

## New Excursion Fare Plans Lure Off-Season Travelers

Sweeping new bargain fare incentives designed to lure more passengers to rail travel this fall and winter went into effect September 6.

A new system-wide excursion plan slashing fares by up to 40 per cent for round-trip travel became effective then, along with reductions in the cost of the U.S.A. Rail Pass and a less expensive Family Plan.

### Round-Trip Excursions

Under the new excursion system, to be effective through May 25, 1979, one-way fares remain the same with return trips priced at rates dependant on the cost of the going trip.

- If a one-way fare is under \$25, the round trip will cost only \$5 more.
- If \$25 to \$49.99, only \$10 more.
- If \$50 to \$74.99, only \$15 more.
- If \$75 and up, only \$20 more.

The special round-trip excursion rates apply to trips of at least 250 miles one-way on the same train. Children under 12 pay one-half the special rate. Existing excursion fares offering 25 per cent discounts will remain in effect for many trips under 250 miles and in the Northeast Corridor where the new rates do not apply. The special four-day \$33 New York-Montreal rate will continue.

On Amtrak's long-distance trains, the special excursion rate is good for 40 days after purchase of tickets with no restrictions on coach travel during peak travel periods. However, there may be fewer seats available at the discounted price on these all-reserved trains at holiday times. There are some restrictions on first-class travel at the lower rates during holiday periods.

On Amtrak's short and medium-

distance routes, excursion tickets will be honored for 35 days after purchase. Excursion travel will be restricted on these trains November 22-26, December 21-26, December 28-January 2 and April 13-15.

### U.S.A. Rail Pass

While the new excursion system

offers substantial reductions in fares, the U.S.A. Rail Pass may still be the least expensive way to travel for persons taking transcontinental trips and for families traveling together.

Prices of the unlimited-travel U.S.A. Rail Pass will drop from \$250 to \$169 for 14 days, from \$315 to \$219 for 21 days and from \$385 to

## Commissary Worker Finds \$175,000

Greg Lynumn, Amtrak commissary worker, Chicago, was lauded recently for a superb display of honesty in returning a \$175,000 check to its owner.

Lynumn found the check on August 1 while he was shopping along Chicago's South Water street. The gray piece of paper landed face down on the sidewalk in front of the 23-year-old who said, "I knew it was a check as soon as I saw it because of the stripes on the back."

Lynumn's first reaction was a predictable one, astonishment as he saw the amount and realized that the check was negotiable. Unsure as to what he should do, Lynumn stuffed the check into his pocket and, for the moment, continued on his way.

Drawn on the Manufacturers Hanover Trust Co., New York, the check was payable to Chicago's Marina Bank which is located less than one block from the point where Lynumn made his discovery.

A few blocks away, Lynumn met Reverend Jesse Jackson, the noted civil rights leader, and explained to him what had happened. He accompanied Jackson, who was on his way to an interview with ABC Evening News Anchorman Max

Robinson.

At the station Jackson alerted the media and Marina Bank President Joel Shiffrin of the check's discovery.

An ABC television crew and reporters from the *Chicago Sun-Times* accompanied Lynumn and Jackson to the bank where the two men met with the relieved president. Lynumn handed the check over to

*(Continued on page 10)*



Chicago Sun-Times Photo By Jerry Tomaselli

Commissary Worker Greg Lynumn displays the check he found.

\$259 for a 30-day pass., The Family U.S.A. Rail Pass will similarly be reduced in price.

Under that plan the head of the household pays full fare while the accompanying spouse and children, 12 through 21, pay only half fare. Children between two and 11 pay \$50 each, regardless of length of pass.

The U.S.A. Rail Pass is good for coach travel on all Amtrak and Southern Railway trains, except Amtrak's Metroliners. Passengers may upgrade their tickets for travel on Metroliners or on club and sleeping cars on a space available basis.

### Family Plan

Amtrak's regular Family Plan fares are also less expensive this fall and some families may find this offer to be the best travel bargain for trips that do not qualify for the special excursion.

The ticket cost for spouse and children 12 to 21, will be cut from 75 per cent of the full fare to 50 per cent. Children two to 11 will pay just 25 per cent of the full fare instead of 37.5 per cent.

Discounts apply to a spouse and children traveling with a head of household who pays full fare.

Family Plan travelers must begin their trips on days other than Fridays and Sundays, except on trains that operate only tri-weekly. The special family rates do not apply to accommodation charges in slumber coaches, club or sleeping cars, nor do they apply in conjunction with any other special fare. Family Plan fares are not good on Metroliners.

### New Excursion Is Successful

The new excursion fares—with fixed return trip costs—were expanded systemwide, excluding the Northeast Corridor, after the concept proved overwhelmingly successful in trials on several individual trains. Patronage on Amtrak's *Adirondack* jumped by over 100 per cent when a similar excursion plan was implemented on that route during 1977.

"Public response to the excursion plans we tested on several routes demonstrated such an offer lures passengers to the more energy-efficient train," said Al Michaud, Amtrak's vice president of marketing. "With an estimated 87

per cent of all intercity travel by private automobile, our major target continues to be the auto traveler."

The new Amtrak fare structure is also designed to be competitive with the sharply reduced airline fares pointed out Michaud.

## Riding A Train? Rate It!

Beginning September 1, all national operations department employees traveling on business by rail will complete a simple evaluation form that monitors the level of on board service they experienced on each train they ride.

The completed reports will be attached to the employee's expense report and be submitted to his or her supervisor.

Says Bob Herman, vice president and general manager, national operations, "We are all aware of the paramount importance that service plays in the railroad passenger industry. Service is the single most important commodity that we have to offer.

"If Amtrak is to succeed, it is imperative that all national operations employees join forces toward the common goal of providing the best service we can."

The form is a 5-1/2-by-8-1/2 inch, pre-addressed card that can be filled in quickly with a series of check marks. It grades the service provided by the conductor and trainmen, by train and service attendants, quality of food and the cleanliness of dining, seating and toilet areas. Space is also available for commending exceptional employees as well as calling attention to those who may need correction.

Says Rex Holland, assistant vice president, on board services, "We want to provide the best service in the passenger industry. The few minutes each of us takes to rate our trips objectively will give us key information that will help us accomplish that goal."

Holland hopes that anyone traveling on business or pleasure,

who is not a member of the national operations department, would voluntarily join the evaluation program. Forms are available from the forms control department, Washington.

## New Bus Link

A rail passenger arriving at Boston can make a direct connection at Amtrak's South Station to and from buses serving nine communities in Massachusetts, New Hampshire and Maine, as result of a new agreement with Michaud Bus Lines Inc., of Salem, Massachusetts.

Three Michaud Bus Line round-trips daily, with two on Sundays and holidays, now link Amtrak's Boston station to Danvers and Amesbury, Massachusetts; Exeter, Newmarket, Durham, Dover and Rochester, New Hampshire; and Sanford and Springvale, Maine; none of which are directly served by Amtrak.

An earlier agreement with Greyhound Lines provides daily service to and from the station and eight Maine communities—Old Orchard Beach, Portland, Brunswick, Belfast, Lewiston, Augusta, Bangor and Bar Harbor; plus Portsmouth, New Hampshire; and St. Stephen, New Brunswick, in Canada.

Amtrak ticket and travel agents can make reservations and issue tickets for the entire rail-bus trip.

Amtrak now has more than 40 intermodal agreements with bus lines and other surface carriers for exchange of passengers.

The Michaud family that operates the bus line is not related to Amtrak's Marketing Vice President Al Michaud.

# Service Begins At Dearborn, Train Cuts Official Ribbon

Between 150 and 200 persons showed up at Amtrak's new Dearborn, Michigan, station to watch the special ribbon cutting that officially opened the facility on Monday, July 31.

There was the traditional ribbon cutting with conventional scissors but the highlight of the ceremonies was the cutting of a huge ribbon stretched across Conrail's tracks by Amtrak F40PH locomotive No. 282 at the head end of the eastbound *Saint Clair*.

Inside the cab, helping the engineer do the honors, was Dearborn Mayor John B. O'Reilly.

Said O'Reilly, "I heartily applaud the additional transportation service that Amtrak brings to our residents."

Amtrak personnel at the ceremonies included Rich Tower, acting assistant division manager, Chicago; Bob Runnels, district manager, Detroit; Dave De Vries, district supervisor, Detroit; and Bob Harden, sales representative, Detroit.

Platforms have been constructed at Dearborn and a temporary modular station put into operation. The one story structure has a ticket office, public telephones, restrooms and can accommodate 25 persons. A permanent station will be constructed later.

The stop is intended to strengthen Amtrak's market in the heavily populated Chicago-Detroit corridor by making it easier for Detroit's western suburbanites to use Amtrak to travel to Battle Creek, Kalamazoo, Chicago and other points.

Trains will not carry local Dearborn-Detroit passengers except those ticketed to ride on the *Niagara Rainbow*, which links Detroit with Buffalo, Rochester, Syracuse, Albany and New York City, and those ticketed to connect with *VIA Rail's* Canadian trains departing from Windsor, Ontario, for Toronto and Montreal. Amtrak stations can

issue tickets for travel on the Canadian system.

The *Michigan Executive* will carry passengers into Dearborn in the morning from Jackson, Chelsea, Ann Arbor and Ypsilanti, and then return in the evening.

The new facility is staffed by Bruce Farquharson, lead ticket clerk, and Jean DeBoe, ticket clerk.

Farquharson began his Amtrak career in March 1975 as a baggage-man in Detroit. He was later promoted to ticket clerk in Detroit, moved to Ann Arbor in the same capacity and is now lead ticket clerk at Dearborn.

DeBoe started working at Amtrak in August 1972 as secretary to the sales manager in Detroit. She later took a job as ticket clerk in Detroit

and kept that position until coming to Dearborn.

Civic officials were happy with the new station. Said O'Reilly, "We have worked diligently to acquire the services of Amtrak and we hope residents of our area will take advantage of the trains for both business and vacation travel.

"The trains stopping here operate with Amtrak's most up-to-date equipment and they certainly offer an attractive alternative to our congested highways."

Four trains now stop in Dearborn in each direction daily. They are the *Wolverine*, *Twilight Limited*, *Saint Clair* and the Monday-through-Friday *Michigan Executive*, a Jackson-Detroit train. All operate with either Amfleet or Turboliners.



(Above) With Dearborn Mayor John O'Reilly helping the engineer, Amtrak's *Saint Clair* cuts the huge ceremonial ribbon. (Left) Working at the new station will be Jean DeBoe, ticket clerk, and Bruce Farquharson, lead ticket clerk.

# Bensalem Wins Great Train Race, Employees Celebrate At Buffet Lunch

Bensalem Reservations Center was named winner of the Great Train Race with its employees booking more rail travel than any other Amtrak CRO between March 15 and June 15.

Designed to promote company sales, the Great Train Race made use of employee incentive to turn information calls at the various centers into actual reservations.

All five of the participants in the competition—Los Angeles, New York, Chicago, Jacksonville and Bensalem—attempted to top sales goals which were computed by reservations and marketing administration specifically for each office.

Each of the five topped their quotas but Bensalem did so by the

widest margin. Even at that, Bensalem was just .9 of one per cent ahead of the second place reservations center.

"It was nip and tuck all the way," said Ginny Gepner, manager, Bensalem CRO, "but our people made an extra effort during the last days to nose ahead as the winning team."

As winner of the race, the Bensalem office received an award of excellence plaque signed by Al Michaud, vice president, marketing, and Jack Gordon, director of sales. It is now displayed in the general operations area where, according to Gepner, "It can be seen and enjoyed by those who really earned it."

In addition to the award, Bensalem employees were guests of Phil Held,

general manager, reservations, at a buffet luncheon on August 2 outside the center's modern building.

Balloons and picnic tables set the decor as employees lunched on grilled chicken, hamburgers, potato salad, cake and downed soft drinks as they listened to congratulatory comments from Amtrak officials.

Speaking at the luncheon were Gordon, Held, Gepner and Joyce Greene, who along with Vince Begley, both of the marketing department, created and organized the Great Train Race competition.

A surprise guest was George McGinnis, then a forward for the Philadelphia 76'ers basketball team. Consenting to dozens of autographs and photos, McGinnis, who now plays for the Denver Nuggets,



(Left) Ginny Gepner, manager, Bensalem, models the Great Train Race T-shirt that was awarded all employees at the reservations center.  
(Below) Passing around and admiring the plaque won by the center are, left to right, Wilma Engel, Roberta Kelly and Lisa Sweeney, all R&I clerks.



(Right) George McGinnis visits with Coleen Culkin, R&I supervisor, and Penny Kallas, R&I clerk. (Far Right) Ready for lunch are, left to right, Bonnie Beck, Denise Labencki, Darwin Wheat and Carol Jones, all R&I clerks.



congratulated the Bensalem team for its remarkable salesmanship. Later, he drew names for door prizes.

Reservations and Information Clerks Prince McDaniel and Mary Leary each won a weekend trip to New York including sight-seeing, while Barbara Landler and Lillian Basanavage, also R & I clerks, won a day off with pay. Amtrak also gave away pairs of tickets to the Broadway play *On the Twentieth Century* to Bob McNamee, Eileen Guard, Denise

Labencki, R & I clerks; and to Coleen Culkun, R & I supervisor.

Each employee at the center received a T-shirt which designates him or her as a winner in the Great Train Race.

Bensalem also reserved more Hertz rental cars than any other CRO during June, the first month of the new joint program. Under this Amtrak-Hertz agreement, customers can reserve rental cars at the same time they make train reservations.

In appreciation of those efforts, Hertz provided the cake for the reservations center's victory lunch.

Representatives of the car rental company also distributed special thank you notes, discount identification cards and Hertz #1 pins to the employees.

Said Gepner, "I'm really proud of all our people. Their hard work and enthusiasm really paid off. They've consistently shown the kind of winning spirit that made this possible.

## Amtrak Joins Mickey's Birthday Promotion

When Mickey Mouse celebrates his 50th birthday later this year, he plans to do it in style.

Mickey will ride aboard Amtrak from Los Angeles to the East Coast for a series of parties and public appearances.

Amtrak will hold two other promotions tied in with the birthday celebration.

Beginning September 5, Amtrak began a six-week-long sweepstakes along the route of the *San Diegans*.

To enter the sweepstakes, persons will fill out a coupon and mail it to Amtrak. Coupons are available at Amtrak stations along the *San Diegan* route, at Amtrak-appointed travel agencies between Los Angeles and San Diego and in newspaper ads in the area.

Winners will be determined by a drawing conducted after the sweepstakes' closing date.

**Grand Prize:** A family of four will travel with Mickey to Chicago aboard the *Southwest Limited*. In Chicago they will enjoy a two-night stay in a Holiday Inn before returning to Los Angeles.

**Second Prize:** Fifty families of four will attend Mickey's birthday party at Disneyland on November 18.

**Third Prize:** 1,000 Amtrak travel bags.

In addition to the San Diego sweepstakes, Amtrak will also conduct a *Southwest Limited* Amblitz.

Various promotional activities are

being planned to bring the train to the public's attention. The Amblitz begins in early October and continues into November.

A separate sweepstakes will be conducted in conjunction with the Amblitz.

**Grand Prize:** Four families of four will win a trip to Hollywood via Amtrak. They will have three nights

at the Biltmore hotel, tour and lunch at the Disney studios and visit Disneyland. Cars will be provided by Hertz.

**Second Prize:** Fifteen pairs of 14-day U.S.A. Rail Passes.

**Third Prize:** Fifty Mickey Mouse talking alarm clocks.

**Fourth Prize:** 3,000 Amtrak travel bags.

## Affirmative Action Director Named

Susan K. Straus has been named director, affirmative action programs, for the company, effective August 1.

She will have the responsibility for development and maintenance of an affirmative action plan for internal employment opportunities at Amtrak.

Straus leaves the position of manager, minority business development, in operations support, to take on the new assignment. Before coming to Amtrak, in June 1977, she was associate director for program development and technical services for the Minority Contractors Resource Center, Inc., in Washington.

Straus has an extensive background in developing and implementing affirmative action programs, manpower training and development, and contract compliance. She has worked in the area of minority development for the past 12 years.

A native of Washington, Straus received her bachelor's degree from Washington University, St. Louis, and has done graduate study in vocational guidance at the University of Denver.



Susan Straus, Amtrak's director, affirmative action programs, discusses challenges of new position.

# Excess Property Program Results In Costs Savings

The Beech Grove maintenance facility some time ago acquired a new switch locomotive, valued at \$130,000 for which Amtrak only paid about \$3,000 to cover shipping.

This bargain and many others like it are a result of Amtrak's participation in a federal program which allows the company, because of its status as a quasi-governmental corporation, to acquire excess federal property, under the Federal Property Management Regulations, at minimal cost, mostly to cover packing, crating and shipping charges.

J.K. Lyons, as managing director, procurement, is responsible for Amtrak's participation in the federal excess property program. Lyons estimates that in fiscal 1977 Amtrak acquired federal property with a current market value of approximately \$12 million for under \$500,000. The list of Amtrak acquisitions through utilization of the excess property program included 30 forklift trucks, four industrial tractors, 17 mobile homes and 8,329 wardrobe and clothing lockers, just to name a few of the multitude of items.

Sidney Landsman, Amtrak's federal procurement administrator, acts as the link between Amtrak, various federal agencies and the General Services Administration (GSA) to match corporate procurement needs with property that has been declared excess by the federal government.

The procurement department screens requisitions to determine whether property being sought is available through the excess program. If it is, the requisition is sent to Landsman who reviews the periodically-issued government excess property lists and tries to meet as many procurement needs as possible.

Under the program, Amtrak procurement was able to acquire a number of railroad ambulance and kitchen cars built for the government during the early 1950s. The Defense department ultimately put the cars on the excess list, Amtrak acquired them and, after making some modifications, now uses them as baggage cars, club cars and commissary cars.

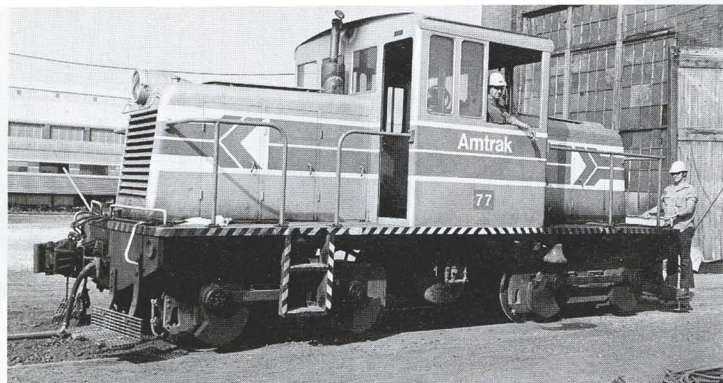
When the Boston Navy Yard closed in 1975, Amtrak received an estima-

ted \$3 million in materials and equipment, ranging from hand tools to forklifts.

The Northeast Corridor has been a major beneficiary of Amtrak's participation in the federal excess program. The task of setting up the Philadelphia offices was accomplished almost exclusively with excess property and during the past several months over 2,000 items such as desks, typewriters, file cabinets and other office supplies were furnished to field office locations throughout the corridor, resulting in an overall savings to Amtrak estimated at more than \$1 million.

Amtrak is also eligible through the program to receive discounted government rates from federal contractors for services such as shipping, equipment rehabilitation and the procurement of new equipment from manufacturers.

Employees charged with requisitioning materials in support of their departments' efforts may direct inquiries about the excess property program to Landsman at corporate headquarters.



(Left) Operating the "bargain" switch engine at Beech Grove are Crandell C. Smith, crane engineer, in cab, and George Hayes, fork lift operator. (Below) Surplus truck sees good duty at Chicago's locomotive and car shops.



(Right) Mobile crane received under excess property program works at Beech Grove. (Far Right) Federal Procurement Administrator Landsman makes his headquarters in Washington.



Photo By Barbara Halliday

## Leaders For July Picked In On-Board Services Contest

Letters continue to come into Amtrak's on-board services department commending employees for superior service.

Each such letter is, in effect, a vote for that employee in the department's year-long contest to find the best on-board services employees on the system.

The contest is divided into two distinct groups: employees who have direct contact with passengers, such as waiters and attendants, and employees who do not have direct contact, such as chefs, food specialists and pantrymen.

Judging in the first category is done

on the basis of the letters, while persons in the second category are rated by stewards or employees in charge of dining cars.

### Category I

Leaders in the direct contact category for July were:

**New York:** Michael Zega

**Chicago:** Leo Fisher

**St. Paul:** Richard Morris

**New Orleans:** Jay Fountian

**Los Angeles:** Peter Jones

At the other bases—Boston, Washington, Jacksonville, Miami, Oakland and Seattle—there was no clear leader for the month.

### Category II

Leaders in the nondirect contact group for July include:

**New York:** Connie Tolen

**Miami:** Hugo Umlauf

**Jacksonville:** Jack Bell, George Dennis, Maxie Harris and Russell Hines

**Chicago:** Charles Nicholson

**St. Paul:** Edward Franz

**New Orleans:** Louis Cotton

**Oakland:** Cornelius McDowell

Letters of commendation from passengers should be directed to Amtrak's Office of Consumer Relations, P.O. Box 2709, Washington, D.C. 20013.

Amtrak employees, except for those in the on-board services department, are also welcome to write regarding exceptional service they received.

## Accelerate Lake Shore, Broadway Car Conversion

Amtrak's board of directors, at its August 30 meeting, approved a program to permit the "earliest possible conversion" to electric heating and air conditioning of equipment operating on the *Lake Shore Limited* and *Broadway Limited*.

At the same time, the board directed management to "proceed with a request for funds in fiscal year 1980 to purchase new low level, long distance cars, or to convert to head end power sufficient cars for at least two Florida trains."

The action authorized management to employ personnel and acquire material at Beech Grove to do the work at the rate of three cars a week.

Conversion work for the *Lake Shore Limited* has already been budgeted for \$11.9 million. The *Broadway's* cars are projected to cost approximately \$9 million to upgrade.

A total of 136 cars would be converted under the program if the cars were used exclusively on the *Lake Shore* and *Broadway*.

Another 162 cars would be converted for the two Florida trains if new car funding was not available.

Approximately 150 cars would be

needed if new single-level cars were to be purchased for the Florida trains.

To convert existing equipment, Amtrak would hire about 200 additional people for the Beech Grove shops as well as acquire a greater inventory of material for the project.

The conversion process involves removing steam heat lines and outdated electrical equipment from an old car and substituting an all-electric system using completely new parts. The cars

then operate with much higher reliability and comfort and are compatible with Amfleet cars.

The old cars will also be given other mechanical attention, if needed. This could include new wheels, springs and plumbing, as well as a thorough cleaning, new paint and refurbished interior.

Amtrak expects the first full-converted *Lake Shore Limited* to begin service in mid-1979.

## Rainbow's Canadian Run Cancelled

The *Niagara Rainbow*, operating between New York City and Detroit, Michigan, via Canada, will be discontinued west of Buffalo, effective October 1, due to a decision by the state of Michigan to end its portion of the funding when that state's contract with Amtrak expires at the end of September.

The *Rainbow* will continue operating on its current schedule between New York and Buffalo. Service will be extended to Niagara Falls on October 29 as planned.

Under the present agreement, both Michigan and New York each pay for

one-fourth of the train's operating losses on the Buffalo-Detroit portion of the route. The train has been funded jointly on this route since October 31, 1974.

The projected cost in fiscal year 1979 for the two states was to be \$562,000 each.

## San Diegan Riders

The *San Diegans* recorded a 15 per cent increase in ridership in July of this year compared to July 1977.

Some 82,782 passengers rode the six daily trains compared to 71,793 in July 1977, an increase of 10,989.

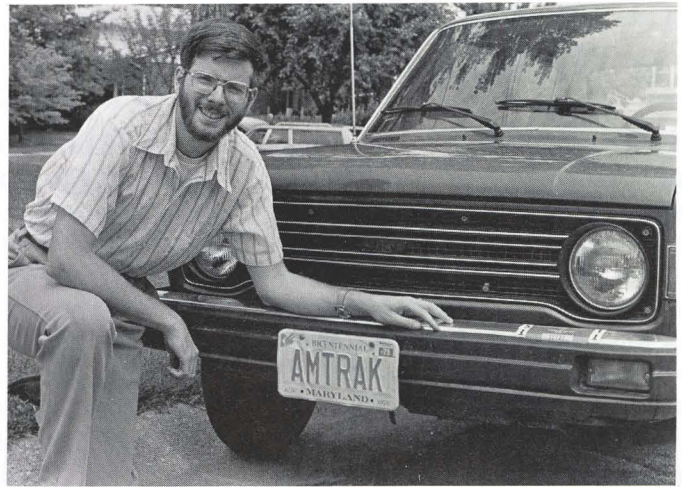
# Amtrak People

*Peggy Lyon and John Dobihal, Jr., began more than just a train trip when they boarded the Northstar at Minneapolis/St. Paul on Saturday, July 1. The couple had intended to ride the train to Duluth where they were to get married, then honeymoon in the Boundary Waters Canoe Area.*

*On the spur of the moment, however, Lyon suggested that they be married on the train. Dobihal agreed, noting, "It was something different, something new. We wanted to change the everyday routine that everyone else goes through and this was certainly a good way to do it."*

*Ramsey (Minnesota) County Judge John Kirby officiated at the Amcoach ceremony, while Nancy and Russell Kruse were maid of honor and best man.*

*Amtrak presented the happy couple with a wedding cake, two bottles of champagne and four excursion boat tickets.*



Minneapolis Tribune Photo By Donald Black

Photo By Angelo Arella



*Since Los Angeles' Sandy Sloat was featured in June's Amtrak News with her "Sloat S" license plate, other owners of novel plates have surfaced.*

*Two of special interest to Amtrak employees are those owned by David Warner, top, and Doug Deaton. Deaton, Amtrak's sales representative, Battle Creek, of course, has a vested interest in the company.*

*Warner, of Bethesda, Maryland, on the other hand, has no company affiliation, but says he likes trains so well he had to have an "Amtrak" plate. (P.S. Enough license plates already.)*

*When the National Limited made its inaugural run with Amfleet equipment on August 13, helping serve passengers were, left to right, Renee James, Charles Bland and Linda Elkins. They and Eddie Wood, Benny McNeal, Cleo Smith, George Sligh, Thornton Brown and Preston Brown received plaudits from the riders for a job well done. As a matter of record, over 100 compliments were written to the crew on meal checks by patrons.*



Indianapolis News Photo By Joe Young



# Keeping Track Of Amtrak

## Safety Standings

With the elimination of the three regions, the President's Safety Contest has been changed to put the ten divisions directly into competition with one another. The ten divisions include the six from national operations and the four in the Northeast Corridor.

With that finalized, the Southern took first place in the division category for the month of July with a 1.6 safety ratio. Albany-Rensselaer led the shops with a 6.8 figure.

Nine mechanical facilities—New Orleans, Houston, Dallas-Fort Worth, St. Louis, Kansas City, Minneapolis, Detroit, Jacksonville and Buffalo—had no injuries at all in July and thus attained the coveted zero ratio figure.

For the year to date, St. Louis leads the other nine divisions with a 2.9 figure, followed closely by the Southern with a 3.9 and the Northwest with a 4.2.

Beech Grove leads the shops with a 12.7 ratio, while three mechanical facilities—Dallas-Fort Worth, Kansas City and Detroit—are tied, after

seven months, with a zero ratio.

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

## Corridor Picnic

The Northeast Corridor's material control/procurement department held its second annual family picnic on July 22 at the Philadelphia Naval yard.

This year the picnic served as the occasion for Jim Crawford, director, material controls, to present service awards to the Wilmington and New Haven material control staffs for outstanding achievement in processing their 1978 inventory.

An estimated 150 employees and their families from throughout the Corridor attended. Food arrangements were planned by John Long, purchasing agent, New York.

## Clothesline Art Show

Some 300 employees viewed the artistic efforts of their fellow workers during the Northeast Corridor's first annual Clothesline Art Exhibit held

## Board Approves Beech Grove Funds

Amtrak's board of directors has approved completion of the third major phase of the five-stage rehabilitation of the Beech Grove maintenance facility at a cost of \$5.9 million.

This final segment of Phase III includes funds for construction of a passenger car truck repair shop, construction of a combination air brake and electric component repair shop and the continued rehabilitation of existing shop buildings. It will also fund the purchase and installation of environmental equipment to comply with federal and state anti-pollution codes and will include the purchase and installation of production machinery tools.

The projected cost of the entire modernization program for the Beech Grove facility is \$29.8 million over a five year period that began in 1976. Phase III of the program, which began last December, is budgeted for \$13.4 million, the largest phase of the program.

When the modernization is completed in 1981, Beech Grove will serve as Amtrak's modern primary overhaul and heavy maintenance base. It will be equipped to perform specialty work, as well as being able to rehabilitate car components for the entire Amtrak system.

Beech Grove will also serve as the system supply point for selected car components.

on June 9. Exhibits were on display in the Suburban Station offices of Corridor headquarters, Philadelphia.

The show, which was the idea of Al Cyrus, draftsman, attracted 28 entrants. Art ranged from painting and needlework to model railroad collections and flower arrangements.

## Fuel Officer

C.E. "Gene" Inglett has been named corporate fuel officer, reporting to Chris Wahmann, assistant vice president, transportation.

Says Bob Herman, vice president and general manager, national operations, "As such, Inglett is responsible for developing methods

## Book Review

**Rail Talk/a lexicon of railroad language:** *Collected and edited by James H. Beck, 128 pages, 5-1/2-by-8-1/2, soft cover, \$5 postpaid, Published by James Publications, P.O. Box 257, Gretna, Nebraska 68028.*

They call themselves toads, hogheads and gandy dancers. And their equipment is a crummy, a rat or a reefer. The first are railroaders, the second are rail cars and the language is rail talk, appropriately the title of the book.

Over 2,000 words and phrases coined by railroaders over the past 150 years have been collected by Beck into this handy book that includes humorous, earthy and literal words used by the industry.

Although the book preserves the old jargon, it also is a practical guide to modern rail language. Besides describing terms like highball, sidetrack and doubleheader, it also details terms such as retarder, CTC, piggyback and USRA.

What resulted in this book began as a semantics project of the Association of Railroad Editors. Happily, it outgrew its original intent and is now available commercially to any collector of rail literature.

for control and accurate reporting of Amtrak's use of fuel and other forms of energy.

"Besides monitoring our current performance, he will have to develop new programs and performance goals to result in more efficient use of fuel and energy."

Costs of fuel and energy represent a very large expenditure on Amtrak's part. From all indications those costs will continue to escalate at a very rapid rate hence the need for a watchdog position to keep Amtrak's use of energy as efficient as possible with the least amount of waste.

### On Time In Denver

Denver Union Station's four clocks, two on the outside and two in the waiting room, are alive and ticking again.

The clocks which had been silent for over five years began operating again at noon, Monday, June 19, exactly 108 years after the arrival of the first train in Denver.

They now again offer precise "railroad time" to the traveling public and to those Denverites who can see the station from the streets.

The clock restoration was a project of the Intermountain chapter of the National Railway Historical Society.

The present station is Denver's third Union Station building. The first opened on June 1, 1881, but was

destroyed by fire on March 18, 1894. It was promptly rebuilt and retained the side wings which are still part of the present building which was built in 1912-14.

### Locomotives To SP

Fifteen P30CH locomotives have been leased by Amtrak to the Southern Pacific for use in commuter service between San Francisco and San Jose, California.

SP's commuter line runs 46.9 miles along the west side of San Francisco bay and serves such communities as San Mateo, Redwood City, Menlo Park, Palo Alto, Sunnyvale and Santa Clara.

The SP operates 22 trains in each direction daily.

Locomotives 705 and 711 were delivered to the SP at San Jose by the *Coast Starlight* on July 19 and went into service the very next day powering SP trains 136 and 138, departing San Francisco at 5:23 and 5:26 p.m.

Reports Art Lloyd, Amtrak's director, public affairs, San Francisco, "The commute service here is beginning to look like an Amtrak operation with all of the silver, red and blue locomotives in between the red and gray SP units."

The 90 day lease terminates on October 12.



Photo By Art Lloyd

*Amtrak P30CH locomotives mix in with SP power at San Francisco during homeward rush hour.*

### LYNUMN

*(Continued from page 1)*

Shiffrin who explained it had been lost by a careless bank messenger.

After thanking him for his honesty, Shiffrin opened a savings account in Lynumn's name and offered him free business and legal advice.

Lynumn has been awarded the "Excellence in Ethics Award" by Operation Push, a civil rights organization headed by Jackson. A group of Chicago businessmen, learning of the incident and of Lynumn's lifelong desire to become an airplane pilot, offered to pay for flight instructions.

The publicity which inspired the public response was provided by many sources in the Chicago area where Lynumn has become somewhat of a celebrity.

*AM Chicago*, the city's morning

talk show, featured Lynumn in a 15-minute interview a few days after the occurrence.

Besides the coverage he received from two stories in the *Sun-Times*, including mention by the noted columnist, Irv Kupcnet, stories about Lynumn's integrity have appeared in the *Chicago Defender* and the *Chicago Tribune*.

He has been interviewed by the wire services and was also the subject on various taped news segments for the local ABC television station and Chicago radio stations WVON and WJPC.

Although the check could have been sold or "fenced," Lynumn says he has no regrets for returning it. "I've received the most beautiful letters from Chicago citizens who heard about the incident," said Lynumn. "Many wrote to say that I had done the right thing."

### AMTRAK NEWS

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

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Amtrak News is a member of the Association of Railroad Editors.

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**AMTRAK  
CAREER INTEREST PROFILE**

**TO THE EMPLOYEE: AMTRAK WANTS TO KNOW IF YOU WISH TO BE CONSIDERED FOR A MANAGEMENT JOB. IF SO, PLEASE PROVIDE THE INFORMATION REQUESTED BELOW SO THAT WE CAN GIVE YOU FULL CONSIDERATION FOR THOSE MANAGEMENT POSITIONS FOR WHICH YOU ARE QUALIFIED. TURN THIS IN TO YOUR SUPERVISOR.**

**I EMPLOYEE INFORMATION**

LAST NAME	FIRST	MID. IN.	SOCIAL SECURITY NUMBER
DEPARTMENT		RES/LOC	LOCATION
PRESENT TITLE			

**A. EDUCATION**

1. Indicate highest level of education, year completed, and major area of study. \_\_\_\_\_

Are you planning to further your education?       YES       NO

If yes, describe \_\_\_\_\_

2. List other relevant training, past and current. \_\_\_\_\_

3. List Amtrak training courses. \_\_\_\_\_

**B. WORK HISTORY: LIST LAST POSITION FIRST**

<b>AMTRAK</b>	POSITION: _____	DATE: _____
	POSITION: _____	DATE: _____
<b>BEFORE AMTRAK</b>	POSITION: _____ EMPLOYER: _____	DATE: _____
	POSITION: _____ EMPLOYER: _____	DATE: _____
	POSITION: _____ EMPLOYER: _____	DATE: _____

**II CAREER GOALS**

A. What are your career goals with Amtrak? \_\_\_\_\_

1. What entry-level management jobs do you consider yourself presently qualified for and why? \_\_\_\_\_

2. What kind of jobs would you like to become qualified for? \_\_\_\_\_

3. What training and experience do you need to become qualified for those jobs? \_\_\_\_\_

B. Do you want to be considered for a job that involves supervising other people?       YES       NO

C. Are you willing to relocate?       YES       NO

SIGNATURE OF EMPLOYEE \_\_\_\_\_ DATE \_\_\_\_\_

NAME OF SUPERVISOR \_\_\_\_\_ TITLE \_\_\_\_\_

SIGNATURE OF SUPERVISOR \_\_\_\_\_ DATE \_\_\_\_\_

(See accompanying story on page 12)

# Employee Development Program Seeks Potential Managers

Amtrak's agreement-covered employees at corporate headquarters who would like to be considered for promotion to management positions now can tell the company of their wishes through the Employee Development Program.

Under the program, Amtrak's personnel department will be creating a reservoir of qualified individuals for use when managerial positions become available.

"We will begin the program at corporate headquarters," says George Daniels, vice-president, labor relations and personnel, "so that we can quickly identify any problems that may crop up and will be able to fix them quickly. After the program has been tested successfully, we will implement it nationwide."

Continued Daniels, "We believe that upward mobility through a policy of promotion from within the company is essential to provide growth opportunities for competent employees. This program is designed to give employees the opportunity to tell us if they would like to be considered for management jobs."

To enter the program an employee will fill out a special form listing basic

information about him or herself, plus education, job history and career goals. The form is reproduced on page 11 of this copy of *Amtrak News*.

After filling out the form, the employee will give it to his or her supervisor, who will—using a Promotional Assessment Record form—assess the candidate's potential and qualifications for moving into management. The supervisor will review the assessment with the employee.

If the employee is lacking in some areas, the supervisor will counsel him or her on ways to improve themselves.

The two completed forms will then be sent to the personnel office where they will be reviewed and filed.

"Then," says Daniels, "when an entry level management position becomes available, we'll be able to provide the department that has the vacancy with the forms and files of the most qualified candidates."

They will then make the final decision on who gets the available job.

"The irony," says Daniels, "is that until now when some department, either in headquarters or in the field, was trying to find a person for a

particular job, we may already have had a completely qualified person on the payroll. That person might have been in a totally different type of job and we just didn't know he or she was available.

"This new program should give us an inventory of people interested in promotion as well as their skills and qualifications and thus alleviate this problem."

Daniels did caution applicants. "Not everyone who enters this program will be promoted. We have many talented people to fill the few management positions," he said.

"But, the system is geared to insure that employees who are interested in promotion to come to the attention of management.

"Thus, all will be given equal and fair consideration."

All corporate employees are eligible for the program regardless of race, color, creed, national origin, sex, age, handicap or veteran status.

Interested individuals at corporate headquarters can fill out the form on page 11, or request a Career Interest Profile Form No. 1562 from headquarters personnel office. Forms should be returned to one's supervisor.



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