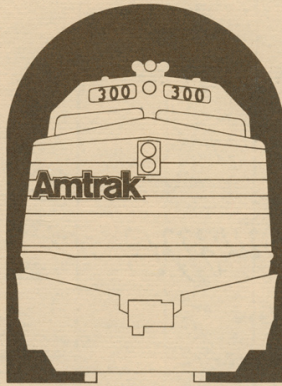
Family Days

1981 Tenth Anniversary

Amtrak®



Amtrak turned ten years old this year, and from our inauspicious beginnings in 1971, we've taken numerous giant strides towards realizing our goal of providing modern, efficient, and comfortable rail passenger service on our Congressionally-mandated routes.

One of the most visible and dramatic improvements Amtrak has made is the gleaming fleet of new and rebuilt passenger cars which this year will be found on every train on all long-distance routes. This public event is your cordially extended invitation to see our sparkling new equipment and talk to the people who have made a ten-year-old dream come true.

Having inherited a fleet of 20- to 30-year old steam-heated cars, Amtrak has in the course of a decade refurbished or replaced its entire roster of some 1,700 cars.

Locomotives, too, have been substantially replaced. In 1972, our motive power averaged 22 years of age. The replacement program has reduced that to an average 4 years, yielding unprecedented dependability, speed potential, and fuel efficiency.

In addition to these high-performance locomotives, other advanced-design high-speed equipment is constantly being added to the Amtrak roster. In regular service or under testing are the *LRC* (for light weight, rapid, comfortable) trains whose unique tilt-body design enables them to negotiate conventional track curvature at substantially higher speeds in comfort and safety. The versatile SPV-2000 provides comfortable, efficient branch- and feeder-line service. French-designed Turboliners promise to lend speed and panache to emerging corridor service, while the Northeast still revels in its famed Metroliners, forebears to the systemwide upgrading.

Move about; try a new coach seat on for size; inspect the luxurious accommmodations on a bi-level Superliner sleeping car; get an engineer's-eye view from the cab of a 100 mph locomotive. Above all, this event lets you *realize* the scope of our commitment to providing the traveling public with an attractive alternative and an efficient complement to other modes. Welcome aboard America's great new era in passenger train travel!

Buses

Part of Amtrak's mission is to function as a major component in the broader transportation mix. We are working more and more closely with the nation's bus operators to provide convenient connections to points not served directly by our trains, a concept known technically as intermodalism. Practically speaking, the better word might be efficiency. If you haven't ridden a bus lately, give it a try and see if you don't agree that they, too, have come a long way toward making travel in America a more pleasant experience.

Private Railroad Car

Before there were private planes for company executives, there were private railroad cars. Staffed by cooks, waiters, and a steward, private cars could be coupled to the rear of a train bound for the desired destination, and the honorable passenger was isolated from the rest of the train. Today there are fewer than a hundred private cars still in service, and they are still a privilege enjoyed by those who have time and money to spend. However, there are some private cars available for charter from their owners to small groups who wish to experience first hand the sort of plush travel these venerable rolling penthouses provide. Amtrak will pull qualified private cars as long as the owner pays for fuel, switching, parking in terminals, extra crews or locomotives if necessary, and other related costs.

Old Steam-Heated Car

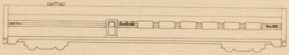
Representative of the hundreds of old steam-heated cars Amtrak inherited in 1971, these cars are in stark contrast to our expanding new and refurbished fleet. Some of these old cars are almost 40 years old, and their heating and air conditioning systems have proven unreliable and costly to maintain. Several hundred of these cars, including sleepers, diners, lounge cars, and coaches, have been given a new lease on life as part of our Heritage Fleet. All of Amtrak's few remaining steam-heated cars will be replaced in 1981.

Heritage Fleet

A popular Amtrak success story is tied to this fleet of refurbished and reconfigured cars. Faced with high passenger demand on some brand-new trains, Amtrak used its only available short-notice resource and converted a number of old steam-heated cars—inherited from various railroads—so that they would be compatible with new all-electric equipment. After conversion it was found that these old cars performed with comfort and reliability rivalling their spanking new counterparts. While expensive to convert (up to $350,000 each), their cost is only about a third of that for a new car.

The converted Heritage Fleet has enabled Amtrak to upgrade all its trains to *HEP*, or head-end-power, a system in which the locomotive supplies electrical power for all heating, air conditioning and lighting throughout the train.

Heritage Fleet conversions are being done at Amtrak's Beech Grove, Indiana, maintenance facility; and under contract by Santa Fe Railway's Topeka, Kansas, shops and Illinois Central Gulf Railroad's Woodcrest, Illinois, shops.



Single Level Cars

These cars were manufactured between 1948 and 1964 by the St. Louis Car Company, the Budd Company, and American Car and Foundry.

Baggage Car

Popularly called "head-end revenue" cars, Amtrak will soon have 143 in service to help meet the rising demand for reliable mail, baggage, and Amtrak Express service.

Baggage Dormitory Car

These cars serve the dual purpose of providing sleeping accommodations for on-board personnel and space for mail, baggage, and Amtrak Express service. 31 of them are on the Amtrak roster.

Coaches

Ranging in seating capacity from 44 to 76, soon 156 Heritage Fleet coaches will be in service. Over 100 are currently in use, many of them with the capability of accommodating handicapped passengers in specially designed seats and restrooms. (Most Heritage Fleet coaches were inherited from the Union Pacific, while some were former Burlington, Santa Fe, and Southern Pacific cars. Soon to be added to the program are several former Pennsylvania coaches.)

Dining Cars

Perhaps Amtrak's most popular cars of all, the Heritage Fleet dining cars are the focal point of each train they serve. Capable of seating 48 hungry passengers, these full-service diners feature all-electric kitchens, graciously arrayed tables, and fine meals cooked to order. Twenty of these cars will be in service by the end of 1981, with a full complement of 29 planned for the near future.

Cafeteria Lounge Car

This car's unique design enables up to 47 passengers to dine in convenient restaurant-style booths or relax in a pleasant lounge setting. A buffet service is provided at one end of the car, offering hot meals, light snacks, and beverage service. Amtrak has 28 of these cars.

Slumbercoach

Increasingly popular for their economical sleeping accommodations are the Slumbercoaches. These cars provide privacy and comfort for up to 40 passengers in single and double compartments. Lavatories in each room is a notable feature of these cars. Amtrak has 16 of them in service and seven more scheduled for conversion.

Sleeping Cars

The luxurious flagships of the Heritage Fleet, these paragons of traveling comfort accommodate 22 persons in ten roomettes and six bedrooms. A popular feature of many bedrooms is that they may be expanded into bedroom suites by opening the wall panel between them. In this latter configuration, they provide seating and sleeping for four, with two enclosed lavatories, two wash basins with vanity, and ample closet space. Amtrak's Heritage sleeping cars were built by the Budd Company in 1949 and 1950 and were rebuilt at our Beech Grove, Indiana car shops. All 72 are from the Santa Fe, Southern Pacific and Union Pacific. Plans call for an additional 18 former Burlington and Seaboard Coast Line sleepers to be refurbished and put into service. Of these 90 Heritage Sleepers, approximately one-half will be handicapped accessible.

Hi Level Cars

Amtrak currently has 73 of these former Santa Fe cars, all of which were built by the Budd Company in Philadelphia in the mid-1950's. Santa Fe Railway's Topeka, Kansas car shops, under contract to Amtrak, are doing a fine job of refurbishing them to Amtrak's specification, and they all now benefit from all-electric systems.

Hi-Level Transition Coach Dormitory

These multi-function cars have 36 leg-rest coach seats and sleeping accommodations for on-board employees. Their *transition* designation comes from their role as adapters between single-level, Hi-level and Superliner cars. Thirty-eight transition coach dormitory cars are on the Amtrak roster.

Hi-Level Coach

Amtrak has 23 of these 72-seat cars. Except for the lavatories, all accommodations are on the upper level.

Hi-Level Dining Car

Similar to their new Superliner counterparts, these cars seat 72 people on the upper level. An all-electric kitchen is located below. Six of these diners are on the roster.

Hi-Level Lounge Car

Lounge seating for 60 on the upper level, panoramic views through larger-than-normal windows, a service bar, and lounge seating for 24 on the lower level are features of this comfortable, relaxing car. Six of them are on the roster.

Amfleet

Amfleet is the name given to 490 high-speed, lightweight Metroliner-type cars ordered from the Budd Company in 1973 and 1974, and placed in service in 1975 through 1977. Originally intended for short-distance service only, Amfleet has been pressed into medium- and long-distance service as well. When coupled to Amtrak's new, high performance locomotives, Amfleet has the potential to operate at 120 miles per hour.

Amclub

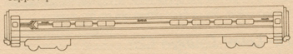
Amtrak has on its roster 8 *full* Amclubs and 32 *split* Amclubs. The former seat 33—all club accommodations—while the latter seat 18 in club and 23 in coach. Both car types have centrally located cafe sections which provide food and beverage service. All Amclubs are accessible to handicapped patrons.

Amdinette

Thirty-seven of these cars in various configurations are on the roster. All of them have a centrally-located food service section; twelve of them are equipped with Jenn-Air grills and have been converted into Cafe Lounge cars, which have booth table seating in one section and lounge seating in the other. Twenty-five Amdinettes seat 32 at booth tables and 23 in coach seats. Of this group, all have accessibility to handicapped travelers.

Amcafe

Primarily intended for short-haul service, 53 of these cars provide 53 coach seats each. A cafe section is located at the center of each car. All Amcafes are accessible to handicapped patrons.



Amcoach

The workhorse of corridor service, these high-capacity cars seat 84 passengers. Two-hundred seventy of them are in use.

Long-Distance Amcoach

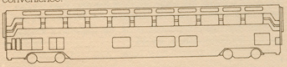
Similar to the Amcoach, but designed for longer-distance travel, these cars seat 60 in "leg-rest" accommodations. Each of our 90 long-distance Amcoaches has a dressing room at one end.

Amfleet II

By mid-1982, all 150 of these brand new Budd-built Amfleet cars will be in service. These cars have larger windows and one vestibule. Of the total complement, 125 Amfleet II cars will be 59-seat coaches, and 25 will be cafe lounge cars. Intended primarily as a long-distance car, the coaches will have commodious leg-rest seating. All Amfleet II will be accessible to the handicapped.

Superliner

During 1981, our tenth anniversary year, Amtrak will take delivery of its full complement of 284 Superliner cars. Most of the fleet is now in service on western long-distance routes, and no more appropriate equipment could have been conceived as a tribute to Amtrak's coming of age. Built by the Pullman-Standard Company, these state-of-the-art cars represent what can be done with a revitalized American railroad passenger car industry. Similar to the former Santa Fe Hi-Level Heritage Fleet, these towering two-level cars set a new standard of traveling luxury and convenience.



Superliner Baggage Coach

Forty-eight of these versatile cars are on the Amtrak roster. They seat 78 on the upper level and have four lavatories and a women's lounge on the lower level. Also on the lower level is ample space for checked baggage and Amtrak Express.

Superliner Coach

This car seats 62 on the upper level and 15 below. Facilities for handicapped passengers are conveniently located on the lower level, as are five lavatories and a women's lounge. There are 102 such cars on the roster.

Superliner Dining Car

Amtrak has 39 of these rolling restaurants which seat 72, all on the upper level. The all-electric kitchen is located on the lower level, and food is conveyed topside via elevators.

Superliner Lounge Cafe

Amtrak's traveling bistros number 25. On the upper level passengers sit in luxurious swivel chairs or lounge seating, and the unobstructed view is through oversized windows which curve dramatically into the ceiling. A small service bar provides beverages and snacks. On the lower level a cafe unit offers food service to three restaurant-type booths and a lounge area. Also featured on this level is a professional-quality electric piano with which traveling virtuosos may entertain their fellow passengers.

Superliner Sleeping Car

Of the planned complement of 70, more than 40 Superliner sleeping cars are now in service. The *piece de resistance* are the five deluxe bedrooms featuring a lower double bed. Four of these rooms can be opened into bedroom suites. Sharing the upper level with them are ten economy bedrooms which accommodate two each. On the lower level are four more economy bedrooms and five lavatories. Of particular interest on the lower level is the family bedroom. With accommodations for three or four, the room extends the entire width of the car. Also on this level is a bedroom specially designed for the handicapped traveler and one companion. In all, the Superliner sleeping car has accommodations for 44.

Turboliners

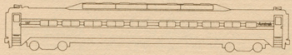
Thirteen Turboliners serve in New York State and the midwest. Turboliner equipment consists of power cars, coaches, food service cars and club cars. Two gas turbine engines, built by Turbomeca of France, produce a total of 2,280 horsepower, giving each train a potential top speed of 125 miles per hour. Two additional gas turbines provide electrical power for lights, heating and air conditioning; a third-rail capability permits electric-powered operation into New York's Grand Central Terminal. The trains are patterned after their French counterparts designed by ANF-Frangeco and used by the French National Railways. Car interiors were designed by Amtrak for American-style taste and comfort, and seven of the trains were assembled by the Rohr Corporation of Chula Vista, California. Before buying the seven Rohr Turboliners for New York State, Amtrak leased for testing, and later purchased, six of the French-built Turboliners. These trains are now in service on routes radiating out from Chicago.

LRC

LRC stands for *Light, Rapid,* and *Comfortable.* This new Canadian-built equipment is on lease from Bombardier and Montreal Locomotive Works. Currently undergoing performance evaluation in the New York — Boston segment of the Northeast Corridor, these unique cars have the capacity of tilting on their wheel assemblies, permitting them to negotiate conventional curves at higher-than-normal speeds in safety and comfort. Their custom-designed diesel locomotives develop 3,700 horsepower and are capable of 125 miles per hour. Their light-weight, low-profile configuration permits this high performance at appreciable fuel savings. Amtrak currently has two locomotives, eight 84-seat coaches, and two club cafe cars of this design.

SPV-2000

Twelve of these Budd-built self-propelled diesel powered cars operate in Connecticut Valley service. They may be used singly or in multiple units, and they have the capability of being hauled as part of a locomotive-powered train as well, making them a versatile feeder-line car. The SPV-2000 car seats 85 passengers. In addition to the SPV-2000, Amtrak operates other diesel-powered, self-propelled equipment.



Silverliner

Amtrak leases up to 35 of these electrically-powered cars primarily for commuter and short-distance service. They seat between 96 and 104 passengers each, depending upon configuration. Their range is limited to the electrified segments of the Northeast Corridor and the Philadelphia-Harrisburg line.

Metroliner

In many ways the Metroliner is the most significant piece of equipment on Amtrak's roster. While it was just one more train type inherited from another railroad (Penn Central) at Amtrak's 1971 inception, the Metroliners were the only *proven*, new high-speed cars extant at that time. Each 2,400 h.p. pair of cars is theoretically capable of 160 mph, and, in fact, some prototype Metroliners actually attained this speed in performance tests during 1967. In Amtrak service they attain 110 mph on segments of the Northeast Corridor. Limited to electrified lines between Washington and New York, and Philadelphia—Harrisburg, these all-reserved-seat speedsters demonstrated unequivocally the public acceptance of new, innovative passenger rail equipment. Built between 1967 and 1969, by a consortium composed of Budd, General Electric, and Westinghouse, Metroliners are the forerunners of today's similar-looking, conventionally-hauled Amfleet. In the late 1970's, 34 of our 61 Metroliners underwent extensive refurbishment and reconfiguration after giving over one-and-a-half million miles of service. Most of the remaining original models

(now numbering about 23) are used in Philadelphia — Harrisburg service, while the refurbished ones continue to work between Washington and New York. Refurbished Metroliners, which are distinguished by their raised roofs (housing air conditioning and other equipment), consist of the following car types: 8 Metroclubs—48 first class seats and cafe unit; 8 Metrosnack cars—56 coach seats and cafe unit; and 18 Metrocoaches—72 coach seats.

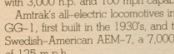
Locomotives

Amtrak owns over 300 locomotives.

Included among its modern diesel-electric engines are the P30CH, the SDP40F, and the most recent F40PH, all with 3,000 h.p. and 100 mph capability.

Amtrak's all-electric locomotives include the venerable GG-1, first built in the 1930's, and the celebrated Swedish-American AEM-7, a 7,000 h.p. speedster capable of 125 m.p.h.

By the end of 1981, all Amtrak locomotives will be capable of supplying their trains with HEP.



Amtrak and Partners

Amtrak can't operate by itself. The majority of our routes — over 21,000 miles — operate on the tracks of 21 private railroads. These private railroads are an important component of our improved efficiency, now superior to most major airlines for on-time performance. Our relationship with these freight railroads is characterized by a sense of cooperation and goodwill — an attitude indicative of rail passenger service's increasing acceptance as a vital and permanent element in the national transportation picture.

Not only does Amtrak utilize these railroads' physical plants, but we use many of their operating personnel as well. Our corporation contracts directly with unions and, additionally, contracts through the operating railroads for additional personnel to run the passenger trains.

Engineers, brakemen, conductors, maintenance workers, signalmen and myriad others work with Amtrak to bring you safe, timely, convenient service. These railroad employees are represented by major labor organizations:

- American Railway and Airway Supervisors Association — A Division of BRAC
- American Train Dispatchers Association
- Brotherhood of Maintenance of Way Employes
- Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employes
- Brotherhood of Railroad Signalmen
- International Association of Machinists and Aerospace Workers
- International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers
- International Brotherhood of Firemen & Oilers
- Amtrak Service Workers Council
- Railroad Yardmasters of America
- United Transportation Union
- Police Benevolent Association
- Joint Council of Carmen, Helpers, Coach Cleansers and Apprentices
- Brotherhood of Locomotive Engineers
- International Brotherhood of Electrical Workers
- Sheet Metal Workers' International Association