1 with an inaugural run between Los Angeles and San Diego.

Dedication ceremonies for the train were held at Los Angeles Union Station prior to departure. Attending were Dave Watts, Jr., Amtrak's vice president and general manager, national operations; Senator James Mills, San Diego, president of the California Senate and author of the bill setting up the 403(b) service; Mayor Tom Bradley of Los Angeles; Adriana Gianturco, state director of transportation; and Don Burns, secretary of transportation for California. Governor Jerry Brown was scheduled to appear but canceled out at the last minute because of other commitments.

Watts, Gianturco and Mills rode the train to San Diego where another ceremony was held welcoming the train. Brief ceremonies were also held at cities along the route.

The Caltrak *San Diegan* will operate under Section 403(b) of the Rail Passenger Service Act which requires a state that requests such a train must reimburse Amtrak for 50 per cent of its total operating loss.

The new train, No. 774, leaves Los Angeles at 4:10 p.m., arriving in San Diego at 6:45 p.m. It returns to Los Angeles as No. 777, leaving San Diego at 8:20 p.m., arriving in Los Angeles at 10:55 p.m.

The trains stop at Fullerton, Santa Ana, San Juan Capistrano, Ocean-side and Del Mar.

## Sacramento Display Set

Amtrak will display an Amcoach and a new F40PH locomotive at the dedication ceremonies for the restored Arcade station in Sacramento, California, on September 25-26.

The station is the original Central Pacific railroad terminal from which construction began eastward for the

# The Need For Good Will

*The prosperity of Amtrak and the happiness of its employees depend in a great degree upon the good will of the public we serve. It, therefore, should be our ambition to make our service as efficient and as courteous as possible.*

*Patrons of Amtrak are our guests from the moment they enter our trains, our depots, our offices. Amtrak is judged largely by the impression we, as employees, make upon those with whom we come in contact. It makes little difference whether the employee is an official, a clerk, a train man, an agent, a stenographer or a dining car waiter — that employee, who for the moment is dealing with a patron, has the opportunity to create a good will that is valuable not only to Amtrak but to the employee as well. He is, for the time being, the sole representative of Amtrak through whom the entire operation is judged.*

*The public recognizes no distinction between departments of a railroad. Amtrak is judged by the acts of its employees, wherever found.*

*It is not enough that Amtrak furnish efficient and dependable transportation. It is just as important that the transportation be furnished in a courteous, pleasant and "human" manner that will meet the criticisms of an exacting public.*

*There is no greater personal gratification than that which comes from the feeling of having been helpful to others — of doing just a little more, perhaps, than was expected of us. Friendly service ultimately brings its reward. Every Amtrak employee is a salesman of Amtrak service.*

*No person at Amtrak can afford not to be pleasant and friendly with our patrons and among ourselves. Patience, toleration and neat personal appearance are qualities necessary in every efficient employee who comes in contact with our patrons, if Amtrak is to prosper and our employees are to progress.*

*And our pride in ourselves, our work and our railroad as an institution of service, should prompt us to keep informed on those things about which the public asks. A well-informed employee is usually an efficient employee. A group of well-informed and courteous employees makes an efficient Amtrak.*

*(See Box, Page 6)*

nation's first transcontinental rail line. That line joined the westward-building Union Pacific on May 10, 1869 at Promontory, Utah.

The station will house a museum and also display a historical collection of rolling stock donated by the Pacific Coast chapter of the Railway and Locomotive Historical society.

Included will be two ex-Virginia and Truckee steam locomotives, one altered to resemble the CP's "Jupiter," which was present at the Gold Spike ceremonies at Promontory.

Also on display will be a vintage freight train of the early 1900s, Lucius Beebe's private car, the "Gold Coast," and a group of passenger cars that span the period from 1920 to 1950.

Amtrak's Amcoach will be coupled next to one of the vintage cars pre-

sented a graphic contrast in equipment.

The Santa Fe, Western Pacific and Southern Pacific railroads will each display their bicentennial locomotives.

## Vacation Discount

Amtrak employees are eligible for a discount at the Vacation Village of Florida, Clermont, Florida, near Disney World and Orlando.

Two types of accommodations are available; a Sun Villa, that sleeps up to six, or a Sun Loft, a double-decked chalet-styled unit, that can sleep up to eight. Each unit has a kitchen and a dining-recreation area.

The offer does not apply during holiday seasons or the months of February, March, June, July and August.



# Amtrak Appoints

**Charles W. Hayward** as **Director, Programs and Budget**, Finance Department. Hayward reports to Mel Baker, controller, and will be responsible for the formulation, justification and execution phases of corporate and departmental budgets. He will also direct status reporting on the utilization of capital and operating budget authorities, and will be responsible for budget department support to development of the corporate five-year programs.

Prior to this appointment, Hayward was senior program and plans officer within the finance department, a position he held since joining Amtrak in December 1975.

Hayward spent 25 years with the federal government in various budget analysis positions and has a background in engineering as well as budgeting.

**Frank E. Rizzuto** as **Marketing Services Director, Northeast Corridor**. He will report to J. Stewart Warden, director, transportation coordination, Northeast Corridor, and will be principal liaison between the Corridor group and corporate marketing in Washington, Conrail, state and local transportation and development agencies in all matters pertaining to marketing directives, procedures and policies concerning Northeast Corridor service and operations.

Rizzuto had formerly been regional manager sales, in Chicago. He joined the railroad industry in 1945 in the passenger department of the Illinois Central railroad. He held various positions with that company, including director passenger sales and service from 1968 to 1970, and director commuter operations and services from 1970 to 1972. He came to Amtrak in 1972 as a regional service manager, serving as such until he was named regional manager sales in Chicago.

Rizzuto was educated at Wright Junior College, Carlton College and

the University of Illinois. He is a past president of the American Association of Passenger Traffic officers, and a member of the American Society of Travel Agents, SKAL, the Traffic Club of Chicago and the Chicago Passenger Club.

**David J. Beatty** as **Regional Director, Operations-Central region**. Beatty reports to Regional Vice President C.J. Taylor, and will be responsible for train operations and planning coordination between his six district superintendants and the operating railroads in the region.

Prior to this appointment, Beatty was district superintendant, Chicago Metro district. He joined Amtrak in 1974 as manager of station services for the Central region.

Beatty's railroad career goes back to 1958 and the Chicago and North Western Railroad, where he worked for 16 years as an operating officer in various capacities. He is a graduate of Platville State Teachers College.

**Leon W. Borst** as **Manager of Sales, Montreal**. Borst will be responsible for sales activities in the largest city of Canada.

He will also maintain liaison with the Canadian National Railways, with which Amtrak now has an interline sales agreement, as well as with CP Rail, Air Canada and other Canadian travel organizations.

Borst is a quadrilingual former sales specialist with Sabena and KLM airlines and can speak French, English, Dutch and German. A native of The Netherlands, he has worked in Montreal since 1967.

Borst's most recent responsibilities with Sabena were in developing and promoting tour packages through travel agents and associations, an activity that will be useful to Amtrak in the French-Canadian market.

**Richard H. Cockley** as **Manager-Training, Northeast Corridor**, with headquarters in Philadelphia. Cockley will also report to J. Stewart Warden and be responsible for coor-

inating and implementing all training programs within the Corridor as well as for designing, developing and implementing training programs unique to the Corridor group.

Cockley, a native of Wyomissing, Pennsylvania, has been with Amtrak since 1974 and has held similar responsibilities at corporate headquarters. Prior to his Amtrak service, he had been director of education for Computer Hardware Consultants and Services, Inc., of Newtown, Pennsylvania. Prior to that he spent 18 years in various positions with IBM.

Cockley received his bachelors degree in education from Millersville State Teachers College.

**Gunther K. Settele** as **District Sales Manager, Los Angeles**. Settele reports to Jerry Sheehan, Western region sales manager, and will be responsible for Amtrak sales in the Southwest district which includes Southern California, Arizona, Nevada, New Mexico and part of Texas.

Prior to his new appointment, Settele was manager of the Los Angeles CRO, a position he has held since joining Amtrak in 1973. He spent eight years with Pan American World Airways in various positions, most recently as unit manager for reservations.

Settele moved to the United States in 1962 from his native Germany where he spent his youth in a small town in Bavaria. His experiences there included three years in the service as national recreation area ski patrol commander.

## Vintage Advice

The "editorial" on page 5 was actually printed in the 1920s in the employee magazine of a major American railroad.

It is printed in *Amtrak News* verbatim, except for the insertion of "Amtrak" for the railroad's name.

The sentiments expressed over 50 years ago — during the height of the railroad passenger business — certainly apply just as well today.



## CLEVELAND

(Continued From Page 1)

tions and stations, Cleveland, said, "It was a real fine ceremony. Everything went well and when we're done the city will have a good, modern facility for its use."

The station is being built on land made available to Amtrak by the city. Cleveland is also providing additional approaches to the new station. The access roads will also serve a parking lot and the downtown loop bus.

Amtrak has awarded the construction contract, worth \$551,950, to the firm of Jance & Co., Willowick, Ohio. Construction has already begun and the new station should be completed by next summer.

The station will be able to accommodate as many as 150 passengers and visitors and will incorporate

## New York State Fair Display Viewed By Thousands

An estimated 150,000 persons passed through Amtrak's Turboliner that was on display at the New York State Fair in Syracuse between August 31 and Labor Day. That amounts to almost one-third of the entire fair attendance.

Herb Fox, Amtrak's manager of sales for upstate New York, reports a high interest in the train because of advanced publicity about its going into Empire Service.

"Hundreds of questions were asked about the equipment and about Amtrak in general," he says. Amtrak personnel handed out information about Amtrak tours, schedules and

modern ticketing and baggage facilities and a comfortably furnished lounge.

the various fares available to the public, as well as paper engineers' hats, post cards and Turboliner buttons and fliers.

The exhibit schedule began with a wine and cheese party for local travel agents, civic officials and other dignitaries hosted by Ed Murphy, district sales manager, New York; Fox; and Mike Sciandra, senior sales representative, Buffalo.

Personnel who represented Amtrak at the fair included, besides Murphy, Fox and Sciandra, Bill Harris, senior sales representative, New York; Greg Conville, Paul Nestor, Marie Todor and Cynthia Le Blanc, sales representatives, New York; and Amtrak's new on-board sales representatives.

Technicians responsible for setting up the train and answering technical questions included Pat Henesey, supervisor, locomotive operating procedures, Albany; Paul Lemoine, field technician, Albany; Bill Kibler, field technician, Chicago; Art Prentiss, district superintendent, Albany; and Don Kiash, district supervisor of service, Syracuse.



Photo By Van Dillard, Cleveland Press

Wielding shovels at Cleveland station groundbreaking are, left to right, Al Michaud, Amtrak's vice president, marketing; Conrail's R.E. Sullivan; Cleveland Mayor Ralph Perk and Richard Adler, Greater Cleveland Growth Association.

### AMTRAK NEWS

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# Presidential Limericks

## Penned by CRO Agent

Ray Kauders, reservation and information agent in the New York City reservations office, is Amtrak's "Limerick Laureate," creating short poems about the Presidents of the United States.

From Washington to Ford, they wittingly touch upon some of the high points and foibles of the leaders of this country.

A sampling follows, but if *Amtrak News* readers would like to see the rest of the Presidents eulogized, they can drop Kauders a line at the NYP CRO and ask for the entire list.

### George Washington

Washington, bred of old English station,  
Stayed the spark of a very young nation.  
Forged it sound as The Bell,  
Then bade glory farewell  
For a peaceful, Potomac plantation.

### Thomas Jefferson

Jefferson - save a few key amendments,  
Was *declarer* of our independence.  
For a tolerant, tame stake,  
Bought Napoleon's namesake  
To embrace all the creole descendents.

### Andrew Jackson

"Old Hickory," man of frontier,  
Bested Injun and Red Coat and peer.  
From election turmoils  
Rose his *system of spoils*  
And a hand for the bold pioneer.

### Zachary Taylor

Fearless soldier was  
"Old Rough and Ready,"  
Trouncing redskin and Mexican head'y.  
Exempt from his frolic  
He died of the colic;  
And the slavery showdown  
loomed steady.

### Abraham Lincoln

Abe Lincoln, most humble of clay,  
Swore his soul to the Blue and the Gray.  
He wrestled with Sorrow  
That each man's tomorrow  
Might ever be God's for today.

### (Stephen) Grover Cleveland

Grover Cleveland, for worldly relations,  
Stressed some duty-free  
raw importations.  
Dollar par was his zeal;  
(Also silver's repeal)  
And with Britain  
reared grave implications.

### Theodore Roosevelt

"Teddy" Roosevelt, for peace exercise,  
Won the sought, first U.S. Nobel Prize.  
To converse — or canal,  
He was "roughriding" pal;  
While he *Bull-Moosed*  
the trusts their demise.

### Calvin Coolidge

Calvin Coolidge, the people long pun,  
Wielded Boston's  
'police-famished' gun.  
Then atoned for disgrace  
Lodged in Harding's high place  
While he simply "did not choose to run."

### Dwight David Eisenhower

To the fore, on a second "crusade"  
Rallied "Ike"-unto world accolade.  
He made haste with the clock  
As the Communist bloc  
Grimly called the proverbial spade.

### Post Script

(Ray Kauder, of New York's CRO,  
Wrote the lines you just read, ho, ho, ho.  
His humor is touching,  
His manner *debauching*,  
The man has no reservations,  
you know . . . The Editor)



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