

# update



A Newsletter for Amtrak Employees

VOLUME 2-ISSUE 11

AUGUST 1, 1973

Made in France . . . for Amtrak (Details on Page Two)



# french-built trains on way to middle west

Flying Amtrak's proud red, white, and blue colors, two high-speed, turbine-powered passenger trains manufactured in France soon will be operating on American tracks.

The trains, which Amtrak has leased with options to buy, are scheduled to go into service in the Milwaukee, Chicago and St. Louis corridor late this year.

Now on the high seas aboard an Atlantic Container Line vessel, the two trains are scheduled to arrive at Port Elizabeth, N.J., on or about August 6. Unloading, preparation and testing will require approximately two days but near the end of that week the trains should be ready for test runs under their own power on Penn Central tracks in New Jersey.

Following these tests, the first of the two trains will move to the Newark Railroad Station to remain overnight. The next morning, its combination French-American crew will run it during daylight hours to Pittsburgh. It will remain overnight at Pittsburgh and the next morning it will continue to Chicago's Union Station.

After staying at Union Station a short time for public viewing, the train will be moved to Amtrak's new turbine train maintenance facility near Chicago. Extensive train testing and demonstrations as well as training of operating and onboard train crews will continue through September.

The second train will be following the first train by a few days over the same track.

Both trains are of the second-generation RTG series, an improved version of the ETG turbine-powered trains built by ANF-Frangeco for the French National Railways. The earlier version already has built up a spectacular record of profitable revenue service on medium-haul French routes.

Amtrak train specialists believe the new turbine trains are admirably suited to many inter-city routes in the United States where fast rail service can be competitive to air travel. The low center of gravity, fast acceleration and smooth, quick braking of the RTG trains make possible very fast, multi-stop services which until now could be achieved only on electrified lines with high power train units. Amtrak's new trains are designed to reach speeds up to 125 miles an hour on conventional track.

The new trains are designed to provide high-speed, comfortable coach service over medium distances. The comfortable and attractive interior appointments reflect

the fact that passengers will spend a relatively short time on the train with emphasis on convenience and speed.

Constructed in five-car units, each of the two trains has a seating capacity of 296 plus 24 chairs at tables in the grill-bar. Each power unit has 48 seats; one coach has 80 seats, the other has 76, and the passenger compartment of the bar-grill car has 44 seats.

The first generation French turbine trains went into operation in 1970. In the first two years of their operation on the Paris-Caen-Cherbourg run, French National Railways reported that they operated more than 5 million miles with a high degree of reliability and showed a 25 per cent increase in ridership over the service they replaced.

The second-generation trains differ from the earlier version in that they are propelled by gas turbines exclusively, are capable of higher speeds and can accommodate more passengers. Rider comfort such as air conditioning and soundproofing has been improved also.

There are powered cars at each end of the five-car trains equipped with turbine engines similar to those developed for aircraft use. Each turbine engine has a rating of 1,140 horsepower. Another turbine engine rated at 430 horsepower drives an alternator which supplies electric power for the train's auxiliary system, lighting, bar-grill unit and air conditioning.

The transmission is hydraulic-mechanical and also incorporates a hydrodynamic brake. For use in the United States, the trains will have three braking systems — hydrodynamic, conventional tread brakes and supplementary disc brakes.

To execute the lease agreement, Amtrak paid ANF-Frangeco 810,000 francs (at current rates, four francs equal one dollar) to cover unusual expenditures such as translations, drawings, and travel.

Rental payments will begin with the acceptance of the trains and are at the rate of 428,000 francs monthly for the two trains for the first 12 months of the lease and 440,000 francs for each of the final six months.

Amtrak has the option to purchase the trains within the first 12 months of the lease. The option price is 23,230,000 francs for both trains, less a credit of 180,000 francs for each monthly rental payment.

If it wishes, Amtrak may purchase an additional four or eight trains within the lease period.

## LES STATISTIQUES IMPORTANTES DU TRAIN FRANCAIS

Height: 12.3 feet off rail
Horsepower: 1,140 each turbine—2,280 total for train
Transmission: Voith hydraulic-mechanical
Length of 5 car train: 423 feet
Weight: Empty ready to run 248 tons/496,000 pounds
Passenger capacity: Single class—296 seats plus 24 chairs in bar grill dining area
Fuel Capacity: 2,480 gallons
Range: 1,000 miles
Rated top speed: 125 miles per hour
Acceleration: 1.05 mph per second
Braking: 100 mph to zero in 4,400 feet (normal)
Maker of turbines: Turbomeca
Maker of trains: ANF Frangeco (Les Ateliers de Construction du Nord de la France).
Train operating crew: four
Body construction: Light-weight steel resulting in weight reduction of about 30 per cent over locomotive drawn cars of equal capacity

# illinois getting additional rail service this fall

The State of Illinois will have new Amtrak rail service this fall linking Chicago with Rockford, East Dubuque, Bloomington, Springfield, Champaign/Urbana and Decatur.

The new service—to be financed in part by the State—is made possible by the 1974 transportation bill passed by the legislature and signed into law by Governor Dan Walker last week, according to Langhorne Bond, Secretary of the Illinois Department of Transportation.

The bill includes a \$1.5 million dollar provision to help cover not less than two-thirds of the losses, as stipulated by the 1970 Federal Act which created Amtrak.

About one million dollars of the appropriation will go for operating three new routes and the continuation of one existing route:

Chicago-Rockford-East Dubuque  
Chicago-Bloomington-Springfield  
Chicago-Champaign/Urbana-Decatur  
Chicago-Quincy (Existing route)

Approximately \$500,000 of the money will go for continuation of non-Amtrak routes over the Rock Island Lines between Chicago-Peoria and Chicago-Quad cities. The bill calls for a daily trip on each route with service to begin as soon as possible.

Roger Lewis, Amtrak President, said Illinois now has the most ambitious State-sponsored program for expanding passenger service of any state.

He said traffic on the Chicago-Quincy route is up about 25 per cent this year. The 262 mile run takes four and one-half hours.

The Chicago-Rockford-East Dubuque route has no passenger trains at the present time. Service on this line was discontinued April 30, 1971.

The new Chicago-Bloomington-Springfield train will be the third one on this route. The train's schedule will be tailored for local travel to and from Springfield.

Champaign/Urbana is currently served by two Amtrak trains from Chicago. The new additional train from Chicago will extend service to Decatur, which has had no rail passenger service since April 30, 1971.

Amtrak is expected to initiate the services as soon as terminal and maintenance facilities can be prepared and equipment made available.

Other services operated under Section 403(b) of the Amtrak Act, which allows for initiation of service if local governments agree to pay not less than two-thirds of the losses, are operated in Massachusetts, Pennsylvania, Maryland and West Virginia.



Mrs. Ray A. Joseph, center, displays her engraved silver tray to her colleagues in Mr. Lewis's office. Shown left to right are Mrs. Beverly Baland, secretary to J.R. Tomlinson, executive vice president; Isaac Battle, revenue accounting; Mr. Tomlinson; Mrs. Janet Portman, revenue accounting; Mrs. Joseph; Miss Diane Winnick, secretary; Mrs. Karen Ruybalid, secretary to Mr. Lewis; Mrs. Roger Lewis, and Mr. Lewis.

Mrs. Ray A. Joseph, administrative assistant to Amtrak President Roger Lewis, and one of the first employees of the corporation, soon will be calling West Palm Beach, Florida, her new home. Mrs. Joseph will be taking up new duties there as passenger service representative and assistant to Elmer Hoagland, supervisor of service at West Palm Beach.

Mrs. Joseph first went to work for Mr. Lewis, as his executive secretary in New York in 1962, when he was president of General Dynamics. She came to Amtrak on May 7, 1971, only seven days after Mr. Lewis had joined the corporation.

As a memento of her years of service, Mr. Lewis presented Mrs. Joseph with a silver tray inscribed "Ray A. Joseph . . . appreciation for devoted service, February, 1962, to August, 1973. Roger and Elly Lewis." Mr. Lewis made the presentation in his office before members of his immediate office staff, all of whom have worked closely with Mrs. Joseph.

Mrs. Joseph and her husband, Clayton, are looking forward to their new life in Florida. "While we both call the Northeast our home," she said, "we won't miss the blizzards and the ice."

# Amtrak profile

What does Amtrak's Seattle Sales office have in common with the office of the Russian Minister of Design? A painting by van Soest—senior sales representative for Amtrak working out of the Seattle office.

Ted van Soest has paintings scattered throughout the world in private collections as well as public buildings and universities. They are owned by foreign royalty and governments and his work has been exhibited throughout the United States and abroad.

Mr. van Soest does much of his painting under contract for new office buildings across the country. His main subjects are old barns, landscapes, seascapes and 17th century Dutch battleships in oil and pen and ink, with abstracts mostly for commercial projects. He once operated an art gallery, but found the business too fluctuating.

Ted van Soest was born in Holland, but the family soon moved to Indonesia where his father was a foreign correspondent for the New York Times and Chicago Tribune. The elder van Soest later published a Dutch newspaper in Indonesia, but during the war the print shop was destroyed and the family held prisoners in a Djakarta concentration camp for five years.

After the war, Ted studied business administration at The Hague and later continued his studies with emphasis on fine art-design and color coordination at the Academy of Fine Arts at The Hague. After service in the Royal Dutch Military Police, van Soest immigrated to the United States in 1957.

His first job in a Wisconsin factory was a frustrating one. His responsibility was to push a broom one direction in the morning and the other direction in the afternoon. He was paid well, but was accused of working too hard by his fellow employees.

After six months at the factory, he moved to New York to work for Sabena Belgian World Airways. He was transferred to Seattle to serve as District Sales Manager for Sabena, but after the Seattle office was closed, Mr. van Soest elected to stay in the Northwest rather than transfer back to New York.

He and Amtrak District Sales Manager C.M. Cowdery opened the Amtrak Sales office in Seattle in April of 1972.

Ted van Soest is impressed with the fact that Amtrak is building a modern rail transportation system for passengers. His reaction to Amtrak is most favorable and he feels the potential is tremendous.

As Senior Sales Representative, Mr. van Soest works with travel agencies and handles group moves out of the Northwest, but he continues to concentrate on art during his spare time.



*Amtrak's Ted van Soest—his paintings hang in scores of galleries.*

## two trains now to run until December 2

The National Limited and the Floridian will continue in service at least until December 2, 1973, Amtrak announced recently.

Service will continue on the two trains while the Interstate Commerce Commission investigates any possible adverse effects discontinuance of the trains might have on the environment because of increased automobile usage. Amtrak had asked the ICC July 2 for permission to drop the trains effective August 2.

Amtrak's requests for discontinuance followed the Transportation Department's recommendation that the routes be dropped. A March Amtrak report projected a fiscal 1973 loss of \$4.9 million for the National Limited (New York-Kansas City) and a loss of \$2.6 million for the Floridian (Chicago-Miami).

## press rides metroliner to hotel opening

When Loews Hotel executives decided to stage a dramatic opening for their new L'Enfant Plaza Hotel in Washington, they turned to Amtrak for transportation of their most important press and celebrity guests.

Amtrak was selected not just because our headquarters are neighbors of the new hotel in Washington's L'Enfant Plaza complex. One of the invited press guests, Robert S. Kane of New York's Cue Magazine, had just written of Amtrak's Metroclub service: "If there is a more luxurious mode of travel in America, I've not sampled it . . ."

The Loews V.I.P. group of 65 journeyed from New York in one Metroclub car, plus half an adjoining coach (see pictures on next page). The press group included syndicated columnists Bob Considine and Bert Bacharach (father of the composer-conductor, Burt Bacharach), magazine travel editors Richard Joseph of Esquire and Florence Somers of Redbook; newspaper travel editors Ralph Hubley of the Christian Science Monitor and John Massaro of the Hartford Courant; travel trade magazine editors Eric Friedheim of Travel Agent and Lynne Whitley of ASTA Travel News.

Top celebrity and most honored guest of the inaugural was Anita Loos, author of "Gentlemen Prefer Blondes," who was celebrating her 80th birthday.

The press group came from New York on the 11:30 a.m. Metroliner the day before the formal May 31 hotel opening. Although most of the V.I.P. group left Washington the day after the opening on another reserved Metroclub car, many of the press stayed for several extra days. Practically all of them chose to return on Amtrak and were lavish in their praise. San Francisco Chronicle columnist Charles McCabe, riding the Metroliner from Washington to New York, where he was to depart for Europe, said he hadn't been on a U.S. train for years, "but you can certainly expect me back."



FAMOUS WRITERS ENJOY METROLINER RIDE—Shown at top left, Miss Cathy Rowlette, passenger service representative, offers refreshments to Richard Joseph, travel editor of Esquire magazine; Shown at top right is the Metroclub crew members who impressed the writers with their efficiency. Seated are PSR Gay Anderson, left and PSR Rowlette. Standing left to right are Thomas Middlesworth, service director; Chris Denegeles, general supervisor—food and beverage, and service attendants John Merritt, Jesse Mitchell and Thomas Porter. In the circle, Columnist Bob Considine reads his way to Washington. At bottom left, Miss Anderson serves a pastry to Anita Loos, author of "Gentlemen Prefer Blondes." At bottom right is Columnist Bert Bacharach, father of the conductor-composer, and Mrs. Bacharach.

## amtrak's express service now in 110 cities

Amtrak's package express service has been extended to cover 110 cities. A large-scale sales campaign is being conducted through magazines and newspaper ads as well as promotional meetings to acquaint business concerns with the new nationwide service.

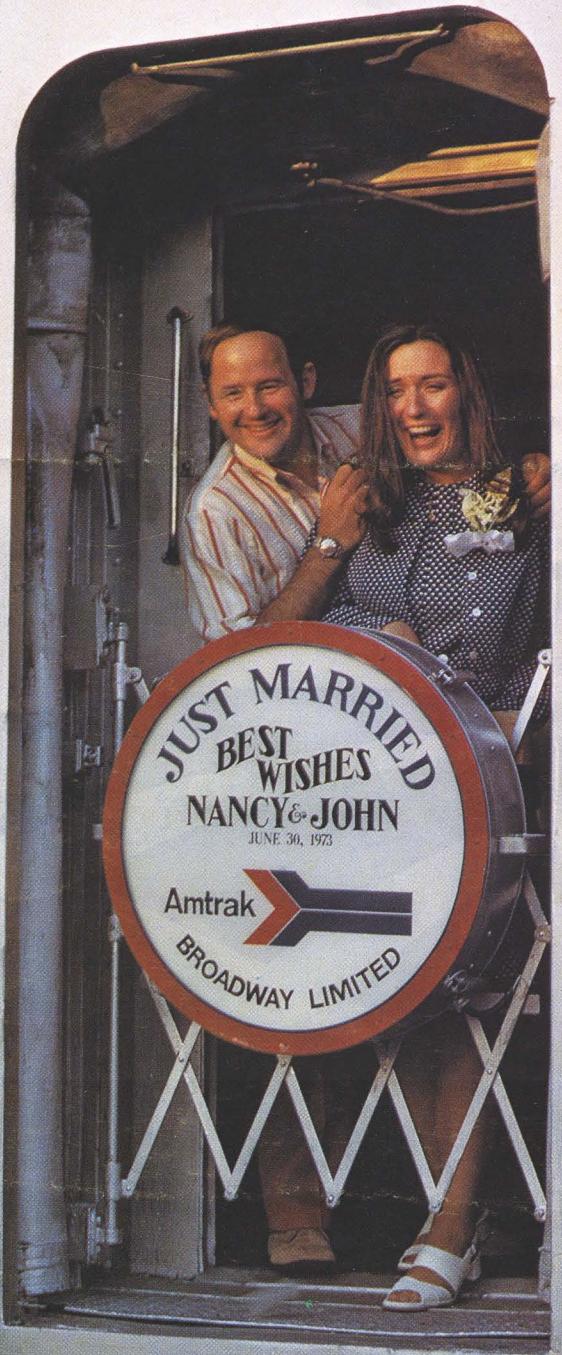
Amtrak began express service on a test basis in May, 1972, by shuttling packages between Washington, D.C. and New York. The experimental service flourished and subsequently was expanded to reach Baltimore, Philadelphia, Wilmington, Trenton, Newark, New Haven and Richmond.

Guy Springer, Amtrak's Manager-Service Administration, said, "The response has been gratifying not only in additional revenue for Amtrak but also to the service the program renders—fast delivery of important business documents, TV films, advertising, pharmaceutical supplies, medicines, news releases and architectural drawings, to name just a few."

Amtrak's new service provides three separate, distinct features: priority package express, economy package express and custom express.

Priority package express is available to shippers between 32 cities in Amtrak's major corridors. Economy package express is available between 110 cities served by Amtrak trains carrying through baggage cars. Custom express also utilizes Amtrak baggage cars and includes such traffic as publications, pharmaceuticals and ready-to-wear clothing.

Shippers using the service are pleased with the speed it provides.



There have been weddings on mountain tops, in helicopters and on skis, but not many have spelled out a theme so clearly as recent nuptials in the Midwest—support for Amtrak and public transportation.

Nancy Brush and John Killoran were married in late June in Dayton, Ohio, and chose to take Amtrak's Broadway Limited for part of their honeymoon. Since both have been avid supporters of the Amtrak effort, a special illuminated drum sign was created for the occasion and hung on the rear car to honor the couple.

The bride's hometown of Dayton is one of the last cities in the country with an operating trolley coach system and Nancy is considered a major force in saving that system. Therefore it was natural that she chose a church and reception site located on one of the trolley coach lines and, of course, the bridal party was transported from one location to the other via trolley.

The bridegroom is Executive Vice President of the Tourist Railway Association and has long been a supporter of Amtrak. He serves as public relations officer for West Virginia State Parks and works with Cass Scenic Railway and Greenbriar Railroad.

To add a little variety to the whole affair the newlyweds completed their trip aboard the Delta Queen, the last of the old-time paddle wheel river boats in regular overnight passenger service.

The Update photo was taken by William Stewart after the couple boarded in Lima, Ohio.