



UPDATE UPDATE UPDATE

A Newsletter for Amtrak Employees

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Amtrak To Build Jacksonville Station



This is an architect's drawing of the new passenger station Amtrak will build at Jacksonville, Fla.

Officials of AMTRAK and the City of Jacksonville have announced plans for a new \$1 million Jacksonville railroad station. It will replace the 50-year-old structure now being used.

In a joint announcement, David Watts, Vice President of Planning for AMTRAK and Jacksonville Mayor Hans G. Tanzler, Jr., said construction will begin this winter—late January or early February—and AMTRAK trains will begin operating through the new station by next summer.

To be constructed of steel, glass and masonry, the new station will be located four miles from the heart of Jacksonville on Clifford Lane near the intersection of U.S. Route 1 and Edgewood Road. The landscaped building will occupy 6700 square feet and will provide free parking for 150 automobiles. According to Mr. Watts, the station's size will permit it to service comfortably several times the volume of passengers now boarding and departing trains at Jacksonville. Its

location will provide easy access to the entire Jacksonville metropolitan area and it will be staffed 24 hours a day.

The station's cost includes construction, air conditioning, landscaping, and track and signal work.

The railroad officer said the new station will accomplish three major goals benefiting both AMTRAK and Jacksonville: 1) Improve train services to public, 2) Cut AMTRAK operating costs in Jacksonville by more than \$1 million annually, and 3) Eliminate a complicated train backing operation required by the old station, saving time for both north and southbound passengers.

Operating through the present station costs AMTRAK about \$1.8 million annually, Mr. Watts said. He estimated that AMTRAK costs of operating the new station will be less than 50 per cent of that sum annually.

The station has been designed to minimize walking by rail passengers. It will be built on the main line of the Seaboard

Coast Line Railroad virtually at trackside and the station platform will be protected by an all-weather canopy. Each of its two station tracks will be capable of holding a 20-car train and a third "stub" track will be built to ease switching operations and to store AMTRAK railroad cars.

Mr. Watts also said that the new station would not prevent AMTRAK from considering participating in a "multi-modal" transportation facility that Jacksonville city planners have been discussing.

The Jacksonville station will be the second completely new railroad station AMTRAK has built. The first—located at Cincinnati, Ohio—went into service on October 29th.

Approximately 100 stations in the AMTRAK system are scheduled for renovation ranging from complete replacement to cleaning and repainting.

Train On-Time Record Better In October

AMTRAK's on-time performance for October improved 4.6 per cent over September, with 79 per cent of its intercity trains arriving at their destinations on time.

In its regular monthly report, AMTRAK said the improvement brought to 76.5 per cent for the year the number of trains arriving at their destinations "on time"—within five minutes of the scheduled arrival time.

New York-Washington conventional trains and the Chicago-Minneapolis segment of the Empire Builder led the performance charts, with each compiling 97.2 per cent on-time records for October. The Los Angeles-San Diego trains were next, with 96.2 per cent on time.

The long-haul leader was the Texas Chief, which compiled a 91.9 per cent on-time factor for its 1,368-mile run between Chicago and Houston.

Other long-distance trains with high performance records were the Chicago-Denver San Francisco and Denver Zephyrs, 83.3 per cent, and Chicago-Seattle Empire Builder, 80.6 per cent.

Other leading short-haul routes were Chicago-Detroit, 91.1 per cent; Chicago-Milwaukee, 89.3 per cent; Seattle-Portland, 88.7 per cent; New York-Buffalo, 88.4 per cent; and the New York-Washington Metroliners, 85.6 per cent.

The short-haul trains compiled an on-time average of 85.3 per cent in October, 2.2 per cent higher than September, and the long-distance runs averaged 55.6 per cent, up 5.1 per cent from the preceding month.

The main causes of delay during October were slow orders, passenger related delays, equipment malfunctions, freight train interference, and signal failures.

Railroad Employees To Get Rail Travel Cards Soon

Amtrak expects to begin issuing Rail Travel Privilege Cards to eligible railroad and terminal company employees and retirees early next month.

Over 100,000 application forms have been sent to the 13 participating railroads and 18 participating terminal companies who will be responsible for distributing them to eligible individuals. After the applications are completed, they must be returned to the issuing railroad or terminal company. The respective companies will then forward the completed application to Amtrak. The cards will be issued directly to the qualifying individuals by Amtrak.

The embossed plastic cards will entitle the employee/retiree to free or reduced-rate tickets for himself and his dependents at Amtrak ticket offices.

These Rail Travel Privilege Cards replace annual and trip passes which railroads and terminal companies issued to their employees prior to the organization of Amtrak.

Metroliner Is Choice Of Latin Officers

One lady was said to remark "Amtrak has really gone international" as Passenger Representative Ruth Cancel read the announcements in Spanish over the Metroliner sound system.

The occasion was a recent trip by more than 100 Latin American ambassadors and U.S. State Department officials to Philadelphia to commemorate the 150th anniversary of diplomatic relations between the United States and Latin America.

The distinguished group selected Amtrak's Metroliner service as the mode of transportation for the historic occasion.

The event was hosted by Philadelphia Mayor Frances Rizzo with Secretary of State William Rogers serving as keynote speaker.



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