

update

A Newsletter for Amtrak Employees



VOLUME 2—ISSUE 17

December 1, 1973

traveling by train conserves energy

Rail passenger service—because of its great efficiency and unique ability to use many kinds of fuel—is destined to play an increasingly important role in America's transportation system as the nation faces a long-term fuel crisis.

And Amtrak is making preparations to carry far more passengers if fuel shortages are as great as anticipated this winter.

When President Nixon signed on Nov. 3 a bill authorizing more funds for Amtrak, he said it is in the national interest to encourage Americans to choose a train when they make travel plans.

"Railroads can carry more passengers over greater distances per gallon of fuel than automobiles or airlines are able to do, while adding fewer pollutants to our air," he stated.

The President added, "With our oil resources becoming increasingly precious, not just this winter but for some years ahead, the energy efficiency of rail travel is an especially compelling argument for expansion of appropriate Federal assistance to Amtrak."

For its high-speed turbotrains, Amtrak has fuel contracts valid through May, 1974. The remaining fuel is provided by the operating railroads.

Amtrak's diesel locomotives and turbine-powered trains use fuel oil, less costly and less highly refined than automobile gasoline, and consume less than half as much fuel per passenger mile as a fully loaded automobile and less than 20 percent as much fuel per passenger mile as a jet airliner.

Even more favorable from an energy standpoint are Amtrak's electric-powered trains which operate in the densely populated Northeast Corridor. Nearly half of all Amtrak's passengers ride in trains which can derive their energy from coal,

water, or atomic power as well as from liquid fuels.

No other form of transportation offers as much potential in efficient use of energy and land as the high-speed passenger train. It also has low pollution benefits. A single railroad track can handle 40,000 passengers an hour, while one highway lane can handle only about 1,200 passenger cars an hour.

Amtrak's Current Fleet

The equipment currently owned or leased by Amtrak includes over 1900 cars, mostly hauled by locomotives. Of that number, over 1400 cars are used in service everyday. Of the remaining 500, 200 are being renovated or awaiting renovation and 300 are undergoing routine repairs.

"We're working around the clock to repair our equipment and get it in serviceable order before the holiday rush," said Robert Hopkins, Amtrak's General Manager-Operations. He indicated that the out-of-service ratio would be greatly reduced by the peak-travel holiday period, and said Amtrak is obtaining additional maintenance personnel in a number of cities.

A major factor in Amtrak's ability to meet its future requirements is new equipment, and hundreds of new locomotives and cars are on order or in final stages of design.

Last summer, Amtrak took delivery of 40 high-horsepower diesel locomotives from the Electro-Motive Division of General Motors, and another 110 are to be delivered by July 1974. Another 41 diesel locomotives are being completely rebuilt, and will also be ready by next summer. The new, higher-horsepower units will be 20 to 25 percent more

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energy crisis — fuel for amtrak ads

Taking a cue from President Nixon's recent statement that "railroads can carry more passengers over greater distances per gallon of fuel than automobiles or airlines are able to do, while adding fewer pollutants to the air," future Amtrak advertisements will stress the train as a low-polluting, energy-conserving means of transportation.

A Los Angeles billboard ad currently depicting a crowded highway opposite an Amtrak train and carrying the slogan "Next Time . . . Take The Train" will be changed to read "Save Your Energy . . . Take Our Car." The ad will also run in newspapers.

The "easy does it, Amtrak does it" Washington, D.C. and New York City radio campaigns are currently underway featuring an ecology message.

Another major theme for Amtrak's 1974 advertising will be family plans. With airlines planning to discontinue their own family plan discounts in the Spring of '74, Amtrak should automatically become an important travel alternative for many economy-minded Americans.

In addition to family fares, 1974 advertisements will point out the advantages of early sightseeing—vacationing in March or April without the usual "in" season crowds. Amtrak's successful care-free coach campaign, "get away, get a view, get a rest" will be expanded to carry this message of Spring train trips. Also, new ads will inspire passengers to consider a family reunion this Spring.

This month, as part of Amtrak's first major military/government effort, ads are appearing in military base newspapers and in military and government magazines. New York and Buffalo advertising an-

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Alice Richardson

As one of Amtrak's first employees, Alice Richardson of the Procurement Department, has seen the corporation progress through the incorporating stages, with very few employees, to its present status as a company with nearly five thousand employees on the payroll nationwide.

Alice began working for Amtrak on March 15, 1971 as executive secretary to the Vice Chairman of the Board of Incorporators, General Frank Besson, who now serves on the Amtrak board. She then moved into the Operating Department as executive secretary to the vice president and when the Procurement department was set up in early 1972, she became executive secretary, to its vice president, James M. Cowell, Jr.

Alice enjoys the relaxed atmosphere of the department despite the constant flow of traffic to her desk and the ever-ringing telephone. She was the first and only secretary in the department's early days, but the staff soon grew to about 50 persons nationwide and the workload quickly demanded additional office personnel. She recalls the days when she did a variety of duties in the office including typing contracts for major equipment purchases. She now concentrates mainly on general secretarial duties for Mr. Crowell and maintains personnel records for the entire department.

Before Amtrak, Alice worked as a service representative for the telephone company, a secretary at the Department of Agriculture and then executive secretary at a local consulting firm. She was

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new connection offered to mexico

Amtrak's new October 28 National Schedules shows a second border city where rail passengers may make connections between Amtrak and the National Railways of Mexico.

The new Amtrak timetable lists an excellent connection timewise at the border city of Ciudad Juarez, across the Rio Grande River from El Paso, Texas. El Paso is served by Amtrak's Sunset Limited, which runs three times weekly from Los Angeles to New Orleans.

The National Railways of Mexico's daily train from Ciudad Juarez serves Mexico City via Chihuahua and Aguascalientes.

Amtrak's Sunset Limited arrives in El Paso from the East at 2:05 p.m. and from the West at 3:50 p.m. The Ciudad Juarez train departs at 7:10 p.m. and arrives from Mexico City at 5:35 a.m.

Last January 27 Amtrak inaugurated intercity service from Ft. Worth, Texas, via Austin and San Antonio to the border city of Nuevo Laredo.

florida travelers view old movies

December-March will be nostalgia time on the Silver Meteor. Amtrak is going back — way back — into the past to present some of the classic old movies for viewing in the Meteor's Recreation Car.

Among the greats Amtrak is resurrecting are: Marlene Dietrich in "Desire"; W.C. Fields in "The Bank Dick", and "Duck Soup" with the Marx Brothers.

In place of the usual pre-movie cartoons, Amtrak is initiating "mini-flicks" — three, 9-minute shorts on everything from horror films to Mae West. (Cartoons will be shown in the afternoons for children.) Free popcorn to all Meteor movie goers.

energy ads

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nounces the newly refurbished equipment added to corridor routes, and Illinois newspapers continue to carry advertisements for the new French turbos and "the Statehouse." Week of Wheels, Disney World and Arizona Sun Country tour ads are appearing in Chicago, Montreal and Toronto newspapers and radios.

special menus for holiday travelers

This Thanksgiving and Christmas, long-distance travelers won't have to choose between a train trip and their traditional holiday meals. They can make the trip and enjoy the same feast they would have had at home.

In addition to regular menus, Amtrak will serve a special holiday menu from Tuesday, November 20th through Sunday, November 25th, and from Thursday, December 20th through Wednesday, December 26th.

The main attraction will be turkey with all the trimmings: New England stuffing, cranberries, candied yams, relishes, pumpkin pie and beverage. Price is a low \$4.75 for adults and \$2.25 for child's portion. (Ham with raison sauce may be substituted for the turkey.)

The special menu is identical for both holidays and will be served on all long-haul trains with the exception of the Inter-American.

new menus on Florida trains

Menus for the southeast region (Florida trains), changed October 24, and travelers began enjoying economical dinner favorites like southern fried chicken, char-broiled steaks and pork chops. There's also Amtrak's version of the delux hamburger platter, with onion, lettuce, tomato, french fries, beverage, apple pie or ice cream—all for \$2.50.

Florida train menus now include the Amtrak low-cal luncheon which has been extremely popular in other regions. Another addition to the luncheon menu is sauteed filet of whitefish.

On December 14, menus for the Silver Meteor, Amtrak's premier Florida train, are scheduled to be expanded. Shrimp cocktail will be added to the list of appetizers; and there will be two "soups of the day" to choose from. New entrees include: southern fried chicken, char-broiled pork chops, filet of red snapper stuffed with shrimp in a cheese sauce, and a reuben sandwich platter. Desserts are included in the price of meals and after December 14, travelers' choices will include strawberry shortcake and key lime pie.

Frequent travelers will be relieved to note that one of Amtrak's most popular and reasonably priced entrees, the roast rib eye of beef, will remain on all Florida train menus.



photo by J. Bryant

turbo makes successful swing thru new york state

New York State residents reacted enthusiastically to a recent preview of a coming Amtrak addition to the New York-Boston corridor—a newly built United Aircraft Turbo Train.

The Turbo Train is undergoing tests over routes in New York State which simulate conditions on the tracks over which the train eventually will operate. Wednesday, October 31, the Turbo ran from New York to Albany; Thursday, November 1 from Albany to Buffalo. Ignoring a Thursday rainstorm, crowds of several hundred turned out both days at stops all along the scenic Hudson River route. Syracuse even welcomed the Turbo with a band. The Turbo was on display for approximately six hours after arriving

at its overnight Albany stop. Large crowds took advantage of this opportunity to board the Turbo for a close inspection.

The new Turbo has several significant advancements over the two United Aircraft Turbo Trains currently in service in the New York-Boston corridor. Engines are more powerful—520 horsepower each, compared to 400 on the current trains.

Transmissions have been improved by better lubrication and other modifications to provide higher reliability. The train also has interchangeable gearboxes and gearbox mountings. The new Turbo's interior has a larger buffet and a cocktail lounge in one of the dome cars.

Soundproofing, heating and air conditioning have been improved. A back-up fuel system also improves reliability.

The pendulous banking suspension system found in all three United Aircraft Turbos enables them to round curves with passenger comfort and safety at speeds 25 per cent faster than conventional trains.

This feature plus faster acceleration and higher cruising speeds, permits significant reduction of trip times between cities, compared with conventional equipment.

Also, only a small amount of horsepower is required for high speeds and fast acceleration. A seven-car Turbo Train,

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ski northeast on amtrak

Amtrak's "Ski Northeast" tour program offers economical 6-day ski packages to these famous Vermont ski areas: Stowe, Bolton Valley, Okemo, Killington, Pico, Round Top, Bromley and Stratton. Special packages for the beginner include traditional or GLM, Graduate Length Method, lessons. Cross country ski vacations are also available.

The basic package for ski areas convenient to White River Junction, Vermont (on the "Montrealer/Washingtonian," Amtrak's daily Washington-Montreal service) is the "Unlimited Alpine Downhill Ski Week." Cost is \$239 per person, double occupancy. It includes 5 nights accommodations at the Holiday Inn, Rutland or Mountain Top Inn, Chittenden; breakfast and dinner each day, and a special lunch at Killington Peak Restaurant. Dinner may be taken at your inn or you may receive up to six \$5 credit coupons redeemable at a variety of area restaurants. Six unlimited, all-day lift coupons are also included. They are redeemable at Pico, Killington, Okemo, Round Top, Bromley or Stratton. The package also offers a fully winterized AVIS car for 6 days with unlimited mileage (gas and oil not included). For non-drivers, the inns provide transportation to and from ski areas.

A beginner's package offers identical accommodations/meals and transportation but substitutes 5 ski lesson coupons and 6-days lifts at Pico or Killington for the 6 unlimited, all-day lift coupons. Cost is \$258 per person, double occupancy.

There is also a Pico or Killington beginner's package featuring GLM instruction. Like the traditional learn-to-ski package, it offers accommodations/meals and transportation and 6-days lift tickets. In addition, daily use of boots, poles and short, intermediate and full length skis is included. Cost is \$279.

A cross country ski touring week priced at \$239 includes the same accommodations/meals and transportation plus 6-days use of touring skis, boots and poles; 5-days lessons, and 6-days unlimited use of Mountain Top's private ski touring trails. Free use of toboggans and ski sleds. Snowmobiles and horse-drawn sleighs are also available.

Waterbury, Vt., a stop on the "Montrealer/Washingtonian", is convenient to

Stowe and Bolton Valley. Amtrak's "Ski Northeast" program offers a Stowe package which includes 5-nights accommodations; breakfast and dinner daily; daily unlimited use of all ski lifts on Mt. Mansfield and Spruce Peak; 5 two-hour ski lessons, and round trip transfers between railway station/hotel and hotel/ski areas. Choice of accommodations at Trapp Family Lodge, The Lodge at Smugglers Notch, The Toll House Inn, and Stowehof Inn. Prices start at \$184 per person, double occupancy.

A Stowe cross country package includes the same accommodations, meals and transfers plus 3 one-hour group lessons; a guided cross country picnic tour; and unlimited use of 50-mile marked trail system. Prices start at \$149 per person, double occupancy.

Bolton Valley vacations include transportation from and to the Waterbury station; accommodations at Bolton Valley Lodge or Black Bear Lodge; unlimited use of all operating lifts; breakfast and dinner daily, and use of saunas. Prices range from \$68, double occupancy for 3-day, 2-night vacations to \$189, double occupancy for 8-days, 7-nights.

fine service stands behind metros



The great success of Amtrak's New York-Washington Metroliner service is due to much more than a fleet of shiny, new equipment. The efforts of many people on-board and behind the scenes contribute to the high quality service that passengers have come to expect from the Metroliner.

Mrs. Onie Chambliss exemplifies that type of service. An employee of Washington Terminal Company, Mrs. Chambliss found a small leather pouch on one of the Metroliners October 3. While searching the pouch for identification, she discovered that it was filled with money. Mrs. Chambliss immediately turned the pouch over to the Lost and Found.

Fortunately for the owner, his name and address were inside. Amtrak was able to return the pouch and its contents—over \$700.

train conserves energy

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efficient in fuel use than the ones they replace.

By late next year, 26 new electric locomotives will be operating between New Haven, New York, Washington and Harrisburg, Pa., replacing existing locomotives that average over 30 years in age.

Amtrak is currently operating two United Aircraft TurboTrains between New York and Boston, and will add a third early next year. Two French-built turbine trains went into service last month between St. Louis and Chicago, and Amtrak has options on eight additional French turboliners.

New passenger cars are also on order. Amtrak will receive 57 new Metroliner-type cars from the Budd Company, starting in early 1975, for use in the Northeast Corridor. In addition, Amtrak has received two proposals for long-distance, advanced equipment and intends to place orders for at least 100 cars early next year.

Amtrak carried over 17 million passengers last year, while operating its nationwide fleet at an average of less than half full. Thus, the overall passenger load could be greatly increased with addition of relatively little equipment. At peak times, however, such as during vacation and holiday periods, Amtrak's equipment fleet is taxed to the limit.

The greatest ability for expansion of service lies in the relatively short intercity corridors, where traffic is most dense. Here the great flexibility of the train lies in its ability to carry more cars simply by adding them onto the existing trains, and Amtrak plans to do this wherever possible.

5 trains scheduled for football game

Besides the usual busy schedule of trains to Philadelphia from New York and Washington, Amtrak will run five special trains direct to JFK Stadium in Philadelphia on December 1 for the annual Army-Navy game.

Three of the trains will operate south from New York and New Jersey points; two north from Washington, Baltimore and intermediate points. The specials will leave New York and Washington in time for pre-kick-off ceremonials. Return will be direct from the Stadium after the game.

Besides the specials, Amtrak will operate 28 regular Saturday trains from New York to Philadelphia, and 19 from Washington.

Round-trip fares for the round-trip football specials are \$15 from New York and Newark; \$14 from Elizabeth and Metropark, N.J.; \$12 from New Brunswick, N.J.; \$19 from Washington, D.C., Capitol Beltway and Odenton, Md.; \$14 from Baltimore and Aberdeen, Md.; \$8 from Wilmington, Del.

turbo

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using 2,000 horsepower, can carry the same number of passengers downtown-to-downtown as 150 automobiles (using an average of two passengers per auto). And, because of the high efficiency of its gas turbine engines, a Turbo is less polluting than internal combustion engines of equal horsepower.



Shown above is a self-propelled rail/diesel car rebuilt for Amtrak by the Reading Company of Reading, Pa. Part of an order of six cars, it was completely stripped down and rebuilt; windows replaced with undestructable materials, and floor and walls carpeted for sound proofing and durability. Its interior was designed with

the aid of Amtrak's Design Group and features the new Amtrak seats with individual folding trays. Following a successful test run in early November from Chicago-Dubuque, it is stationed with two other completed rail/diesel cars at the Amtrak Brighton Park service facility and scheduled to operate out of Chicago.

HAVE YOU MOVED?????

Please let us know so that you can continue to receive UPDATE.

Name _____

Old Address _____

City _____ State _____ Zip _____

New Address _____

City _____ State _____ Zip _____

Amtrak Employee? _____ Railroad Employee? _____

Railroad? _____

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update

Update is published bi-weekly by Amtrak's Public Relations Dept. It is distributed free of charge to Amtrak employees and employees of participating railroads who are engaged in passenger service.

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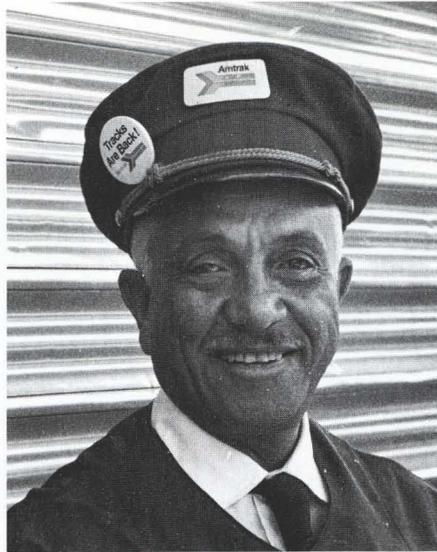
working on a consulting job at Ft. McNair when she met an officer named General Besson. Little did she know of Gen. Besson's future with Amtrak and the fact that she would go along as his secretary.

Despite her extensive work career, Alice pursued her studies in Urban Studies during evening classes at Federal City College. She is scheduled to receive her bachelor's degree from the school at the end of this term and plans to continue on for a master's degree at the University of Maryland. She eventually hopes to be a correctional officer working with juvenile delinquents.

The correctional field is not something Alice is going into without prior knowledge of what the work is all about. Her husband, Louis, has been on the District of Columbia police force for 14 years and is now a detective on the homicide squad.

Born in Newark, New Jersey, Alice moved to Washington as a child where she has lived and attended school ever since.

With her job and night school, Alice has had little time to pursue other interests, but she does enjoy bowling, swimming, snow skiing and tennis. She's also found time to see Amtrak's passenger trains first hand with several trips in the Northeast and she is planning to expand her travels to Canada and the Midwest in the near future.



David Ford

"The number one priority in being successful with my job is liking people," says Amtrak sleeping car porter David Ford who has been working for the railroad for over 31 years.

"If I hadn't liked people, I never would have made it," Mr. Ford added, "especially when passenger trains were in their prime and onboard service personnel had to be top notch to survive".

Born in Alabama, Mr. Ford moved to Chicago with his family as a child and has lived there ever since. He attended technical school in Chicago and later continued his studies in night school.

In the 40's good jobs were difficult to find for Blacks and the top jobs were with the railroad. David Ford began his railroad career with the Pullman Com-

pany as a porter working trains all over the country. After 27 years with the Pullman Company, Mr. Ford joined Burlington Northern in the late 60's. Since that time he has been working on trains between Chicago and the West Coast. This past summer David Ford became an Amtrak employee and he credits Amtrak with saving the nation's passenger trains and the sleeping car service. He is optimistic about Amtrak's future and he has seen definite signs of improved service, but it's going to take time to make all the needed improvements, he cautions.

Mr. Ford now works on the San Francisco Zephyr, a train where crew members can often boast 25 to 35 years experience in railroading. The Zephyr's crew works six days on a roundtrip between Chicago and San Francisco and then they have six days off. According to Mr. Ford, it's not uncommon to work a 21-hour day and it can be even longer if the train is overloaded.

Despite the long hours, Mr. Ford has enjoyed his years with the railroad, but after 31 years service, he is now beginning to think about retirement which may come in 1974.

David Ford is an avid sports fan who especially enjoys baseball and football. The Fords have twin daughters who are students at Howard University in Washington, D.C. One plans to be a nurse and the other a pediatrician. A third daughter is married and lives in Chicago. The Fords also have three grandchildren and one great-grandchild.

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