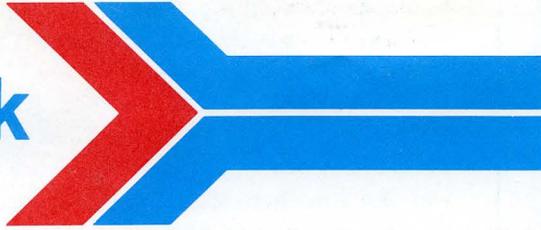


Amtrak



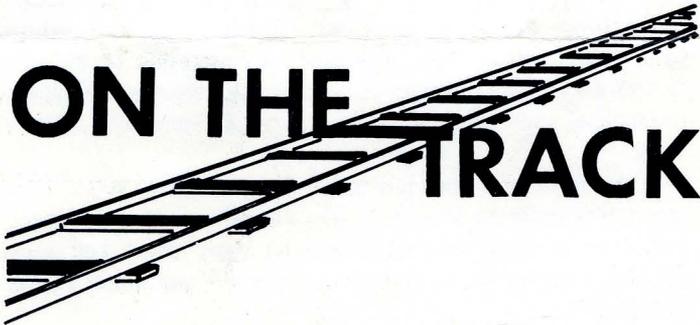
UPDATE
UPDATE
UPDATE

A Newsletter for Amtrak Employees

VOLUME 1 – ISSUE 16

JUNE 12, 1972

ON THE TRACK



Although Amtrak has been in operation only 13 months, we already have firm evidence that the actions we are taking to rejuvenate rail passenger service are working and working well. Before Amtrak, railroad passenger traffic had been in a long, sharp decline running about 10 or 15 per cent per year. We felt certain we could arrest this decline and we built our financial plan for calendar year 1972 on this forecast.

Preliminary first quarter results for this year have just become available and I am pleased to tell you that not only has the decline been arrested, we have, in fact, registered an 8.1 per cent revenue increase over the amounts budgeted for the first three months of the year. It is too soon to draw any sweeping conclusions from these first-quarter figures, but I do feel that this gives us a solid basis for hope if not downright optimism that we have turned the corner.



This heartening upturn in revenues can be attributed primarily to one thing – Amtrak people at all levels working in concert to build a healthy, useful rail passenger service. No company, no venture, no cause can succeed unless there are dedicated people working together to make it succeed. The dedication of Amtrak people is evident in these first quarter results. By working together, by pulling together, the people of Amtrak *will* build an intercity rail passenger system second to none in the world.

Signed,

Roger Lewis

VERMONTERS WELCOME TRAIN WITH BAND AND CHEERS

Amtrak officials touring the right-of-way of the Central of Vermont Railroad a few days ago must have thought for a few minutes that they were involved in a high school football rally when they pulled into Montpelier, Vt.

As the train came to a stop in the station, the uniformed Montpelier High School Band struck up a rousing tune, spectators began cheering, and two large signs were unfurled.

One sign said: "Rickety-Rack Amtrak. We Want the Trains Back." The second banner read: "We Hope This Little Jaunt Will Make You Choose Vermont."

One Amtrak officer commented: "We have a lot of factors to weigh before we can make a decision on which route to take into Montreal but the enthusiasm of Vermonters certainly can't be faulted."



Jim and Joe Crawford for them railroading is a family matter.

PROFILES

Amtrak's Crawford brothers are keeping it "all in the family" — railroading that is. A long line of railroading tradition is being upheld by Joe, Jr. and Jim Crawford — two young Amtrak employees who believe Amtrak has a promising future and want to be a part of that success.

Joe has been working since December 1, 1971, for Amtrak's Operations Department as supervisor of car maintenance. He's the man responsible for coordinating the activities of the Amtrak regional mechanical inspectors stationed in the railroad yards. "It's my job to make certain that Amtrak's standards for clean, dependable passenger cars are maintained and to provide the necessary liaison for railroad personnel to accomplish this," says Joe.

Jim, the younger Crawford, now stationed in Philadelphia, as a materiel control coordinator, sees to it that Amtrak's maintenance inventory is computerized and updated according to the various needs of the yards and the shops. To a layman, his job is to develop a running history of the amount of railroad equipment and supplies needed and used by Amtrak. In this way purchasing procedures are simplified and parts

deliveries are more efficient. "The whole computerized inventory process can reduce the number of cars in bad order by having the right supplies in the right place at the right time. When no train is short of equipment," claims Jim, "you can serve more customers more efficiently."

Railroading is as natural a topic at the Crawford home in Levittown, Pa., as the weather. Joseph Crawford, Sr. served for twenty-six years as a material supervisor for Penn Central. Jim and Joe's mother, Mary Crawford, works in Penn Central's revenue discounting department; their sister, Kate, is a secretary for Penn Central; and their brother, Frank, operates a Penn Central computer. As Joe states, "With so many of us involved in railroad work, a family gathering is a railroad roundtable."

The Crawfords, both while still in high school, got their first taste of railroading as coach cleaners at Trenton Station. From there they both accepted electrician apprenticeships with Penn Central. Joe persevered in electronics to become first an electrician, then an electrician supervisor, and finally a mechanical supervisor of passenger cars at Sunnyside in New York.

Jim, on the other hand, decided that purchasing rather than repair was more to his liking. He started out as a catalogue inspector in Penn Central's materiel department and soon become a supervisor of materiel control for commuter cars in Philadelphia.

Both men are married and attend night school working toward degrees in business management.

For further information concerning the material in AMTRAK UPDATE, please contact:

UPDATE Editor
Public Affairs Office



Amtrak
National Railroad
Passenger Corporation
955 L'Enfant Plaza North, S.W.
Washington, D. C. 20024

First Class Mail
U. S. POSTAGE
PAID 1 oz.
Permit 44651
Washington, D. C.