

AMERICA'S GETTING INTO TRAINING.



This year, a lot of you got your travel plans into shape the easy way. You sat back in a plush Amtrak seat. And got into training.

THIS WAS THE YEAR THAT WAS.

After a solid year of proposals and counterproposals, hearings and debates—and a summer's worth of energy crises—Congress established guidelines under which trains would be kept. And for the first time gave Amtrak the long-term support we've needed to see those plans through to reality.

But really, it goes deeper than that. Because this was the year America took a long, hard look at its passenger trains. And decided to keep them. Improve them. And rely on them. Now it's up to us. And we pledge to improve the quality of service and performance.

INTRODUCING A NEW AMTRAK.

Today, there's a new route map. It's more efficient than before: yet, with the changes, Amtrak still serves 503 cities and towns in 44 states, border to border, ocean to ocean. Including yours.

More importantly, it's a passenger rail system that's here to stay. While eliminating some routes, we've added others and are improving the kinds of services on still more. We'll continue to build our system around you, your needs and your interests.

WHY WASTE ENERGY?

Yours or America's. The day when America could depend almost exclusively on the auto is fast disappearing. If it hasn't already. Trains are a real alternative—at their best when moving people between large cities and smaller ones.

This kind of transportation is exactly what America needs. And it's exactly what we do.

VISIT OUR NEW CAR SHOWROOM.

Come down to your local station. In most areas of the country, you'll find our new Amfleet cars. With wide, reclining seats, wall-to-wall carpeting and drop-down trays, they rival the best in the world. Today, two of every three Amtrak trains operate with Amfleet or equally modern Turboliners and Metroliner equipment. Expect to see more comfortable new cars in the years ahead.

On our Western routes, you'll soon find our new Superliners starting service this month and next. These exciting double-decker long-distance trains bring new coach, dining and sleeping car luxury to some of the most beautiful parts of our country. 284 of these cars will complete the fleet over the next 12 to 18 months.

On other routes, especially long-distance Eastern trains, new cars will be ordered soon. In the meanwhile, we're bringing the best of the West to the East—with a stopover in Beech Grove, Indiana.

IN BEECH GROVE, MINOR MIRACLES PERFORMED WHILE YOU WAIT.

At our service facility there, we're taking these solid cars and rebuilding them from the wheels up. Once stripped to their frames and chassis, we replace antiquated steam systems (that's right, steam!) with reliable electric air conditioning and heating. We put in new interiors—new everything.

Our people innovate as they go, and pass on their knowledge to our other repair facilities through a videotape

training program originated and created right there. These people best reflect the growing attitude you'll find among all Amtrak employees—proud, productive and in tune with our bright future.

CARS ARE JUST ONE OF OUR CONCERNS.

When you take a train—or a bus or plane—you should arrive at your destination when the schedule said you would. We agree. We also agree Amtrak's on-time performance could be much better. And we're doing something about it.

Part of the solution is us. Getting reliable equipment. And maintaining it so it won't break down en route.

Some of the solutions are in the hands of others. All of Amtrak's trains outside the Boston-Washington Northeast Corridor, after all, are dispatched and controlled by private railroads over rails owned by them. If the tracks are allowed to deteriorate our trains can't keep their schedules. Clearly, if the railroads don't work together with Amtrak, our trains will be delayed. It's one of our most important challenges.

SO IS YOUR COMFORT AND CONVENIENCE.

An ill-kept station is no way to begin or end a trip. That's why we're actively renewing or rebuilding stations. We've also expanded our ticketing services, from the reservation agents you speak to on the phone—with their computer consoles that give you accurate information at the touch of a button—to the variety of fares and packages they can offer you to save you money. And because we believe strongly in an intermodal public transportation system,

we're making our schedules work harder, so you can connect with buses, for instance, to continue your trip when necessary.

WE'RE GOING TO GET YOU INTO TRAINING.

There are no two ways about it. Amtrak management is going to get you on board and keep you coming back to our trains. And we're going to do it with an aggressive, vital, innovative commitment to you, the riding public. That means everyone, from our reservation and station agents to our on-board service personnel, and private railroad employees like engineers and conductors.

They're proud and dedicated people. Together, we promise to give you the first-class rail system you deserve. And, as we enter a new decade, the system you need. Welcome aboard.

MOUNT JOY, TAKE ONE FOR A TEST RIDE.

Mt. Joy is served several times Mon thru Fri by Amtrak's Silverliners. Eastbound service for Lancaster, Paoli and Philadelphia from 7:42 AM to 9:23 PM. Westbound service to Harrisburg departs from 7:16 AM to 11:55 PM; frequent weekend service. Connecting service in Philadelphia. For fares and schedules, call Amtrak or one of our over 6300 travel agents.



Amtrak Station, Delta & Henry Sts., Mount Joy/Call toll-free 800-562-5380.