

Amtrak NEWS

A NEWSLETTER FOR AMTRAK EMPLOYEES

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Board Suspends Floridian, Orders Studies On Three Routes

Faced with a reduced federal funding level, Amtrak's board of directors took two actions at its November 16 meeting under the Congressionally-approved criteria and procedures for making route and service decisions.

The board ordered suspension of the Chicago-Florida train, the *Floridian*, effective January 19. The board also designated a new route for the train if funds are made available later and the route passes route criteria.

The board also directed Amtrak management to complete the final phase of a staff analysis and solicit public comment on discontinuing or restructuring three other routes: Chicago-Seattle, Chicago-Houston/Laredo, and Oakland-Bakersfield.

Amtrak President Paul H. Reistrup proposed, and the board adopted, a three-part proposal for the *Floridian*:

1. The board designated a preferred Chicago-Florida route of Chicago-Indianapolis-Louisville-Nashville-Chattanooga-Atlanta-Macon-Savannah-Jacksonville and other Florida points.

2. The board ruled that service not

be resumed between Chicago and Louisville over the current route which would be replaced by service via Indianapolis. In addition, service would not be resumed between Nashville and Jacksonville via Birmingham and Montgomery when the train is rerouted via Atlanta and Savannah.

3. Startup of the new train will be deferred until money is available for its operation and the route satisfies appropriate criteria.

The board acted after Amtrak's management reported on the federal funding shortfalls, the *Floridian's* financial record and the results of public comment.

Last year, the Chicago-Florida line had revenues of \$5,339,000 and expenses of \$14,956,000 for a loss of \$9,617,000. The staff study showed that discontinuance of the *Floridian* in January would save \$6.5 million to \$7.5 million during fiscal year 1978. Losses for the entire year would total almost \$11 million if the *Floridian* continued operation for the full year.

The results of two months of telephone and mail comment from the general public, plus 12 public

hearings on the train's future, showed an overwhelming public demand for rerouting the train through Chattanooga, Atlanta and Savannah.

Capital work involved in any rerouting via Atlanta would require four to six months to complete. No decisions have been made on intermediate stops.

The board acted on the five western trains after Amtrak management reported that all of them fall below the level of ridership and losses under the board's criteria.

Losses on the routes show the following financial estimates for fiscal year 1978:

Empire Builder, which operates between Chicago and Seattle via Minot, North Dakota: Revenues of \$7.84 million, avoidable costs of \$18.79 million, and a loss of \$10.95 million.

North Coast Hiawatha, which operates between Chicago and Seattle via Billings, Montana: Revenues of \$5.95 million, avoidable costs of \$13.28 million, and a loss of \$7.33 million.

Inter-American, which runs between Chicago and Laredo, Texas, via St. Louis, Little Rock and Dallas: Revenues of \$2.56 million, avoidable costs of \$5.52 million, and a loss of \$2.96 million.

Lone Star, between Chicago and Houston via Oklahoma City and Fort Worth: Revenues of \$7.91 million, avoidable costs of \$14.30 million, and a loss of \$6.39 million.

San Joaquin, between Oakland and Bakersfield, California: Revenues of \$730,000, avoidable costs of \$2.17 million, and a loss of \$1.44 million.

Amtrak will issue a call for public comment on the affected routes and will provide a listing of route options available in the near future.



The Floridian, Amtrak's Chicago-Florida train, will be suspended January 19.

Senators, Congressmen Told Amtrak Studying Route Structure

Congress' lack of appropriating enough supplementary funds to Amtrak's operating budget for fiscal year 1978 has created a serious situation for the company.

With a shortfall of some \$36 million, Amtrak must find ways to cut its operating expenses.

In its directive to Amtrak, when it approved the recent \$8 million supplemental funding, the Senate-House Conference Committee said that Amtrak should "make effective use of the criteria and procedures for making route and service decisions developed pursuant to section 8 of the Amtrak Improvement Act of 1975."

Congress, in effect, was telling Amtrak to study its system and eliminate entire routes rather than individual trains on routes that have more than one train, or cutting daily service to tri-weekly or less on routes that have only one train.

In a letter mailed on November 9 to every Senator and Congressman, Bruce Pike, Amtrak's vice president, government affairs, pointed out that Amtrak was studying its route structure to see which trains—meaning the highest money-losers—could, justifiably, be eliminated.

Wrote Pike, "The route and service criteria and procedures is a multi-step formal process for evaluating routes, first, on economics, exploring possible service improvements for possible effect on future economics, and, finally, on social and environmental grounds.

"The final step," he warned, "can be the complete elimination of a route or routes."

Pike pointed out that public hearings are desirable under the process, but they are not mandatory. "If the process is to be accelerated, that will not be possible," he said.

Pike noted that Amtrak's management had already recommended to its

board of directors that the *Floridian's* route — Chicago to Miami/St. Petersburg, via Louisville and Nashville — be discontinued. Lengthy studies and a series of hearings along the route have been held in the *Floridian's* case. (See story on page 1.)

Wrote Pike, "In order to comply with the requirement to reduce funding needs, other routes are now being considered for elimination or restructuring under the criteria."

He noted, "Because it will take us approximately half way into the fiscal year, the savings will have to be such that about \$30 million be eliminated from the costs to be incurred in months remaining in the fiscal year, after service stops.

"Accordingly," he stressed, "that means that services costing approximately \$60-65 million, on an annual basis, must be selected for discontinuance."

Routes, besides the *Floridian*, that are being formally examined and subject to discontinuance, are:

National Limited, between Washington/New York and Kansas City,

Lone Star, between Chicago and Houston,

Lake Shore Limited, between Boston/New York and Chicago,

San Joaquin, between Oakland and Bakersfield, and Seattle-Portland local service.

Also included, but grouped together for analysis, are:

Empire Builder and *North Coast Hiawatha*, between Chicago and Seattle. These two routes could possibly be consolidated into one, or discontinued altogether.

San Francisco Zephyr, *Southwest Limited* and *Pioneer*. Preliminary indications are that these three routes could be combined into one between Chicago and Ogden, then split there to service Los Angeles, Oakland/San Francisco, and Portland/Seattle.

Pike pointed out to the lawmakers that if Amtrak were not to take cost-savings actions now, it would face a severe funding crisis next July or August as the existing money ran out.

"If the savings are not programmed by then," he warned, "the only option would be to shut down the entire system."

Weather Problems No Problem

Heavy rains that dumped over five inches during a nine hour period in the New York area on November 8 slowed down but did not curtail Amtrak service to and from the city.

Some signal problems did occur and extra pumps had to be brought in to help the regular pumping system remove excess water from the four tunnels under the East river and the two under the Hudson.

Water did come in faster than the pumps could handle for a short period of time, but the level was maintained below two inches, the point at which service would have had to be halted.

Amtrak trains were delayed between 10 and 30 minutes during the day, but all were able to operate.

PATH service between Newark and uptown New York was halted. Amtrak assisted PATH by providing a 10-car shuttle train that made three round trips between Newark and Penn Station between 2 and 4 p.m.

The next day the season's first blizzard hit the upper Midwest with up to 10 inches of snow and 70 mile per hour winds. Central Region Vice President C. J. Taylor reported that, except for one train that arrived in Chicago four hours late, all others operated well.

Intermodal Passenger Station

Dedicated At Richmond, California

Governor Edmund G. "Jerry" Brown, of California, officially dedicated and opened the Richmond, California, intermodal station on October 28. The station began serving Amtrak, the Bay Area Rapid Transit system (BART), local transit buses and a bus connection to San Rafael, in Marin County, on October 30.

The new station was funded by the California Department of Transportation (Cal Trans) under a bill sponsored by State Senator James R. Mills.

Mills was presented a plaque by Neal D. Owen, Amtrak's vice president, Western region, commending him on his efforts on behalf of rail transportation in the state. Mills is one of the five new Carter nominees to Amtrak's board of directors.

Additional remarks were made by Frank C. Herring, general manager, BART, and Adriana Gianturco, director of Cal Trans.

Approximately 300 persons watched the program. Music for the festivities was provided by the El Cerrito high school band.

After the formal ceremonies, about 100 persons, including Governor Brown, Senator Mills and Director Gianturco, plus newspaper and television reporters and guests, boarded the *San Joaquin*, which made a special stop at the new station.

The group rode to Stockton, where Governor Brown initiated a new State of California-sponsored bus service that now operates between Stockton and Sacramento, connecting with the *San Joaquin* in both directions.

As Brown boarded the bus for Sacramento, he told the group, "This won't be half the fun we had on the train."

Almost 50 persons in the party continued to Madera where a new experimental stop was to be initiated on October 30. The train made a special stop there to allow the riders to participate



Carol Lim Photo

Neal Owen, right, presents plaque to Senator Mills. Left to right are Frank Herring, Adriana Gianturco and Governor Brown.

in a short program by the Madera Chamber of Commerce welcoming Amtrak to the new stop.

Senator Mills spoke briefly on behalf of the state, while Arthur Lloyd, Amtrak's manager of public relations, Western region, greeted the town on behalf of Amtrak.

Most of the group returned to their origin points on the northbound *San Joaquin*. Senator Mills continued to Fresno and Bakersfield where brief programs were held. Mills advised the audiences there of the new connecting bus service to the state capital for

San Joaquin valley residents.

The new Richmond station consists of an 18-car-long platform on both eastbound and westbound tracks and a shelter. Stairs and an elevator take riders to a pedestrian subway that goes underneath the tracks to connect with the BART platform adjacent to the Amtrak station.

All three Amtrak Trains—*Coast Starlight*, *San Francisco Zephyr* and *San Joaquin*—stop at the new station. At present BART operates six days a week. Sunday service is projected to start next March.

Band Takes Broadway To Chicago

McDonald's All-America Band will ride Amtrak's *Broadway Limited* from New York to Chicago after participating in the annual Macy's Thanksgiving Day parade.

The band is traveling to Chicago for an appearance there at Orchestra Hall that Saturday evening.

Three coaches and one sleeping car have been reserved for the 102 band members and 15 adult chaperones. Instruments and extra uniforms will

be carried in the train's baggage car.

A special multi-course Thanksgiving dinner will be served the party.

The band, sponsored by McDonald's of hamburger fame, was established in 1967 and is headed by Paul Lavalle, formerly with the noted Band of America.

McDonald's band is composed of two persons each—primarily high school seniors—from every state and the District of Columbia.

Robert Herman, Albert Schofield Named Vice Presidents

Two newly-named vice presidents have been approved by Amtrak's board of directors.

They are:

Robert A. Herman, as vice president and general manager of national operations, effective October 26, and

Albert M. Schofield, as vice president and general manager of the Northeast Corridor, effective November 16.

Herman, 50, has held the job on an interim basis for several months. Schofield, 63, replaces Charles E. Bertrand, who resigned his Amtrak post to become president and chief executive officer of the Delaware and Hudson Railway.

Herman has over-all responsibility for transportation, running maintenance, on-board service, commissaries, stations and liaison with the railroads for Amtrak's entire nationwide system except for the Northeast Corridor.

Reporting to him are the three regional vice presidents for the Eastern, Midwest and Western regions.

Schofield, on the other hand, will head Amtrak's day-to-day operations of the 456 mile-long corridor between Washington, New York and Boston, the nation's most heavily traveled rail route, which Amtrak took over in 1976. Schofield has been Amtrak's project officer for the Northeast Corridor Improvement Project, the \$1.9 billion rebuilding and renovation program of the line that will result in 120 mile-per-hour train speeds.

Herman came to Amtrak in 1975 from the Penn Central railroad, and has been director of the Northeast Corridor's operations planning group and, later, the corridor's regional vice president for operations.

After joining the Pennsylvania Railroad in 1945, Herman held a number of important posts with both the Pennsy and, later, the Penn Central.



Robert Herman, Albert Schofield

He was the Pennsy's superintendent of passenger transportation, responsible for 1,100 passenger trains a day. He also was superintendent of both the PC's Philadelphia and Harrisburg divisions.

Schofield, a graduate of Drexel University, joined the Pennsylvania Railroad in 1937 and, except for military duty during World War II and the Korean conflict, remained with the Pennsy to rise through the ranks to assistant to the vice president of operations.

Following the Pennsy's merger with the New York Central, he held a series of increasingly important positions, becoming vice president of re-organizational planning in 1971 and senior vice president of operations in 1976.

He joined Amtrak in 1976 when Conrail took over the PC and the other bankrupt northeastern railroads.

Bertrand's appointment to the D&H is effective November 16. Formerly the president of the Reading Railroad, he joined Amtrak in February 1976. He now succeeds Selig Altschul, chairman, who filled the position of the D&H's president since early August when Carl B. Sterzing resigned.

Metroliner Upgrading Contracts Signed

A contract has been awarded to the General Electric Corporation to begin the \$20 million program to upgrade and improve the Metroliners.

The Metroliner cars have been in revenue passenger service since 1969 without a major overhaul and now have an average of 1.5 million miles of service each.

The program—designed to improve reliability and ride quality—includes a complete overhaul of the trucks, traction motors, air conditioning and heating systems, brakes, couplers, signals and other systems and components.

The cars will be completely rewired and interiors refurbished with new carpeting. Seats will be reupholstered and rebuilt to include tray tables similar to those on Amfleet cars.

The contract commits funds for the

first 16 cars in a program that eventually will include either 30 or 57 cars, depending on future funding levels.

Modifications will include most of those previously incorporated in four "enhancement" Metroliner cars by the Federal Railroad Administration as part of its research and development program. The dynamic brake resistors and the cool-air intakes will be relocated on the cars' roofs to insure greater reliability.

Overhaul and modification of the Metroliners means that the 130-mph cars will be ready to provide high-speed rail passenger service when the Northeast Corridor Improvement Program is completed in 1981. The first modified Metroliner will be ready for service in October 1978.

The work will be carried out at GE's Erie, Pennsylvania, plant.

Rensselaer Maintenance Facility Begins Operations On December 1

Amtrak's new maintenance facility at Rensselaer, New York, will be completed on schedule and begin operations on December 1.

Maintenance that had been performed outside in sub-zero temperatures last winter will now be able to move indoors to the modern, warm and well-equipped environment. The \$15 million facility is expected to increase productivity and efficiency, with the result, that Turboliner equipment operating in New York State will be better maintained.

Besides performing required maintenance on Turboliners, the facility will eventually handle maintenance of locomotives assigned to service in New York State.

A brief dedication ceremony, followed by a guided tour for the press and government officials, will be held at 10 a.m. on Wednesday, November 30.

The new facility was designed and engineered by Amtrak's engineering department.

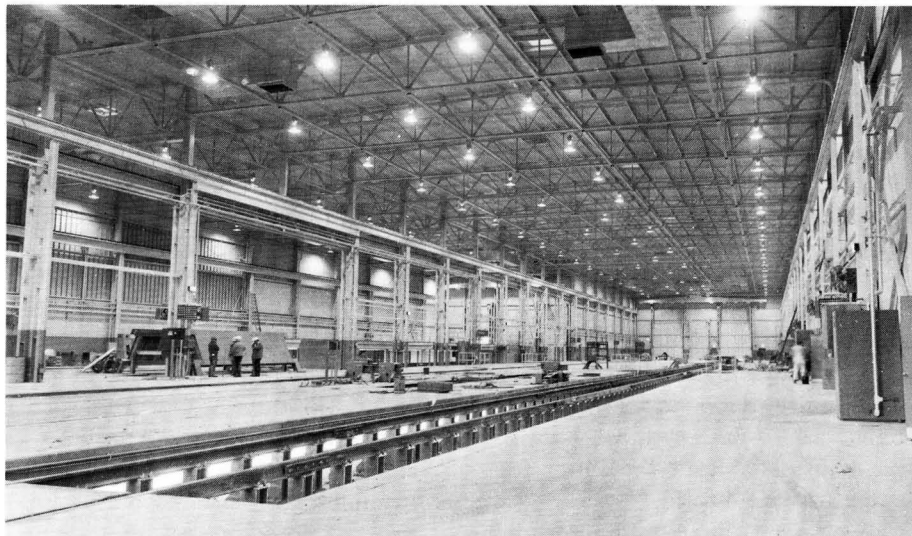
The facility includes two full-length run-through Turboliner service tracks, the diesel locomotive repair track, auxiliary shops and store-rooms.

The new shop also includes some innovative energy and cost-saving features, including a high-pressure brushless car washer designed by Amtrak's engineering department that recycles water. The building's ventilation system has an energy recovery unit capable of recovering approximately 65 per cent of the heated air being exhausted from the building. The unit also provides a curtain of hot air at the doors to prevent outside cold air from flowing into the building when they are opened. A modern pollution control center cleans industrial wastes before disposal in the sewer system.

Contractors involved in the project include Kilby Brothers, for site pre-

paration; Unit Span Building Systems, for the pre-engineered building;

and Bunkoff Construction Company, general contractor; all from Albany.



Jim Shaughnessy, Photo

Rensselaer's new \$15 million facility presents a modern, well-lighted environment in which to maintain Turboliners and locomotives.

Maintenance Responsibilities Defined

In a directive issued on November 7, Amtrak President Paul Reistrup clarified the responsibilities for maintenance of cars and locomotives.

All day-to-day car and locomotive maintenance will now be consolidated in the national operations department and be under jurisdiction of Vice President Robert Herman.

Reistrup noted, "My goal is to have anything that affects day-to-day operations reporting to the operating head responsible, so that there will not be divided authority."

Equipment engineering and procurement, which is a corporate function, will be under Vice President Jim Cowell, operations support.

The backshop at Beech Grove, Indiana, which has no relationship with day-to-day maintenance, will continue to report to Cowell. And for the time being, the Rensselaer maintenance facility will continue to report to Cowell. Next July it will be determined whether that facility will

be ready to be shifted to national operations control.

Said Reistrup, "Under the plan, Mr. Cowell will have responsibility, for the entire corporation including the Northeast Corridor, for the following functions:

"First, overall responsibility for the heavy repairs and overhaul of cars and locomotives,

"Secondly, development of maintenance specifications, policies, procedures for and the auditing of adherence to standards,

"Thirdly, for technical training of all equipment maintenance personnel.

"Fourthly, coordination of development of maintenance facility modernization, and,

"Finally, for the planning of capital equipment acquisition and development, including future maintenance requirements for the equipment."

Keeping Track Of Amtrak

Safety Contest Continues

The Piedmont and South Central districts tied with a zero injury ratio, indicating no injuries, for the month of October in the President's Safety Contest.

Also for October, the Western region topped the other three with a 5.9 ratio, while the Rensselaer maintenance facility led the shops with a zero ratio.

For the year to date, Piedmont leads the districts with a 1.9 ratio, with Twin Cities at 2.4 and St. Louis with a 2.8 following closely behind.

The Central region leads the others for the year to date with a 6.1 ratio, while Rensselaer leads the shops for the year with a 5.7 ratio.

The safety ratio is a figure that denotes the number of on-the-job in-

juries per 200,000 man hours. All injuries or job-related illnesses that require more than mere first aid are counted.

New York Excursion Fares

Effective immediately passengers traveling between any two stations on Amtrak's line between Albany and Buffalo, New York, may take advantage of two new Amtrak coach excursion fares which are good for 3-day or 30-day round-trips.

The 3-day excursion tickets will be valid for three days including date of sale and will be sold through next May 25. Children will pay one-half the adult fare.

Tickets will not be sold aboard trains unless the passenger's boarding station is closed at actual time of departure.

The 3-day excursion fare will result in a savings for rail passengers and are calculated at \$3 more than the regular one-way fare.

The former "off-peak" round-trip coach excursion fares have been changed to 30-day round-trip coach excursion fares for the same stations on the Albany-Buffalo line. Tickets will be good only in coaches for 30 days in addition to date of first reserved travel. Tickets for unreserved travel, or open tickets, will be good for thirty days in addition to date of sale.

Unlike the previous off-peak round-trip excursion fare, passengers will be permitted to travel anytime of the day, seven days a week in the Albany-Buffalo territory.

However, these tickets will not be good for travel in the periods of November 19 through November 28, December 15 through January 8, February 17 through February 20, and March 18 through March 26, inclusive.

Special Train To Conference

The consulting firm of McKinsey & Company filled a special Amtrak train in mid-October when the firm brought members from its worldwide offices to Williamsburg, Virginia, for a three-day conference.

The firm hired a six-car Amfleet train to carry its 230 members from New York to the restored colonial city. The special train operated without a hitch, thanks to the cooperative efforts of many Amtrak people.

As they arrived at Penn Station, McKinsey's personnel were directed to the special Amtrak tour desk where an area had been set aside for them. Enroute, the Williamsburg-bound riders dined on special meals planned for the group.

The many New York station people responsible for seeing all went well included Mark Miller, manager of station services; Tom Sacca, general supervisor; and Bill Finn, general supervisor, mail, baggage and express.

On the train, Mark Meana, Eastern region on-board service coordinator,

and Inspectors Bob Smith and Alex Dampier looked after the many details. Attendants Sherry Kidder, Norman Lawrence and Keith Pinder worked the first Amcafe car while Attendants Pat Burns, Pavel Prudick and Robert Simmons handled the second. May Stanley and Tong Cyi operated two portable bars.

John Ackin, superintendent, Piedmont district, and George Toadvine, manager, train operations, coordinated their end of the trip. Kelly Hughes, assistant district superintendent, worked with Williamsburg representatives and also personally met the train on arrival and departure there to ensure that no baggage was misplaced.

Kathy Hartz, district sales manager, Washington, rode the train and had only good things to say about the trip. Says Hartz, "This trip was simply another example of the high caliber people we have who know how to plan a special move and then back it up with first class service."

Mobile Birthday Party

Laura Beth Eisenberg of Milwaukee celebrated a memorable 11th birthday on October 22 aboard Amtrak Turboliner No. 324.

Laura Beth and about thirty of her friends, accompanied by ten adults, boarded the Turboliner car reserved for the party at the Milwaukee station at 11:45 a.m., rode to Chicago's Union Station, arriving in time to continue the party on Train No. 7 for the return trip to Milwaukee.

The party was given by Laura Beth's father, a prominent Milwaukee attorney. Diane Ek, Amtrak sales representative in Milwaukee, handled the arrangements. The party received assistance at the Milwaukee station from Patty Bretl, shift supervisor.

Gamblers' Trains

The "Reno Fun Trains" will operate again early next year.

The schedule calls for Friday departures from the Bay area, with return to San Francisco/Oakland on

Sunday evening.

Eastbound trains will leave the Oakland station on January 13 and 27, February 3 and 24, and March 3, 10, 17, 24 and 31.

A new package is also being offered from Los Angeles and other Southern California points to the Agua Caliente race track in Tijuana, Mexico. The one-day "Gambler's Specials" operate every Saturday and Sunday. Buses transfer passengers between the San Diego station and the race track.

Mardi Gras Tours Set

Since Mardi Gras will occur early next year, on Tuesday, February 7, Amtrak and American Rail Tours already have announced plans for the now annual Mardi Gras Fun Trains.

One will leave Los Angeles on January 31 while another will leave Chicago on February 3. A Dixieland jazz band will play on both trains.

All inclusive prices for the packages, which include rail round trip, a New Orleans hotel, sightseeing and some meals, start at \$499 each from

Chicago, \$691 from Los Angeles.

Information on the tours can be obtained from Amtrak reservation bureaus by using the 800-series phone number. Brochures from American Rail Tours, 655 Redwood Highway, Mill Valley, California 94941.

Cattle Round-up

Not so common these days was a situation that confronted the eastbound *Empire Builder* recently. The train left Seattle and was on time all the way to mile post 362 some 30 miles from Spokane. Awaiting the train's arrival were cattle in a deep cut on the tracks. The engineer stopped the train and realized that the cattle, running ahead of the train, were unable to get off the track due to a large land cut bordered by deep water-filled ditches on both sides of the track.

There was only one thing to do. Aided by Conductor Ray "Trail Boss" French, "Drovers" Dick Gibson, head brakeman, and Mike Diede, rear brakeman, all of Seattle, and Fireman C. Brown, of Pasco, the cat-

tle were driven up the track ahead of the engine approximately seven miles per hour for a distance of three miles.

The *Empire Builder* and its cattle herd arrived at the first available area to get the cattle off the right-of-way, at Fish Lake, 30 minutes late. Once the cattle were off the track, No. 8 continued into Spokane at normal track speed.

Amtrak Appoints

David A. Halperin as Project Manager, Distribution and Contract Administration, Marketing Department.

Halperin reports to Marv Liebow, director of administration, and will be responsible for the coordination and distribution of Amtrak printed materials and the direct dealing with individual distributors.

Prior to this appointment, Halperin served as an analyst for reservations and ticketing system planning within the marketing department. He joined Amtrak in 1972 as a reservations and information clerk at the Chicago CRO and joined the headquarters marketing staff in 1974 as a data base analyst.

Before joining Amtrak, Halperin managed a chain of McDonalds restaurants in Illinois. He attended Prairie State College there and is currently working toward a degree in business management.

Book Review

Everywhere West—The Burlington Route: By Patrick C. Dorin, 174 pages, 8½ by 11 inches, hard cover, \$14.95, Superior Publishing Company. Available in local bookstores.

This is the eighth book from prolific Author Patrick Dorin's typewriter and it follows the tenor of the other seven.

Everywhere West tells the story of the Chicago, Burlington and Quincy railroad, now absorbed into the Burlington Northern.

The book begins with the formation of the railroad, progresses through the steam age and the gas-electric motor car era into the streamlined *Zephyrs* of the early 1930s. The book also describes the trans-continental streamliners that the Burlington operated in conjunction with its future merger partners, the

Northern Pacific and the Great Northern. One chapter is devoted to Chicago commuter trains, from steam to the modern bi-level gallery cars.

Freight, of course, is not omitted and the pictures follow the transition from steam to the first diesels to the present heavy road units. A separate chapter is devoted to the Burlington subsidiaries; the Colorado and Southern and the Fort Worth and Denver railroads.

One unfortunate aspect about this book is its uninspired use of pictures. Although many are good, the layout is, sadly, dull. Also missing are examples of the earliest Burlington steam locomotives and examples of the railroad's steam excursions of the 1960s when it was the leading exponent of that "sport."

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Philadelphia Redcaps— Not Your Usual Kind

At work on her job at Philadelphia's 30th Street Station, Judy Yadrick sometimes draws surprised looks from the passengers she offers to help.

Yadrick is one of four female redcaps at 30th Street, believed to be the only Amtrak station in the nation to have women filling the traditionally male redcap job. Women have been redcapping at the Philadelphia station for about four years, according to station officials there.

Except for an occasional extra-heavy suitcase, Yadrick doesn't find redcapping too strenuous for a female to handle. However, she notes, a few male passengers are reluctant to let a female help them and instead seek out a male redcap.

Yadrick said she likes being a redcap because it gives her more of a chance to meet and converse with people than she would have as a ticket seller.

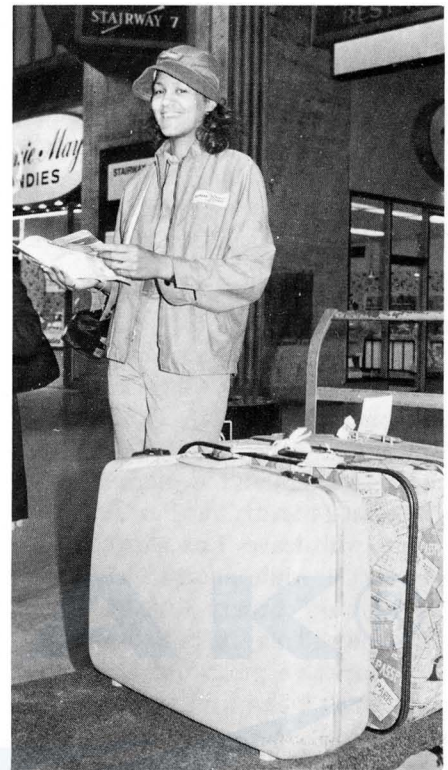
Anne Marie Martin recently transferred to a redcapping job after working for slightly over a year as an R&I

clerk at Bensalem CRO. She said she enjoys the increased contact with the public she has as a redcap.


Another 30th Street redcap, Lorelea Mero, is also enthusiastic about her job.

"I love it," she said. "I get to meet lots of people, it's good exercise, and no other station job gives you as much opportunity to work near the trains."

The female redcaps at 30th Street wear jumpsuit uniforms identical to those worn by their male counterparts, but instead of the traditional military-style hat worn by the men, the women wear bright red baseball caps with wide visors. Mario DeBerardinis, general supervisor, 30th Street station operations, said the baseball cap was the idea of one of the women redcaps, who wore one into work one day as a joke. DeBerardinis and other station employees thought the cap looked so good that they decided to make it standard apparel for the women redcaps.



Anne Marie Martin, one of the four Philadelphia redcaps, moves bags for a passenger.

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