

## More Service Cuts Announced As Budget Squeeze Continues

Amtrak will take further steps to trim its losses by running fewer trains in the Northeast Corridor and on three other routes beginning October 30.

The action follows previous announcements of reduced frequency on one eastern and three western routes due to reduced federal subsidies. The latest routes affected are:

- **Northeast Corridor** — An average of 22 trains per day out of 120 operated will be reduced on the Boston-New York-Philadelphia-Washington route; between New Haven and Springfield, Massachusetts, and between Philadelphia and Harrisburg. Trains targeted for the cutback in the Northeast were selected to minimize impact on travelers. For example, train 227, leaving New York at 7:05 p.m. for Philadelphia, will be dropped because train 177 operates just five minutes earlier. Extra cars will be added to handle heavier passenger boardings on the remaining trains.

- The *Shenandoah*, operating Washington-Cincinnati via Parkersburg, West Virginia, will run four times a week on the busiest travel days, westbound on Thursdays through Sundays and eastbound Fridays through Mondays. The change is contingent on a Department of Transportation legal opinion since the train was designated as an experimental service by the Department.

- The *Hilltopper*, linking Washington with Catlettsburg, Kentucky, will operate four times a week, leaving Washington Thursdays through Sundays and returning Saturdays through Tuesdays.

- **Chicago-Milwaukee** Turboliner service will be reduced by one daily round-trip (Chicago's 8:30 a.m. departure and Milwaukee's 8:20 a.m. departure) and the Sunday-only trains

will also be eliminated (leaving Chicago at 10:30 p.m. and leaving Milwaukee at 7:20 p.m.).

Amtrak also modified its previously announced Florida service plans. The New York-St. Petersburg train, the *Champion*, will not be restored on December 14 as had been planned. Instead, a train to Florida's west coast will be added on October 30 as a section of the New York-Miami train, the *Silver Meteor*. Separate trains will operate to both Florida coasts during the winter

holiday travel period to meet peak travel demands.

Total service reductions announced to date are expected to reduce Amtrak's deficit by an estimated \$28 million during fiscal year 1978.

The projected budgetary squeeze, including inflation, is set at \$50 million. Amtrak had requested a \$534.1 million operating budget to maintain its nationwide services. The administration proposed a budget of \$500 million and Congress appropriated \$488.5 million.

## Three Station Projects Approved By Board

At its August 31 meeting, Amtrak's Board of Directors approved funding for three projects involving station improvements at Schenectady, Omaha, and Charleston, West Virginia.

The Board approved paying for two-thirds of the cost of constructing a new

**passenger station at Schenectady**, provided the state of New York pays the remaining one third, and the City of Schenectady provides the land.

The state, city and Amtrak have reached an informal agreement for  
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## Amtrak to Ask For Supplemental Money

Meeting in a special session on Monday, September 19, Amtrak's Board of Directors decided to ask Congress for a \$56.5 million supplemental appropriation for fiscal year 1978 after being told by management that this is the amount needed to prevent reductions in trains and service during the fiscal year that begins October 1.

The Board met following widespread public reaction to announcements, such as the lead story in this issue, that substantial reductions in schedules and service must be made to live within the fiscal 1978 appropriation.

In its original submission to the Executive Branch and Congress last December, Amtrak had asked for \$534.1 million. Management pointed out to the Board that unexpected inflationary increases of \$11 million made even that figure too low now.

The Board action covers only money needed to meet operating expenses. A decision on whether to ask Congress to increase money available for capital expenses — like new equipment or facilities — was deferred to the Board's next regular meeting on September 28.



# Service Personnel Trainers

## Learn To Help Handicapped

How does a Reservation and Information clerk ask a handicapped customer what his or her physical limitations are without being offensive?

How does an on-board or station employee offer assistance to a blind passenger?

How does a service attendant take hold of a passenger to help him into the train, or from a wheelchair into a train seat, without bruising his body or offending his pride?

These are some of the questions Amtrak's National Operations department trainers were asking handicapped individuals who had volunteered their time to help Amtrak improve its service to handicapped travelers at special one-day training planning sessions held in Washington and Chicago.

Based on input from the consultants, the trainers will now supplement their lesson plans for training on-board and station personnel.

In Washington, Diane Lattin who works for the President's Committee on Employment of the Handicapped met with Martha Wright, John Lind-

inger, Jack Clifford, Ed Abramson, Elmo McCloud, Lee Alu, Joe Bellinger and Deborah Blick of National Operations training, and Peter Goodstein of corporate training. From her perspective as a paraplegic, Lattin was able to discuss the problems that she and others who use wheelchairs encounter when they travel.

Lattin emphasized that most handicapped people who need to travel, either for business or pleasure, do not have medical problems and do not want to be treated as invalids. Rather than offending them by offering assistance they don't need, she suggested approaching handicapped persons with the question "How may I assist you?"

When assisting a person onto a train the best question is still "How would you like me to assist you?" Each handicapped person has a different degree of independence and disability and what would be helpful to one person might not be helpful to another.

To lead a blind person through a station or train, lead, don't steer, Lattin suggested. "Let the blind person take



*Diane Lattin tries her wheelchair in a Metroliner car as Elmo McCloud, Martha Wright and Jack Clifford watch.*

your arm; don't grab his arm," she stressed.

"Always look directly at a deaf person when you speak to him so that he can read your lips," advised Lattin. She suggested that conductors and car attendants always carry a pad of paper so that important messages announced over the train's public address system can be written down for the benefit of a deaf passenger.

Lattin agreed that deaf or blind passengers, as well as other handicapped individuals, can help ensure that they receive the service they need by identifying themselves to station and train personnel. For example, at intermediate stations where a train stops very briefly, station personnel can make sure that handicapped passengers are in the proper position on the platform to facilitate boarding.

After the discussion, Lattin and the training group went out to the train platforms at Washington Union Station to take a close look at the problems involved with boarding different types of equipment.

Lattin instructed the trainers on the best way to lift both her and her wheelchair from a low level platform onto a convenient train. Tilt the chair back



*Amtrak trainers, left to right, Martha Wright, John Lindinger, Joe Bellinger, Deborah Blick and Jack Clifford of National Operations listen to advice from Diane Lattin, in wheelchair, on how to help handicapped travelers.*



and hold the chair by the handles on the back and the frame near the footrests, she advised.

She had no trouble boarding a Metroliner from the high level platform. However, after an inspection inside the car, she pointed out that there was no way she could use the tiny Metroliner restroom.

But would that stop Lattin from riding

the Metroliner? "Certainly not," she said. "Most handicapped people are able to prepare for all kinds of situations when they travel. But I would prefer riding a train like the Amfleet which has a restroom that can accommodate a wheelchair."

Amtrak trainers in Chicago also met with handicapped individuals and received similar advice. Martha Wright,

chief, on-board services training, said, "This is just the beginning of program development to better train service employees to meet the needs of handicapped travelers."

Better training plus better equipment plus more accessible stations will mean a smoother trip for many people, including the handicapped, and more business for Amtrak!

## Headquarters Begins Crosstown Move

The relocation of Amtrak's corporate offices in Washington, D.C., will begin September 30 when 120 marketing department employees begin moving from L'Enfant Plaza to the new headquarters at 400 North Capitol Street.

If all goes according to schedule, the movement of 1,300 headquarters employees should be completed by February 10, according to Forrest Griffith, director of office management, who is overseeing the four-month relocation project.

Griffith said the move is being made to save the company money and to consolidate headquarters employees in one building. At present, headquarters staff has outgrown its office space in the Amtrak Building and has overflowed to adjacent buildings at L'Enfant Plaza.

The new site offers lowered rent and some room for future expansion, as well as having a major additional advantage: it is located about one block from Amtrak's Washington Union Station with easy access to other downtown locations via Washington's Metro subway system. Amtrak will be occupying about 65 per cent of the brand new, 8-story H-shaped building, which is composed of north and south towers connected by a crossover.

The muted gold and pale green color scheme of the new quarters will be complemented by a charcoal brown carpet. As an economy measure, furniture now in use at L'Enfant Plaza will be moved to the new site.

Telephone company representatives are currently working with each Amtrak

section head on the installation of a new Centrex phone system. Again for economy's sake, the new phones will be black, and employees whose jobs do not require an excessive amount of phoning will have dial phones rather than touch-tone phones. There will also be fewer multi-button phones and more direct lines to individual employees.

The company's new address will be 400 North Capitol Street, N.W., Washington, D.C. 20001. Change-of-address post cards have been ordered and will be distributed by each department to its own mailing lists as it moves.

Representatives from each department will continue to meet regularly to help plan the upcoming move. Each of these "move coordinators" will be

assisted by a deputy coordinator and will be responsible for overseeing his department's moving process.

The mailroom, dispensary, travel office and supply room will be moved in phases to insure that no group of employees is left totally without these services once the move begins. In the early stages of the move, when there are fewer employees at the new site than the old, the major operations will be kept at L'Enfant Plaza and satellite units will be established at North Capitol Street. Later, when the bulk of employees have been relocated, the satellite units will function at the old site. During the entire move process, there will be hourly shuttle bus service between the two sites.



*Amtrak's new corporate headquarters building can be seen from the flower garden in front of Washington Union Station.*



# Railroad Patch Available

## To Scouts Seeing America By Train

Amtrak and the railroad industry have joined forces with the Boy Scouts of America to sponsor an official patch to be awarded to scouts who experience a train ride.

The attractive red, blue, black and gold patch was designed by Amtrak's Bill Keim, manager of sales at Edison, New Jersey. It features the scout emblem and a set of train tracks superimposed over an outline of the United States and carries the message "To see America is to love America."

Keim and a contingent of Amtrak sales representatives recently braved several days of rainy, muddy weather to promote the patch and railroading program to the scouts at their National Jamboree held in early August at Butler, Pennsylvania. They also helped several scouts complete some of the requirements for an official Boy Scout railroad merit badge.

To qualify for a patch, a scout must take a train ride and write a report about the trip for his scoutmaster. The scoutmaster then reviews the report and submits a copy of the scout's ticket to a local Amtrak sales representative. District sales managers are responsible for distributing the patches.

The idea for the program originally came from West Coast Sales Representative Cathy Cook, who wanted to develop some kind of program to help Amtrak reach the vast scouting market. Keim, whose sales territory encompasses Boy Scout headquarters in New Jersey, took the project on and, after a series of meetings with scout officials, won official scout sanction for the patch, which takes the scout a few steps toward winning his railroad merit badge.

For Keim, the jamboree represented his first experience sleeping in a tent. And despite the bad weather, he described the experience as "fantastic."

"This gave us an opportunity to reach quite a number of scouts and their leaders," he said. "They all seemed very enthusiastic about getting back on the trains."

Eastern Regional Sales Manager F. Paul Weiss said Amtrak's exposure at the Jamboree has already generated numerous requests for the patches and several tour bookings by scout groups.

In addition to Keim, other Amtrak employees who attended the Jamboree were Paul Nestor, New York City sales representative; Bob Dent, supervisor,



national group sales; Denny Hamilton, Chicago sales representative; Jon Green, Pittsburgh sales representative; Tom Sabo, district sales manager, Philadelphia; Jim Glasheen, Philadelphia sales representative; Jim Hatzold, general supervisor, Bensalem CRO, and Jim Smith, Bill Beading and Bob Gorgas, R&I agents, Bensalem.

## Scouts Cite Reistrup

Amtrak President Paul Reistrup was honored by the Boy Scouts of America as a "Distinguished Eagle Scout" in ceremonies held August 25 at Sioux City, Iowa.

Reistrup accepted the award before some 250 business leaders, Scouting officials and friends at a luncheon sponsored by the Sioux City Chamber of Commerce. The honor is bestowed by the National Court of Honor, Boy Scouts of America, to persons who earned the Eagle rank — Scouting's highest — more than 25 years ago and who have since distinguished themselves in business, profession or service to country.

Reistrup, a native of Sioux City, received his Eagle badge in October 1948 as a member of Sioux City Troop 1. He has since continued his service to Scouting as a troop committee chairman and advancement chairman in Olympia Fields, Illinois.



*Jim Smith, R&I agent, Bensalem, mans the Amtrak booth at the National Boy Scout Jamboree.*



# Montrealer Continues Popularity

## After Five years Of Operation

On September 29, Amtrak completes the fifth year of operation of one of its most cosmopolitan trains, the *Montrealer*, which links Washington with the chief metropolis of the French province of Quebec. The total passenger count is expected to total 1,688,000 for the five years.

Once unofficially called the *Bootlegger*, the *Montrealer* originally came into service in 1924. During the prohibition era Americans would ride it to Canada, load their suitcases with good Canadian rye whiskey and then attempt to outwit Federal agents at the border.

The original train, which was discontinued in 1966, was operated over five major railroads — the Pennsylvania, the New Haven, the Boston and Maine, the Central of Vermont and the Canadian National — and its consist frequently contained cars displaying insignia of all these lines.

When Amtrak revived the train in 1972, it became an almost instant success. One addition was a tavern-lounge car named Le Pub.

The *Montrealer* makes an overnight journey of 670 miles with stops at such cities as Baltimore, Philadelphia, New York, New Haven, Hartford and Springfield. The 23 stops include seven in Vermont. The trip takes 16 hours, 40 minutes and there's a lot of on-and-off traffic enroute.

Some of the train's most enthusiastic passengers are students of the many colleges along the route. In fact, students at Dartmouth College turned out en masse to help paint and renovate their nearby station at White River Junction, Vermont.

Throughout the winter months many passengers bring along ski equipment and the *Montrealer* serves as a ski train, serving such prime Vermont ski areas as Bolton Valley, Stowe and Sugarbush, plus providing a link to the Laurentians, just north of Montreal.

During the winter months, too, Canadians head south on the *Montrealer* to New York or Washington for connec-

tions to Florida.

Menus of the *Montrealer* are printed in French as well as English and include French-Canadian specialties.

The consist includes sleepers, reserved and unreserved coaches plus a tavern-lounge, diner and baggage car.

Special round-trip coach excursion fares are currently available between Montreal and certain cities south of New York. Through November 15 pas-

sengers may make the roundtrip between Montreal and such cities as Philadelphia, Baltimore and Washington for only \$5 more than the one-way fare. There's a four-day limit for return. A 31-day round-trip excursion fare, available between the same cities, offers a 25 per cent discount but is good for travel on Monday through Thursday only. Children pay one-half the adult excursion fares.



Skiers leave the rails and head for the slopes at Waterbury, Vermont, a stop on Amtrak's *Montrealer* route.

## Ski Tours Set For Winter

Amtrak's new 1977-78 ski tour programs will be offered with especially low tour basing fares, resulting in discounts as high as 40 per cent.

The special fares will apply only in connection with purchase of Amtrak-approved national package ski vacations which include hotel, skiing privileges and other features.

Jeanne Jones, chief of Amtrak's tour sales planning, said this is Amtrak's first use of a tour basing fare for a national program and is by far the biggest incentive Amtrak has offered skiers.

"We expect this to have a dramatic effect on skiers' travel plans this winter," she said.

The discount fares will be good for travel from November through April 30, except for the restricted holiday periods of December 17-24 and December 29-January 2.

The fares will be good for trips originating at any Amtrak station to 39 Amtrak stations serving designated ski areas. Discounts of 40 per cent will apply to 27 western and central destinations while discounts of 35 per cent will apply to 12 eastern points.

Return trip limit is 15 days in addition to the date of initial travel. Fares will be good for travel in coaches only and will not be accepted for travel in sleeping cars.



# Keeping Track of Amtrak

## Fare Hike Approved

Amtrak's Board of Directors approved a fare increase formula which is designed to raise fares on most Amtrak routes by about two and one half per cent this fall.

However, the increases will go to five per cent on a few routes, and some routes will get no increase.

The new fares will go into effect October 30. The calculations needed to translate the approved guidelines into specific fares between Amtrak cities will be completed by September

30 when the detailed information will go into Amtrak's computerized reservations system and be announced to the public.

In the meantime, these guidelines were approved by the Board:

All one-way fares presently under \$15 will be increased by a specific amount to avoid inequities caused by straight percentage increases. The increases in the under \$15 range will be as follows: zero to 99 cents — no increase; \$1 to \$2.99 — five cents; \$3 to \$4.99 — 10 cents; \$5 to \$14.99 — 25

cents.

While the target goal of the fare plan approved by the Board is a two and one half per cent increase, the formula also calls for higher increases on some routes where strong ridership gains or increased prices by other travel modes indicate that Amtrak prices are below competitive levels.

## Pass Policy Revised

Employees holding Rail Travel Privilege Cards (RTPC) or those who are otherwise eligible for free or reduced rate tickets will be eligible for two new benefits beginning September 15.

Slumbercoach accommodations, which are available on the *Broadway Limited*, the *Lake Shore Limited*, the *Silver Meteor* and the *Champion*, may be obtained by RTPC holders for one-half the regular one-way slumbercoach charge.

RTPC holders will also now be entitled to purchase Metroliner tickets for the difference between the one-way adult Metroliner fare and the one-way adult regular fare. This reduced rate will also apply to children 2-11 listed on the reverse side of the employee's RTPC. Reservations may be made and tickets may be purchased only on a space available basis and not earlier than three hours prior to the scheduled train departure from the passenger's boarding station.

## Apprenticeship Program Certified

Amtrak's apprenticeship program has been certified by the Department of Labor, a very significant milestone in the development of the program.

Certification by the Labor Department means that Amtrak's apprenticeship program has been examined and meets standards for training journeymen in various job crafts, including electricians, pipe fitters, sheet metal workers, machinists and carmen.

DeForrest E. Cline, national representative of the Labor Department's Bureau of Apprenticeship and Training, presented the certification to J.F. Roseman, Amtrak assistant vice president and chief mechanical officer, on August 26.

"The certification is significant because it means that the program is eligible for federal funding," said Cline. "Furthermore, journeymen who are eligible for veterans benefits can be reimbursed for their training."

Graduates of certified apprenticeship programs receive certificates of completion which are well respected by similar job crafts in all industries.

"It's an excellent job reference," said Gary Tomey, general supervisor for apprenticeship training at Beech Grove.

The first apprenticeship class of electricians began at Beech Grove on May 16, and training for the other job crafts is expected to begin in 1978.



J.F. Roseman, second from left, assistant vice president and chief mechanical officer, accepts apprenticeship program certification from DeForrest E. Cline of the Department of Labor. Looking on are A.R. Lowry, assistant vice president, labor relations, left, and Gary Tomey, general supervisor, apprenticeship training, and Jim Johnson, senior labor relations officer.

## San Joaquin Continues Daily

Amtrak's Oakland-Bakersfield train, the *San Joaquin*, will continue daily operation as a result of an agreement reached with the State of California.

Amtrak had planned to reduce frequency on the route to four times a week effective September 8 as part of a nationwide cutback caused by an insufficient federal subsidy.

Adriana Gianturco, director, California Department of Transportation (Caltrans), sought the agreement in light of increased ridership in the train in recent months.

The pact between Amtrak and Caltrans calls for continued daily opera-



tion of the train with the state reimbursing Amtrak for the difference in deficit between a seven day and a four day a week operation.

For the first six months of this year, the San Joaquin train carried 56,216 passengers, a 41 per cent increase over the 39,769 carried in the same period last year.

## Hiawatha Forums Planned

Amtrak plans to hold public forums to get the public's view on rerouting the Chicago-Seattle *North Coast Hiawatha* through Helena, Montana.

The proposed reroute would provide direct service to Logan, Helena, and Garrison, Montana, and would eliminate direct service to Butte and Deer Lodge, Montana.

The facts supporting the proposal for the reroute are as follows:

- The Burlington Northern's line through Butte is a branchline and may be abandoned shortly, in which case maintenance of way costs could increase substantially.

- No feasible alternative line through Butte is available.

- The Burlington Northern line through Helena is in good condition.

- The populations of these two cities are approximately the same, about 26,000.

- Helena is the state capital.

- Butte is served by an east-west interstate highway and will not be left without a transportation alternative. Helena is not served by a major interstate highway.

- Additional revenue of \$91,617 annually is anticipated from the change operating on a tri-weekly basis.

Dates and procedures for seeking public comment will be announced soon.

## Elevator Funds Approved

Amtrak's Board of Directors has approved funds for installing an elevator at Penn Station, New York City, to assist handicapped travelers going from street level down to the concourse/waiting room level of the station.

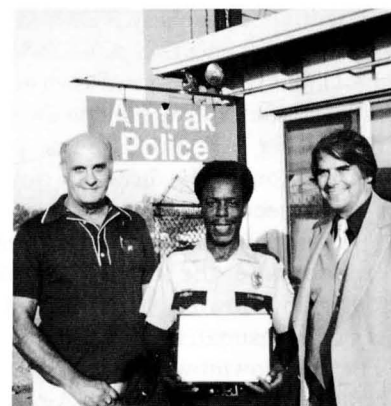
The elevator will be located in front of the ticketing and information area of the station and will connect directly with the taxi arrival/departure area.

The new elevator will also provide an efficient and safe means for station attendants to move baggage to and from the taxi platform area. At present escalators are the only access between levels.

Work on the elevator is expected to be completed by the end of 1978.

Amtrak currently serves an estimated 1,800 handicapped travelers at Penn Station each year. By making stations more convenient and accessible, and by providing special accom-

modations on new passenger cars, Amtrak expects to increase patronage by handicapped travelers.



## Completes Training

Beech Grove Security Patrolman Richard Williams (center) recently completed a 10-week program in basic law enforcement training at the Indiana Law Enforcement Academy. The training covered all aspects of law enforcement with special emphasis on law, first aid, detection and control of narcotics and dangerous drugs, and proper use of firearms. Williams, a life-long resident of Indianapolis, joined Amtrak in May, 1976. He is shown above receiving congratulations from Ed Schwendenmann (left), supervisor of security at Beech Grove, and R.W. Badger, manager, administrative services.

# Amtrak Appoints

**Ladislav V. Shrbeny as Manager, Special Movements, National Operations.** Shrbeny reports to John Baesch, assistant director, train operations, and his responsibilities will include receiving, processing, managing make-up and monitoring operations of special trains and private and business cars. This position is also involved in a broad variety of policy assessments, program analysis, system planning, and evaluation studies for executive management presentation. Prior to joining Amtrak, Shrbeny had years of experience in the railroad industry. A graduate of Staff Transportation Technical College, Shrbeny began his

railroad career as a management trainee at North Western Railway in Prague, Czechoslovakia, where he subsequently was promoted to train dispatcher and station master.

**Robert Runnels as Manager, Stations and Administration, Detroit District.** Runnels reports to Richard Towers, supervisor, Detroit district, and will be responsible for overseeing the administration and operation of the 40 stations in the Detroit district. Runnels joined Amtrak in November 1973, as a lead ticket clerk. He was later appointed district supervisor for operations in Nashville. He was formerly with the L & N Railroad.

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## STATION IMPROVEMENTS

(Continued from page 1)

funding the new station, and a formal contract is expected to be signed soon.

Presently, Schenectady is served by the Colonie/Schenectady station which is eight miles from the downtown area. The new station will be built on the site of the former New York Central passenger station in the heart of downtown Schenectady.

The state of New York has agreed to rehabilitate the tracks running through downtown Schenectady at a cost of approximately \$3.8 million.

The new downtown site is expected to bring increased ridership to Amtrak. In addition, the route through town will make it possible to cut 15 minutes off the running time between Albany and Amsterdam.

Amtrak plans to continue to stop trains at the Colonie station. However, ticketing and other station service functions will be transferred to the new Schenectady station.

The 1,920-square foot station will have a passenger lounge to accommodate 50 passengers and visitors, a ticket office, baggage room, restrooms, and parking space for 30 automobiles. There will be tunnel access to a platform between the east and westbound tracks, and an elevator will be provided for elderly and handicapped travelers.

The station and state-funded track work are expected to be completed in the fall of 1978.

Trains that currently stop at Colonie are the *Niagara Rainbow*, the *Water Level Express* and the *Salt City Express*. When the new station is completed, it is planned that two additional trains — the *Adirondack* and the *Lake Shore Limited* — will serve Schenectady.

At its meeting, the board also approved funds for station rehabilitation and track work to enable Amtrak to move into **Omaha's Union Station.**

It also approved a 20-year lease at approximately \$10,000 annually for the west wing of the building, the former Union Pacific passenger station.

Since September 1973, Amtrak station operations at Omaha have been housed in temporary trailers. On completion of the station and track work, estimated to cost approximately \$1 million, Amtrak's operations will move to the Union Station, now owned by the city of Omaha.

The station rehabilitation will include improvements to the roof, waiting area, escalators, elevator, restrooms and for closing the balcony area.

Track construction will include extending the station track 565 feet to connect to the Union Pacific main line. Also, a head-on connection will be built

between the Union Pacific over the Chicago & Northwestern to the Burlington Northern Railroad in South Omaha. This will permit Amtrak to operate at Omaha Union Station without requiring a back-out or back-in movement of its trains.

In 1976, Omaha served about 19,000 Amtrak passengers. Omaha is on the line of Amtrak's Chicago-Oakland train, the *San Francisco Zephyr*.

In a third station related matter, the Board approved spending almost \$200,000 to renovate the **Charleston rail station.**

Improvements will include remodeling of the ticket office, baggage room and restrooms; repairs to floor tiles in the waiting room; painting of interior walls and exterior trim; repairs to roof, drains, and spouting; repaving parking area and train platform; construction of a new canopy over the train platform; removal of barriers for accessibility to handicapped travelers.

The Chessie System, owners of the property, will perform the work to Amtrak specifications and plans. Work may begin as early as October, and is expected to be completed by next spring.

Ridership at the Charleston station has almost doubled since Amtrak changed the schedule of the *James Whitcomb Riley* last spring.



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