

Congressional Criteria Applied, Board Announces October Train Service

Amtrak's board of directors, at its regular August 29 meeting, reviewed management recommendations for a new route system based on Congressionally mandated criteria and authorized management to begin preparing to implement the new system on October 1.

The action is subject to final passage by Congress of the Amtrak authorization bill—the *Amtrak Reorganization Act of 1979*—by September 30.

The following trains, originally recommended for discontinuance in the Department of Transportation's

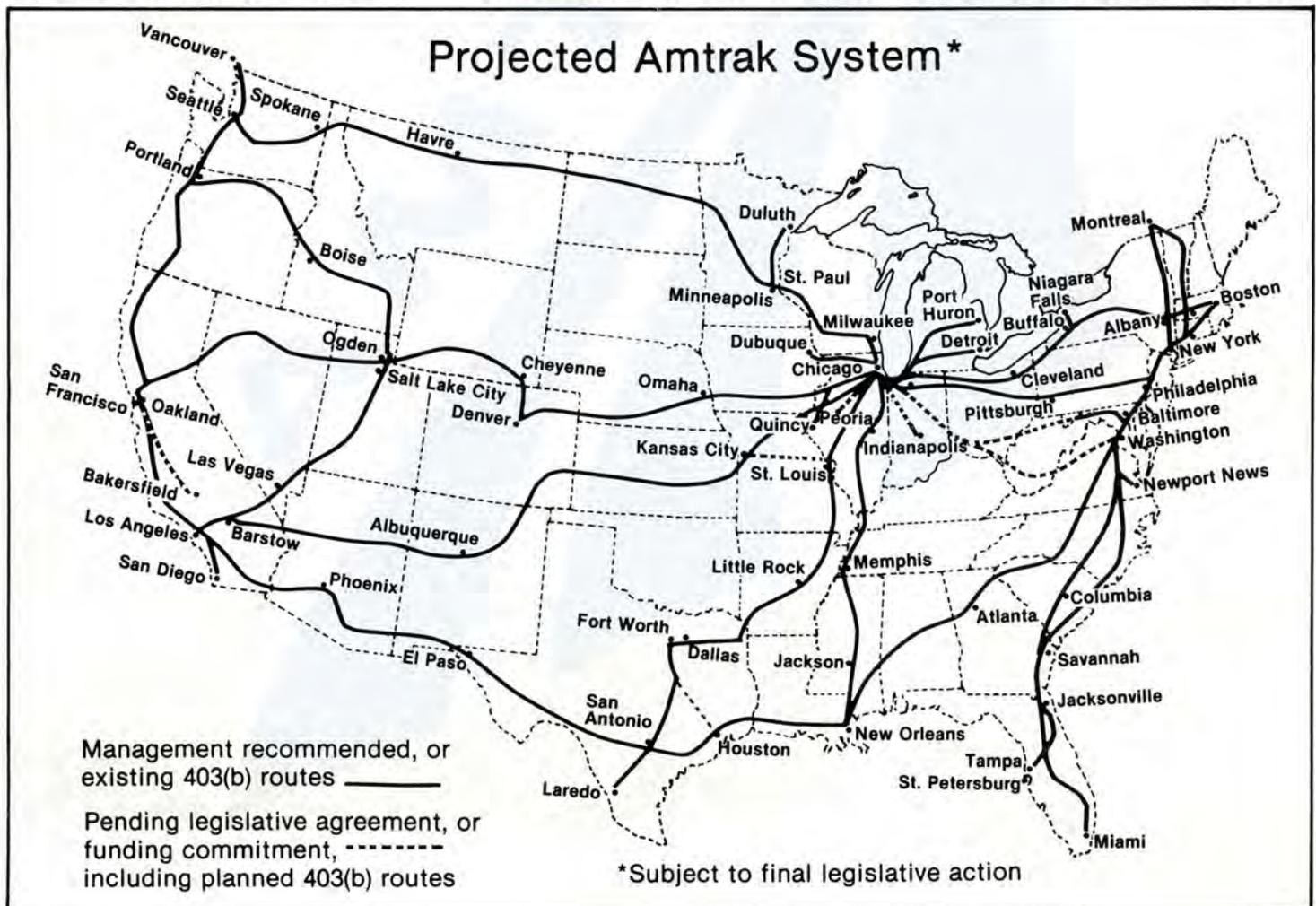
Final Report to Congress on the Amtrak route system, meet the Congressional criteria and are planned for retention:

- *Crescent*, New York to New Orleans,
- *Inter-American*, Chicago to Laredo,
- *Montrealer*, Washington to Montreal,
- *Pacific International* and *Mount Rainier*, combined between Portland and Vancouver, B.C., and
- *Silver Meteor* and *Champion*, combined between New York and Jacksonville. From there to Miami

and St. Petersburg they will operate as separate trains.

The following trains failed to meet the Congressional criteria and are scheduled for discontinuance on October 1:

- *Lone Star*, Chicago to Houston,
- *North Coast Hiawatha*, Chicago to Seattle,
- *National Limited*, New York to Kansas City,
- *Floridian*, Chicago to Miami,
- *Hilltopper*, Washington to Catlettsburg, and
- *San Joaquin*, Oakland to Bakersfield. The *San Joaquin* could be



continued if California decides to fund it under section 403(b) provisions.

The Congressional criteria from which Amtrak had to take its direction are contained in both Senate and House versions of Amtrak's authorization bills.

These specified that to continue in operation, a long-distance train had to have a ratio of passenger miles to train miles of at least 150 and incur an avoidable loss of no more than seven cents per passenger mile.

Short-distance trains had to meet a passenger miles to train miles ratio of at least 80 and an avoidable loss of no more than nine cents per passenger mile.

While the two bills differ in some respects—and are going to be resolved in a conference committee in September—similar language in both bills directed Amtrak to:

- Postpone the DOT recommended restructuring of five long-distance routes—*Broadway Limited*, *Lake Shore Limited*, *Southwest Limited*, *San Francisco Zephyr*, and *Shenandoah*—until superior or equivalent service can be offered on the DOT recommended routes.

- Add trains to the DOT system—which had been approved by Congress by its refusal to vote disapproval of the Final Report—which meet the Congressionally defined economic criteria as detailed above.

- Add trains to the basic DOT system which meet Congressional requirements for maintaining regional balance.

The board acted at its August 29 meeting in areas where there is no disagreement in both House and Senate bills. The actions had to be taken to enable implementation of the new system by October 1.

The board took no action on either the *Shenandoah*, west of Cumberland, or the *Cardinal* because, although both trains did fail the Congressional criteria, each was specifically proposed for continuance in one of the two authorization bills. The status of both trains will depend on the direction taken by the final legislation.

403(b) Trains

Based on the authorization legislation approved to date, funding for existing state-subsidized trains under section 403(b) of the Rail Passenger Service Act appears assured.

Funding levels that would allow additional joint services are still to be worked out in the final legislation, and the board took no action on this issue.

However, Amtrak management has had some preliminary discussions with several states that are interested in supporting some of the routes that are scheduled for discontinuance.

Some of those planned 403(b) routes, pending negotiations with the states involved and Congressional funding, include Chicago to Peoria, St. Louis to Kansas City, and Oakland to Bakersfield.

Commuter Services

Both Senate and House bills require Amtrak to operate its commuter-type trains until April 1, 1981.

After that date, Amtrak will be authorized to operate such trains only after reimbursement by state or local agencies for all operating losses incurred.

Both bills also required Amtrak to assume the commuter service currently operated by Conrail between Val-

paraiso, Indiana, and Chicago.

Regional Balance Routes

Both bills contain language that requires Amtrak to operate a long-distance route in each section of the United States—with the country divided into four quadrants created by drawing east-west and north-south lines through Chicago—if service is not maintained on any long-distance route in that section under the criteria, and, if a long-distance train exists in that section which has shown and will continue to show significant performance improvement under the criteria.

The *Pioneer* and the *Inter-American* qualified under this regional formula.

Cities Served

Under the DOT plan, 156 communities would have lost all train service. Based on the Congressional criteria, 79 of those communities will now retain service.

A total of 458 communities will be served by the new system, not counting those that may have service restored by further legislative action.

The planned route system will operate over 22,237 route miles—approximately 84 per cent of the present system—and is expected to carry over 19.2 million riders during the coming year.



Interest in the board meeting and subsequent press conference is evidenced by the battery of microphones and jungle of wires on the table in front of Board Chairman Harry Edwards and President Alan Boyd.

Congress Accepts DOT Report, Dictates Criteria To Reinstate Service

The Amtrak Improvement Act of 1978 required the Department of Transportation to recommend to Congress a route system for Amtrak which would provide "... an optimal intercity railroad passenger system, based upon current and future market and population requirements . . ."

Amtrak cooperated fully with DOT in providing cost and ridership data for the study.

DOT published its preliminary report—proposing the elimination of over 8,000 miles of Amtrak's system—in May 1978. The Interstate Commerce Commission's Rail Services Planning Office then conducted hearings in 51 cities along the routes of the proposed discontinued trains to get public response to the DOT plan.

Most of the testimony was pro-passenger train and the RSPO submitted its evaluation report to DOT in September 1978.

DOT then restudied the data and considered the public comments and the RSPO's recommendations and announced its "Final Report" on Amtrak's route structure last January 31.

That final version proposed cutting 43 per cent of the system, a recommendation for more service eliminations than were proposed in the preliminary report.

The 1978 Amtrak Act provided that the DOT final report be considered approved by Congress unless, within 90 calendar days of continuous session, either House of Congress disapproved of the proposal.

Neither House did vote disapproval during the required time period and the DOT report was thus accepted by Congress.

However, the latest Amtrak legislation—Amtrak's Reorganization Act of 1979—has now been passed by both the Senate, on August 1, and the House, on July 25. Although the two bills parallel each other very closely,

there are certain issues that are spelled out in only one of the two bills. But, basically, the 1979 legislation does spell out the criteria for retaining certain trains originally slated for discontinuance.

Those differences will be addressed by a House-Senate conference committee in the very near future. A compromise will result which, when approved by both Houses of Congress, will be sent to the President for his signature.

In the meantime, Amtrak's board of directors, faced with an October 1 implementation date for the new system, has applied the criteria dictated by Congress in its legislation and au-

thorized Amtrak's management to begin preparing to implement the new system on October 1. This is subject to final passage of the Amtrak authorization bill by September 30.

Vegas Desert Wind

The board took no action on the new Ogden-Las Vegas-Los Angeles train, to be named the *Desert Wind*, because it was included in the DOT recommended system and thus approved by Congress when it accepted the report.

The train is expected to go into service sometime in late October.

Boyd: Provisions Have Been Met

In his memo accompanying management's recommendations to the board regarding train service after October 1, Amtrak President Alan S. Boyd said,

"The Congress, after review of the basic system recommended by the Department of Transportation, determined that present energy and other considerations merit the continuation of certain additional trains under carefully defined criteria developed in legislation approved by the House and Senate.

"This same legislation provides Amtrak with new options on commuter, state-supported services and demonstration routes which, together with the DOT specified routes, would provide a truly national system linking the bulk of our major population centers on economically supportable routes.

"Knowledge of the complexity of the legislation has led numerous congressional staff delegations and other special interest groups to question the impartiality of the application of this criteria.

"For more than two years, Amtrak, in response to requests for data from various members of Congress, has furnished myriad ridership and costing data relating to almost every train in the system. Much of this data was used by them in framing the legislation, with the result that our guidance is so specific that Amtrak has little or no latitude in determining those trains to be continued, discontinued, or modified.

"Our task is not one of making decisions between various alternatives, but rather one of the strict observance of Congressionally approved provisions.

"I am convinced that all legislative requirements have been conscientiously met, that the resulting system will be one commensurate with our current resources and will constitute a sound base for orderly expansion as future revenues and appropriations permit."

Other Board Actions

Tied to Route Restructuring

In other actions at its August 29 meeting, Amtrak's board of directors voted conditional funds to prepare for a Chicago-Indianapolis train, for track and signal changes at Temple, Texas, and to build a new station at Borie, Wyoming, to serve Cheyenne.

Chicago-Indianapolis

The board conditionally approved the expenditure of \$1.2 million to prepare the right-of-way for a demonstration "short haul" route between Chicago and Indianapolis.

The board's approval is conditioned on eventual inclusion of the demonstration route provision in the Amtrak Authorization Act of 1979.

The demonstration route clause was included in the Senate's Amtrak bill but not in the House bill and awaits clarification through the conference committee.

The proposed route would extend from Chicago to Crawfordsville, Indiana—over the present route of the *Floridian*—over the Louisville and Nashville railroad, then via Conrail to Indianapolis.

Construction of a track connection between the two lines at Crawfordsville, track surfacing and tie renewal on the 47-mile-long Conrail segment are covered in the capital appropriation.

Also authorized was the installation of standby power at the Indianapolis station.

The proposed service would also enable Amtrak to use the train to "deadhead" cars to the Beech Grove car shops. The alternative to that would be to move the cars on an irregular basis over non-Amtrak routes at an estimated annual cost of over \$200,000.

Temple Changes

The board also conditionally approved funding for the track and signal changes at Temple, Texas, to per-

mit the *Inter-American* to split there to provide service to and from Houston.

The board's action, in this case, is contingent on an agreement between the state of Texas and Amtrak to fund jointly the operation of the Houston section.

Houston is slated to lose direct Chicago service since the *Lone Star* failed to meet the Congressionally mandated economic criteria for the new

route system.

With the track changes at the Temple station and funding support from Texas for a portion of the operating deficits and capital costs, the *Inter-American* could be split there southbound and recombined northbound to provide through service between Houston and Fort Worth, Dallas and cities further north.

Changes involve lengthening station tracks, adding some switches and

Projected Amtrak System October 1, 1979 (Subject to final legislation action)

Train Name	Route	Disposition
Adirondack	New York-Montreal	Continue (A)
Ann Rutledge	Chicago-St. Louis	Continue (B)
Black Hawk	Chicago-Dubuque	Continue (A)
Blue Ridge	Washington-Martinsburg	Continue
(Weekend service included in DOT basic system. Weekday service authorized to April 1, 1981.)		
Blue Water Limited	Chicago-Port Huron	Continue (A)
Broadway Limited	New York/Washington-Chicago	Continue (C)
Cardinal	Washington-Chicago	(D)
Champion	New York-St. Petersburg	Continue (E)
(Combined with Silver Meteor, New York to Jacksonville. Separate trains from there to Miami and St. Petersburg.)		
Coast Starlight	Seattle-Los Angeles	Continue (B)
Colonial	Boston-Newport News	Continue (B)
Crescent	New York-New Orleans	Continue (E)
Desert Wind	Ogden-Los Angeles	Inaugurate (B)
Dewitt Clinton	New York-Albany	Continue (B)
Empire Builder	Chicago-Seattle	Continue (B)
(Tri-weekly, except daily during peak seasons.)		
Empire State Express	New York-Niagara Falls	Continue (B)
Floridian	Chicago-Miami/St. Petersburg	Discontinue (F)
Henry Hudson	New York-Albany	Continue (B)
Hilltopper	Boston-Washington-Catlettsburg	Discontinue (F)
Illini	Chicago-Champaign	Continue (A)
Illinois Zephyr	Chicago-Quincy	Continue (A)
Inter-American	Chicago-Laredo	Continue, Daily (G)
Lake Shore Limited	Chicago-New York/Boston	Continue (C)
Lone Star	Chicago-Dallas-Houston	Discontinue (F)
(Service will remain from Chicago to Newton, Kansas, via Southwest Limited)		
Michigan Executive	Detroit-Jackson	Continue (A)
(As a commuter service this train will require 100 per cent state funding after April 1, 1981.)		
Montrealer	Washington-Montreal	Continue (E)
Mount Rainier	Seattle-Portland	Continue
(Combined with Pacific International southbound, and operated separately north bound, it meets Congressional criteria for short-distance trains.)		

revising signals. The work would require a capital expenditure estimated at \$432,000 which would be shared by Texas and Amtrak.

Amtrak's share — \$345,624 — was the amount conditionally approved by the board.

Borie Station

The present station in downtown Cheyenne will continue in operation after the new station is built in Borie, 10 miles west of Cheyenne. Passengers who choose to use it will be taken to the new facility by a chartered bus which will also deliver incoming pas-

sengers from Borie to the Cheyenne station.

When completed, the new station will enable Amtrak to simplify its now complicated operation between Denver and Cheyenne and reduce the operating time of the *San Francisco Zephyr*.

The station building will cost \$70,000; new track, signal and communications equipment, \$281,000; and new train servicing facilities at Rawlins, \$105,390.

Other items in the project, including platforms, lighting, parking lot, drains, electrical service, septic tank, signs, crosswalk and furniture are ex-

pected to total \$182,800.

Use of the new station is expected to save Amtrak \$205,000 annually in operating costs. Thus, Amtrak will recover the station cost in less than four years.

Under present conditions, because of track layouts, the *San Francisco Zephyr* must operate backwards in both directions between Denver and Cheyenne. The train's locomotives are removed and switched to the other end of the train at both locations.

Using the Borie by-pass, the *Zephyr* will be able to proceed straight through in both directions without the backup move.

This will improve reliability since switching engines from one end of the train to the other frequently resulted in operating difficulties and delays, especially during severe winter weather.

The backward train operation and switching also often confused passengers causing them to complain.

Full ticketing and baggage service will continue to be provided at downtown Cheyenne and Amtrak personnel will accompany passengers from there to Borie to handle any last-minute arrangements.

Keep Eye On CTY

Because of the lead time necessary to produce publications like *Amtrak News*, fast breaking events can sometimes supercede items contained in any issue by the time it reaches the subscriber.

Amtrak News strongly suggests that employees keep monitoring the Employee News Service which is inserted into the ARTS system twice-weekly, on Tuesday and Thursday.

Employees with ARTS scopes can receive this latest news from the public affairs department by keying CTY NEWS.

"Hard," or printed, copies are transmitted overnight to all printer locations.

Amtrak News would like to know if there are any printer locations that, for one reason or other, do not receive the printed copies of the news service.

National Limited	New York-Washington-Kansas City	Discontinue (F)
Niagara Rainbow	New York-Niagara Falls	Continue (B)
North Coast Hiawatha	Chicago-Seattle	Discontinue (F)
(Service will remain to some cities via Empire Builder.)		
North Star	Chicago-Minneapolis	Continue (B)
	Minneapolis-Duluth	Continue (A)
Pacific International	Seattle-Vancouver, B.C.	Continue
(Combined with Mount Rainier southbound and operated separately northbound, it meets Congressional criteria for short-distance trains.)		
Palmetto	New York-Savannah	Continue (B)
Panama Limited	Chicago-New Orleans	Continue (B)
Pioneer	Seattle-Salt Lake City	Continue (G)
Saint Clair	Chicago-Detroit	Continue (B)
Salt City Express	New York-Syracuse	Continue (B)
San Diegans	Los Angeles-San Diego	Continue
(Three of the trains are in basic DOT system, three are 403(b) trains.)		
San Francisco Zephyr	Chicago-Oakland/San Francisco	Continue (C)
San Joaquin	Oakland/San Francisco-Bakersfield	Discontinue (F)
(Status pending negotiations with California for 403(b) service.)		
Shawnee	Chicago-Carbondale	Continue (B)
Shenandoah	Washington-Cumberland	Continue (B)
	Cumberland-Cincinnati	(D)
Silver Meteor	New York-Miami	Continue (E)
(Combine with Champion, New York to Jacksonville. Separate trains from there to Miami and St. Petersburg.)		
Silver Star	New York-Miami/St. Petersburg	Continue (B)
Southwest Limited	Chicago-Los Angeles	Continue (C)
State House	Chicago-St. Louis	Continue (A)
Sunset Limited	New Orleans-Los Angeles	Continue, Tri-weekly (B)
Turboliners	Chicago-Milwaukee	Continue (B)
Twilight Limited	Chicago-Detroit	Continue (B)
Washington Irving	New York-Albany	Continue (A)
Wolverine	Chicago-Detroit	Continue (B)

Footnotes:

(A) Existing 403(b) service.

(B) Included in basic DOT system.

(C) On present route until superior or equivalent service can be provided on DOT recommended route.

(D) Status pending final Congressional action.

(E) Not included in DOT basic system but meets Congressional criteria.

(F) Not included in DOT basic system and failed to meet Congressional criteria.

(G) Meets Congressional criteria for regional balance.

Hot Line Questions

Involve New Amtrak System

Some Hot Line questions in recent days referred specifically to the restructured Amtrak route system.

They follow in this "mini" version of the Hot Line report.

Question: Six months ago I called the Hot Line and suggested a Miami to Atlanta train to take the place of the *Floridian*. With the new route structure this makes even more sense, with my train taking the place of the *Floridian* as well as the one New York-Florida train that has been taken off.

My proposed train would take only two sets of equipment and give passengers an alternate route from Florida to New York.

Answer: Amtrak's route system was designed by the Department of Transportation and approved by Congress. No route through Atlanta to Florida was provided and only those routes approved by Congress will be funded by Congress.

Beyond that, Amtrak has no funds or authority for new routes at this time.

After October 1, if funds and equipment become available, Amtrak's board of directors has authority to apply specific route and service criteria to determine which routes, if any, show sufficient economic and other potential to warrant addition to the system.

There are hundreds of such routes across the country and priorities must be applied to determine which ones can be considered seriously.

Q. You say Amtrak's criteria for determining deletion or rerouting of Amtrak trains is based on ridership.

But, how can you decide, in a fair way, what demand for ridership is, say at Willmar, Minnesota, unless you also know the large percentage of people from southern Minnesota, northern Iowa and eastern South Dakota who are consistently turned down because the train is sold out?

(Note: Willmar will lose service as

the *Empire Builder* is rerouted through St. Cloud over the *Hia-watha's* present route.)

A. First of all, nearly all Amtrak long-distance trains are heavily traveled during summer. We use all available equipment and thus can add no more.

Second, on a long-distance train, ridership must be measured from end to end, or over the total length of the journey.

For example, if a train is full between Chicago and Fargo, and half empty the rest of the way, it loses money heavily. There may be some people turned away between critical segments of the trip but the load factor for the entire trip shows that the train is not sold out all the way.

There have been many empty seats over many segments on every trip. Over the long haul, ridership has not been as heavy as it is on many other trains.

Third, the *Empire Builder* is not endangered because of ridership.

DOT recommended it operate three times a week and daily during peak travel periods. Congress approved this and funded the train on this basis.

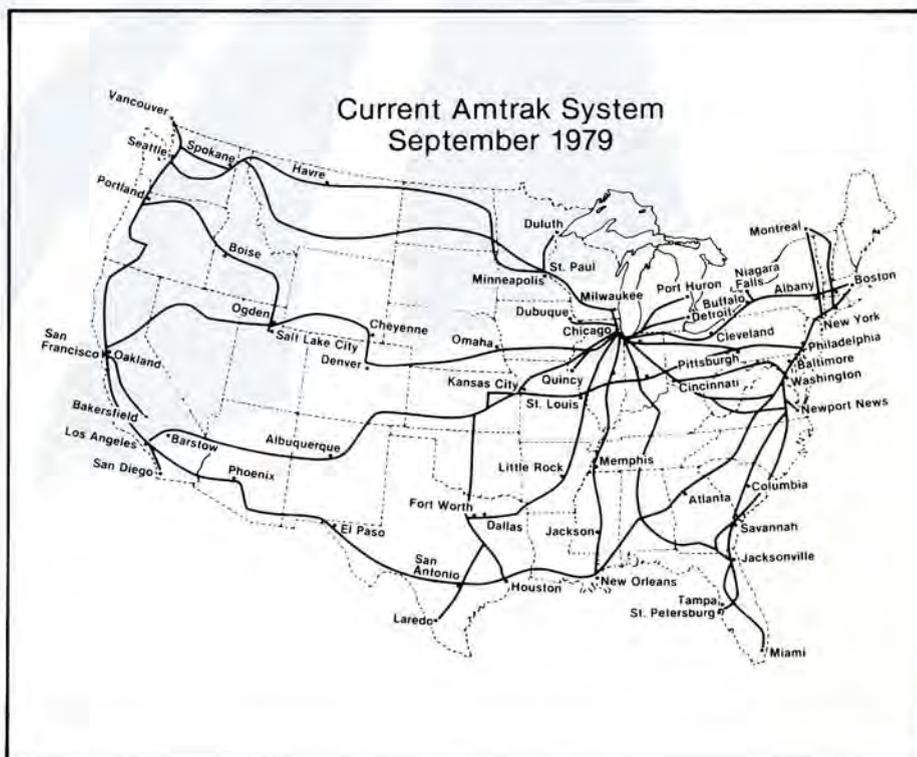
The decision to route the *Empire Builder* through St. Cloud was because of better operating conditions and long-term potential for greater revenues.

Q. The cancellation of the *Lone Star* is absurd, and the retaining of the *Inter-American* is equally absurd.

There are more people living between Kansas City and Fort Worth on the *Lone Star's* route than there are between St. Louis and Fort Worth on the *Inter-American's* route.

I sell tickets in Norman, Oklahoma, and there are many people around here who depend on the train as a means of transportation over the automobile.

A. Let's set the record straight! Amtrak did not cancel the *Lone Star*, or recommend its cancellation.



The Department of Transportation recommended that this train, along with many others, be cancelled. This cancellation, by law, is effective October 1.

Congress then developed certain ridership criteria which, together with cost criteria, could be applied to each train that had been approved for cancellation. Those trains that met the criteria could, within certain dollar limits, be retained.

Amtrak applied those criteria to both the *Lone Star* and the *Inter-American* and neither qualified for retention.

Congress also stated that if any quadrant of the nation did not have a long distance train restored by using the criteria, a train could be added in that particular quadrant.

The train picked could not be one, however, which had a significant portion of its route served by any other train.

Because the *Lone Star* has its route common to the *Southwest Limited*, from Chicago to Newton, Kansas, it could not be considered for retention.

This is the way the legislation is written. Amtrak had no flexibility in the matter.

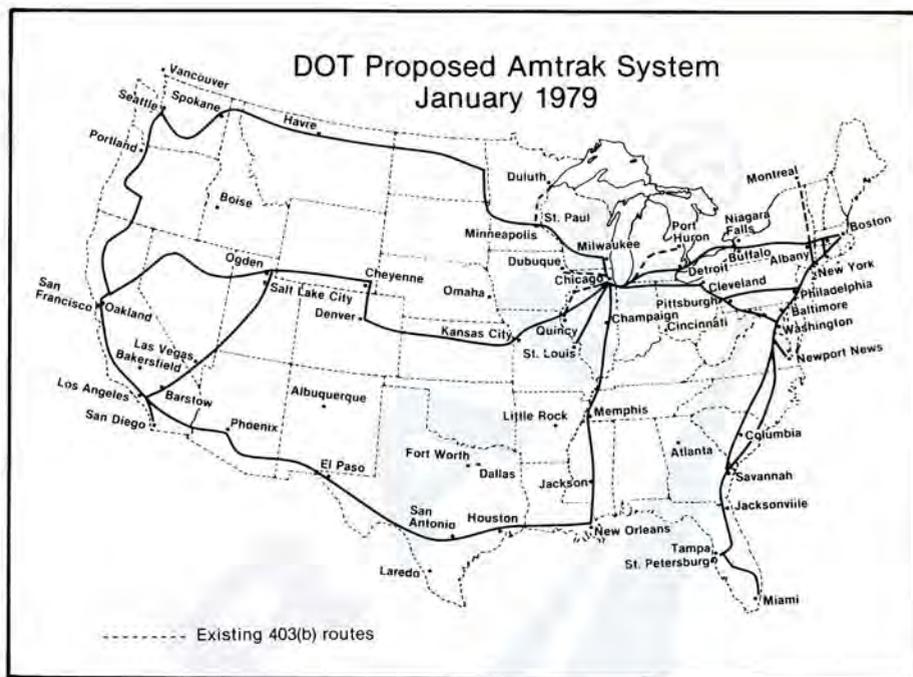
Q. I have more comments and statistics on the cancellation of the *Lone Star*. Of all the threatened trains, only the *Montrealer* carried more passengers than the *Lone Star* in a one-week period, May 13-19, this year.

Another thing. We need another phone. We can never get through on the 800-line. Literally hundreds of thousands of people are being turned away.

That's ridiculous. That's never the way it used to be under the railroad. We always used to be able to get through.

A. See the previous answer. Amtrak did not make the choice between the two. The *Lone Star* was excluded by wording of the legislation.

We know that we need more phones in our reservations system. When telephone calls jump from 1.5 million to 7.5 million in just one



month, there is no possible way to meet the demand.

Clerks must be hired and trained, more lines must be installed and computer terminals made available.

This cannot be done overnight.

It has been done by now, however, and we expect to get back to normal during September. The panic calling was a direct result of the gasoline crisis. No one could have predicted it and it took some time to recover.

Want A Better Job? Call!

Beginning in mid-July, Amtrak began posting notices of available job openings within the company on bulletin boards in corporate headquarters and at field personnel offices. Each job was posted for five days after the opening became available.

Notices were also transmitted through the ARTS network to facilities where there was no personnel office.

Now, as of Tuesday, September 4, Amtrak employees can receive information on available jobs by using a special toll-free telephone number. They can call from anywhere in the United States—except Washington, D.C.—by dialing 800-424-5196. District resident are urged to check the bulletin boards at corporate headquarters.

Employees will be given information on jobs posted that day as well as those whose posting period has not expired.

Information will include position title, department, work location and minimum rate of pay.

The recording will be operational 24 hours a day, seven days a week.

Station Changes

When the October changes take place, some trains will pick up stations from discontinued ones.

The *Broadway Limited* will begin flag stop service to Lewiston, Huntingdon and Greensburg, Pennsylvania. Tyrone and Latrobe will be dropped because of low ridership and being located near other stations.

The *Southwest Limited* will begin stopping at La Plata and Marceline, Missouri, and at Lawrence and Topeka, Kansas, all currently served by the *Lone Star*.

In the southeast, Denmark and Camden, South Carolina, will be added as scheduled stops on the *Silver Star*.

How Did They Figure?

Formulas For Loss, PM/TM Described

Avoidable Loss

To determine the avoidable loss on a passenger mile basis, the following procedure is followed.

1. Revenues generated by the train are added up. These include ticket sales, food and beverage income, and income from mail and express.

This results in a "revenue" figure.

2. The avoidable costs are added up. (Avoidable costs are those incurred directly by the operation of the train and are thus those costs that would not have to be paid if the train ceased operations.) These include train and engine crew costs; fuel and power costs; railroad transportation charges; locomotive, car and right-of-way maintenance costs; and costs of reservations, and on-board and station services that are provided only for this train.

The total results in an "avoidable cost" figure.

3. The avoidable cost figure is then subtracted from the revenue figure, resulting in an "avoidable loss" figure, stated in dollars.

4. The avoidable loss figure is divided by the total passenger miles* amassed by the train, resulting in an avoidable loss per passenger mile, generally stated in cents.

*(A passenger mile denotes one mile traveled by one passenger. One passenger traveling 250 miles totals 250 passenger miles. Three riders going the same distance total 750 passenger miles.)

PM/TM

To ascertain the ratio of passenger miles to train miles, or PM/TM, the following is done.

1. The number of train miles is added up. This is done by doubling the daily train miles (one for each direction), then multiplying that by the number of days in the year (365). The resulting figure is the number of train miles operated annually.

2. The number of passenger miles is added up. A passenger mile is defined as one passenger traveling one mile.

3. The train's annual train miles are then divided into the annual passenger miles, resulting in the PM/TM figure.

The resultant PM/TM figure is a mathematical number denoting an average number of riders on board the train.

Projected Passenger Miles

The base period for compiling passenger miles, to be used in applying the Congressional criteria, was the year ending on March 31.

However, since the period did not include an Easter holiday, March 1978 was substituted for April 1978, resulting in a restructured year.

C-2 Available For Affected Employees

Most Amtrak employees will not be affected at all by the cutbacks in the route system.

However, some jobs will, of necessity, be eliminated.

Persons working on routes of the affected trains, of course, have the most concern.

Many of the affected persons will be able to exercise their seniority and transfer to other positions.

If indeed, in the final analysis, a person does actually lose his or her job, or is transferred to a lower rated position, that person is protected.

For Amtrak employees, this protection is set forth in Appendix C-2, an agreement between Amtrak and involved labor organizations.

Affected employees will be notified through departmental channels of the jobs to be actually abolished.

At press time, Amtrak's labor relations and personnel department had itemized the affected jobs and had

So that the forecast would be based on the most recent 90-day period, April through June 1979 was picked to compare to the same period in 1978 to determine the growth rate.

Because of the short term fuel shortage crisis that occurred during those 90 days, the growth from the previous year was far higher than could be reasonably expected for the full year. Therefore, a yearly growth rate of only one-fourth of the April-June ridership rise was used.

This percentage of growth was then applied to the year-long ridership figures to achieve the projected figure for fiscal year 1980.

Projected Avoidable Loss

The figures to determine revenues used in calculating the avoidable loss were adjusted to include projected fare increases.

posted the required 30 day notices indicating the trains to be discontinued, the positions to be abolished and the appropriate claims processing center to which the Application For C-2 Benefits should be forwarded.

Amtrak News is publishing the form for applying for C-2 benefits on the following page to insure that every employee in the company has one at his or her disposal. Additional forms are available from supervisors, and labor relations and personnel offices.

Employees are cautioned not to use the form unless their position is abolished or they are displaced in the exercise of seniority and believe they have been adversely affected as a result.

Employees are also advised that a lengthy list of questions and answers regarding C-2 benefits was published in the July issue of *Amtrak News*. Extra copies are available by writing the editor.

APPLICATION FOR C-2 BENEFITS

TO THE EMPLOYEE: This is your official application for protective benefits under the C-2 Agreement. After completing AND SIGNING this form, mail it to the Claims Processing Center designated on your posting bulletin board. You will be advised of your protection status, and will be provided with all additional instructions.

CHECK ONE: I was placed in a worse position with respect to my compensation and rules governing my working conditions.

I was deprived of employment.

I. EMPLOYEE IDENTIFICATION

Last Name	First	MI	Social Security Number
Home Address			
Present Occupation (Railroad or other)			Location
Seniority Roster Title	Seniority Date		Roster Standing
Region	Division		

II. SUPPORTING INFORMATION

1. Are you presently protected under:
 - Title V
 - C-1
 - C-2 (another transaction)

2. (a) What date were you first placed in a worse position or deprived of employment as a result of an Amtrak transaction? _____
- (b) How were you placed in a worse position or deprived of employment? (Check one)
 - My position was abolished.
 - I was displaced.
 If you were displaced, by whom? _____
- (c) Identify the transaction involved in your being placed in a worse position or deprived of employment.

- (d) Specify pertinent facts of that transaction relied on to support your claim.

3. (a) What position did you hold immediately prior to the date shown in item 2(a)?

Position	Symbol	Location	Rate of Pay (Specify hourly, daily, monthly)

- (b) What position do you currently hold? Indicate none, if applicable.

Position	Symbol	Location	Rate of Pay (Specify hourly, daily, monthly)

I hereby certify that this information is true and correct.

Signature

Date

New Schenectady Station Opens, State, City, Amtrak Cooperate On Project

Some 250 persons turned out on Wednesday, August 8, to witness the dedication of Amtrak's new passenger station at Schenectady, New York.

The station will replace the temporary facility which Amtrak had been using since last October when rail passenger service was restored to the city for the first time since 1969.

Restoration of service is the result of a \$4.7 million cooperative program between Amtrak, New York State and the City of Schenectady. New York State has rehabilitated tracks running through downtown Schenectady at a cost of \$3.9 million. The new \$881,000 station was funded jointly with Amtrak paying two-thirds of the cost and New York State one-third. The city contributed \$30,000, plus land for the project.

Speakers at the ceremony included Schenectady Mayor Frank Duci; John F. Downing, executive deputy

commissioner, New York State Department of Transportation; and Martin Garelick, executive vice president and chief operating officer, Amtrak. John Lombardi, Amtrak's senior director, government affairs, was master of ceremonies.

Downing told the attending public, "This is only the beginning of upgraded rail service in New York. This is going to be followed this fall with the institution, in stages, of high-speed—up to 110 miles per hour—service in the Schenectady-New York City corridor."

Following the speeches, Downing and Duci cut the dedicatory ribbon and all participants were invited inside the station to an open house. A tour of the two-level facility followed.

Located in the steel and masonry structure are a ticket office, baggage and waiting room, and restrooms. The elevated train platform is con-

nected to station level by a stairway and an elevator which can accommodate the elderly and handicapped. The station will be staffed by a ticket agent.

An adjacent parking lot can accommodate 30 cars with an additional 60 spaces available across the street where the temporary facility had been located.

The eastbound *Lake Shore Limited* was the first train to arrive after the station's official dedication. Four trains, in each direction, will serve the station daily, including the *Salt City Express*, the *Empire Express*, the *Niagara Rainbow* and the *Lake Shore Limited*.

After the Schenectady station began operations, the ticket office at Colonie, eight miles away, was closed. The trains served the station until Sunday, September 9. At that time the station was completely closed to permit high speed train operations over the 17.5 miles between Albany and Schenectady.



(Above) Schenectady's street level station is connected to the elevated tracks by an escalator and stairs. (Right) Ticket Clerk Harold Remington serves his customers from a new brightly-appointed office.



Photos By Debbie Marciniak



(Left) A passenger checks the arrival time of the eastbound Salt City Express. (Below) Visitors mill around the station waiting room during the post-ceremony open house.



Ceremony Marks Anniversary Of First Air-Rail Service

Amtrak participated in ceremonies at Pennsylvania Station, New York, this summer, to commemorate the 50th anniversary of the first air-rail coast-to-coast service between New York and Los Angeles.

The service consisted of using an overnight train—the Pennsylvania Railroad's *Airway Limited*—from New York to Columbus, Ohio. At the airport—dubbed Port Columbus—passengers transferred to a Ford Tri-Motor airplane for the daytime flight to Waynoka, Oklahoma.

At Waynoka, they boarded the Santa Fe for a second overnight run to Clovis, New Mexico, where they transferred to yet another Ford airplane for the final miles to Los Angeles. A connection was available there for San Francisco.

As a tribute to the 50th birthday of the service, Trans World Airlines, successor company to the original Transcontinental Air Transport, presented replicas of a Ford Tri-Motor propeller to cities that were stops on the aerial portions of the run. The first such commemorative prop was presented to New York at the Pennsylvania Station ceremony.

Representing Amtrak was Martin Garelick, executive vice president and chief operating officer. Said Gare-

lick, "This is more than an anniversary of the first rail-air journey across the United States.

"We also celebrate the progress this country has made over the past 50 years in providing a multiplicity of transportation modes to serve a wide range of needs,

"There is a need, in fact a real urgency, for establishing a well-balanced, national transportation system in this country.

"The railroads helped build this country. The aviation industry helped shrink it and the bus and automobile helped maintain communication links to smaller towns and rural areas."

Travel in 1929 was not quite as easy as it is today. The diary of one of the first passengers on the Ford flights describes the "luxury" of the day.

"The din is terrific," she wrote. "Every throb of the propeller as it beats the air is like a thousand snare drums in your ears.

"The courier comes forward to give you little pieces of cotton to stuff in your ears."

The inaugural train's departure from Pennsylvania Station was triggered by a telegraph key activated by Charles Lindbergh in California.

At Pennsylvania Station, following some speeches, Amelia Earhart, a

passenger on the first trip, christened a Ford on exhibition at the station as the "City of New York."

Armed with plaques and messages from New York's Mayor Jimmy Walker to the mayors of Los Angeles and San Francisco, Earhart and 19 other intrepid air travelers boarded the train for their overnight trip to Columbus.

The next morning, the eastbound service was inaugurated from California when the "City of Los Angeles" was christened by film star Mary Pickford with a bottle of grape juice. Prohibition was still in force. With Lindbergh at the controls and his wife as a passenger, the plane took off.

Fare for the one way combined air-rail trip was \$351.94. The service covered 2,343 miles by air and 970 by rail. The train portions followed the routes of today's *National Limited* from New York to Columbus, and the *Southwest Limited* from Waynoka to Clovis.

The eastbound planes did not connect with a special train at Columbus but the field was served by the Pennsy's *American* and the *Spirit of St. Louis*.

The air-rail service was discontinued by TAT on October 25, 1930, when it operated its first all-air coast-to-coast service. That also took two days of flying during daylight with an overnight stop in Kansas City.

An airplane in Pennsylvania Station? TAT's Ford which was later christened by Amelia Earhart as the City of New York was put on display in the station prior to start of the transcontinental air-rail service.



TWA Photo

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Hartford Ticket Clerk Marries, Hires Train For The Wedding

True railroader that he is, Bill Sample, lead ticket clerk, Hartford, got married in real style.

He and the former Nancy Bentley were married earlier this year aboard Pullman parlor car *Wallingford* as it ran on a chartered train, the *Wedding Bell Express*, over the Valley Railroad between Essex and Chester, Connecticut.

Choice of the car was significant because Sample had proposed to his wife last year while riding on an Am-

trak train as it passed through Wallingford, Connecticut.

About 150 relatives and friends witnessed the ceremony as the train—steam powered with locomotive bell ringing loud—puffed down the tracks.

Actual location of the wedding posed a problem in obtaining a license because the route passed through three townships. A Chester license was obtained and the Valley Railroad scheduled the train so it would be “on time” in Chester township as the pair said their “I dos.”

After the train returned to Essex, the wedding party boarded the railroad’s dining car, the *Lion Gardner*, for the traditional cutting of the cake and reception.

Sample is a founding member of the Connecticut Valley Railroad Museum, operator of the Valley Railroad, and currently is serving a term as its president. He also was, until recently, president of BRAC local 186, in Hartford, until it was absorbed by the Springfield, Massachusetts, unit.



Hartford Ticket Clerk Bill Sample, his new bride, and a sooty and steamy old friend enjoy the wedding day.

Sample is a Specialist 4th class, locomotive engineer with the 76th Transportation Detachment, U.S. Army Reserve. The day after the wedding, he reported for two weeks of duty in North Carolina.

Valley Railroad

The steam-powered Valley Railroad offers six daily trips between Essex and Chester during the summer. Limited service is available after that until October 28. The tourist line even offers intermodal service, Connecticut with a Connecticut river cruise boat. A detailed brochure can be obtained by mailing a self-addressed stamped envelope to the line at Essex, Connecticut 06426.



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