

Track Work, New Contracts Result In Faster Train Times

For the second time in less than three months, Amtrak has placed more than two dozen trains on speedier schedules as a result of completed track improvement projects or new contracts with railroads that operate Amtrak trains.

A total of 27 trains began operating on the faster schedules on Sunday, January 8, as part of Amtrak's effort to become more competitive with automobile travel times. Amtrak had previously reduced travel times on 26 trains last October.

Accelerated schedules allow better connections between trains in Chicago, one of Amtrak's key terminals. Travel time reductions vary from one hour on several long-distance trains to 10 or 15 minutes on many short-distance trains.

"Some of the latest speedups may appear modest," concedes Amtrak President Paul Reistrup, "but they are quite important when added to the earlier speedups. For example, the *Lake Shore Limited* will be one and one-half hours faster this month than when it began operating two years ago.

"Further improvements are possible on virtually every Amtrak route in the nation if more track work is undertaken," says Reistrup. "We will monitor projects carried out by the railroads as well as seek funding, as stated in our five-year plan, to carry out selective track projects on our own."

Some specifics:

National Limited/One hour faster eastbound as a result of Conrail track improvements and continued operation over the more direct Dayton route.

Train times changed at all points from Terre Haute to New York, while

westbound train remains on former schedule.

Amtrak had previously announced it would continue to operate the *National* between Columbus and Indianapolis, via Dayton and Richmond, until at least March 1, pending completion of the DOT study on Amtrak's national system.

Lake Shore Limited/Train speeded up on Boston section where 20 min-

utes were removed from westbound schedule and 15 minutes from eastbound.

In Chicago, the *Limited* now has connections in both directions with the *San Francisco Zephyr*.

Empire Service/Turboliners in New York State now operate as much as 30 minutes faster because of track improvements, some by Conrail and
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New Electric Locomotives On The Way

Amtrak has signed a contract with Electro-Motive Division of General Motors for the first series of a fleet of high-speed lightweight electric locomotives for the Northeast Corridor.

The new locomotives, capable of speeds of 120 miles per hour, will be used to haul trains of up to eight cars between Boston, New York and

Washington.

The first order is for eight locomotives at a cost of \$22 million. Amtrak's total program ultimately calls for 30 units at a cost of \$77.9 million.

Funding for the entire program is not available in fiscal year 1978. Amtrak will request the additional \$55.8
(Continued on page 8)



Ralph Doolinger Drawing

Amtrak's new four-axle electric locomotive will pull trains at up to 120 miles per hour.

Old Kalamazoo Rail Station Becomes New Intermodal Facility

Officials of the State of Michigan and the City of Kalamazoo joined with Amtrak representatives and those of three motor bus firms on December 21 to dedicate a "new" Kalamazoo intermodal station.

The \$905,800 project preserves the beautiful exterior of the old station built in 1887 to serve the Michigan Central railroad and, later, the New York Central and Penn Central.

In addition to eight Amtrak trains which use the station daily, it now also serves buses of Greyhound, Indian Trails and Indiana Motor bus lines. Additionally, the station houses a car rental agency, a charter bus service, a travel agency, a restaurant called the "Timetable" and news stand. It is located just three blocks from the new Kalamazoo Center convention-hotel complex.

City buses also stop at the station providing access into town.

The City of Kalamazoo paid \$115,800 for the station and the State of Michigan supplied \$790,000 for the renovation.

Representing Amtrak at the dedication were Rich Tower, superintendent, Great Lakes district; Doug Deaton, sales representative, Battle Creek; and Bob Casey, director, public affairs, Chicago.

The Kalamazoo intermodal station is one of 17 being planned by the Michigan Department of Highways and Transportation. On December 20, a \$67,500 facility was dedicated at Dowagiac.

Plans for the Kalamazoo intermodal station began more than two years ago and the facility was to have been ready for dedication by last summer. But the plans also called for preservation of the unusual old station's architecture and extra care was required by construction workers causing some delays.

The building is on the list of national historic buildings.

In 1886, the *Kalamazoo Telegraph*



Jerry Campbell Photos



(Above) Passengers get ready to board an Amtrak train at Kalamazoo's new intermodal facility. Eight Amtrak trains, three bus lines, and car rental and travel agencies also use the facility. (Left) Kalamazoo Mayor Francis Hamilton tries on his Amtrak engineer's cap after being presented it by Doug Deaton, sales representative, Battle Creek.

dreamed in an editorial that the new station become a "union depot" where passengers could board trains from all five railroads then serving

the city. Today it is, in a sense, just that, providing service — not to five railroads but — to various forms of transport.

Two Arrowheads Run On Fridays

Amtrak's *Arrowhead*, between the Twin Cities and Duluth, will be making two round trips each Friday until March 24.

The extra train service is being provided during the winter to accommodate Twin Cities skiers who want to visit the Duluth area.

On Fridays, the *Arrowhead* leaves the Twin Cities at 8:05 a.m., arriving in Duluth 11:25. It then leaves Duluth at 12:45, arriving in the Twin Cities at 4:05.

It begins its second trip at 5:30 p.m., arriving in Duluth at 8:50, and then leaves Duluth at 10:10 p.m., arriving in the Twin Cities at 1:30 a.m.

The schedule allows persons to go to Duluth on Friday morning, spend the day on the area's ski slopes, and return that evening.

Persons who want to spend the weekend in Duluth now can leave at 5:30 p.m., after working hours, and return on Sunday.

Tied into the new train service is a \$13 one-day round trip ski fare.

The special Friday extra ski train service is made possible through the cooperation of the Minnesota Department of Transportation, the Duluth Transit Authority, the Duluth Hotel and Motel Association and Spirit Mountain resort.

1977, Year Of Contrasts; Progress Mixes With Problems

As the year ended, Amtrak could look back on some significant successes — new cars and locomotives, faster schedules, new stations being built and both ridership and revenues higher than last year. But there were still vivid memories of “the deep freeze,” equipment problems and a long period when it appeared there would not be enough money to keep all the trains running.

First, it was winter. One of the worst in memory, it froze up older steam-heated passenger cars and knocked out auxiliary steam generators in locomotives that pull them. Maintenance of cars and locomotives often had to be done in snow and wind in archaic servicing yards where the cold cracked water mains that covered tracks with inches of ice. In Buffalo, entire trains — passenger and freight — were blocked and covered by mountains of snow that took the National Guard to dig away.

Trains Suspended

On January 19, for the first time in Amtrak history, service was suspended indefinitely on eight routes out of Chicago. The drastic move was taken to shift all-electric Amfleet cars and turbine-powered trains to the busiest routes to provide as much transportation as possible during the crisis.

Amfleet cars, for example, were substituted for conventional equipment on the *Panama Limited* and the *James Whitcomb Riley* (now *Cardinal*), temporarily ending sleeping car service on these overnight trains until late in the year.

Restoration of some of the suspended routes began almost at once but on January 28 a followup blast of cold and snow cancelled the departure of 28 trains over the system. Most of the stalled trains were in the Midwest, but nothing did move west of Buffalo on that day and the trans-continental *San Francisco Zephyr* did not operate between Chicago and

Denver. The last of the suspended trains finally went back into service on March 2.

Speeds Restricted

At the same time Amtrak was battling cold and snow, a new and completely unexpected problem arose. Amtrak’s principal main-line locomotive, the six-axle SDP40F, was suspected of contributing to a number of derailments. Until the theory could be tested, a rigid speed restriction was imposed on the locomotives causing long-distance schedules to be lengthened by as much as five hours.

A rigorous program was undertaken to try to pin-point what part, if any, the locomotive had in the derailments. But, it wasn’t until fall, with the arrival of new and modified locomotives and substantial track improvements, that Amtrak trains recovered, and in some cases even improved, schedules on many of the worst-affected routes.

Fiscal Crisis

The final crisis—and potentially the most demoralizing one — came during the last half of the year as Congress and the Executive branch of the federal government sought to determine Amtrak’s total operating budget.

Amtrak had originally requested \$534.1 million for its operating budget for fiscal year 1978, which runs from October 1, 1977 to September 30, 1978.

The Carter administration recommended only \$500 million, and Congress finally approved only \$488.5 million.

Amtrak subsequently asked for a \$56.5 million supplemental appropriation, which included the missing \$45.6 million, plus an additional \$11 million for inflation.

A Senate-House conference committee then approved only \$8 million and Amtrak embarked upon a series

of internal cost-cutting measures which included reduced station service personnel in the Northeast Corridor.

Next, train frequency reductions and even suspension or restructuring of entire routes were planned.

The situation continued until the final weeks of the year when the House of Representatives approved \$18 million and mandated that the cost-cutting measures be deferred until it could review the major examination of Amtrak’s entire route structure that is being conducted by the Department of Transportation. The Senate postponed action until January.

The National System Study

Congress said it wanted a “zero base” analysis to provide “an optimal national railroad passenger system based on current and future market and population requirements.” The study is to be ready by March 1 in time for Congressional budget and policy hearings for fiscal year 1979.

As 1977 ended Amtrak, relieved of the almost impossible directive to “save itself into prosperity,” as company President Paul Reistrup put it, could look forward to a new year in which both policy making branches of the government were ready to participate fully in Amtrak’s national restructuring with a commitment to give the passenger system the support necessary for success, whatever its final design.

Forward Momentum

The final Congressional debate that staved off imminent route reductions (the *Floridian* was scheduled for suspension on January 19) centered on two points: First, that a national rail passenger system must be preserved for an energy-scarce future, and second, that despite disappointments and delays, the long fight to make Amtrak work is being won.

Progress was definitely visible several Congressmen noted.

Amtrak's ridership for fiscal 1977, which ended September 30, climbed to a record 19.2 million passengers, or over a million more than the previous year. Total passenger miles reached 4.3 billion, up 4.7 per cent, and revenues for fiscal 1977 were \$311.3 million, up more than 12 per cent.

Cars and Locomotives

One of Amtrak's major problems during 1977 was the speed restriction imposed on its SDP40F locomotives. The restriction remained in effect while the company waited for results of tests by the Association of American Railroads and the Federal Railroad Administration to see if the locomotives were indeed derailment-prone. Although the test results found no major fault in the locomotives by year's end, a program to convert SDP40Fs to much shorter and lighter, four-axle locomotives did get underway with a total of 72 conversions approved in 1977. The conversions were done when locomotives returned to the manufacturer for their 500,000-mile overhaul. This also included installation of electric generators to power Amtrak's new electric cars. Amtrak's board of directors



Crowds jammed stations to visit Pioneer on its inaugural run.

also voted to buy 10 additional new F40PHs, adding to the original fleet of 30 of these reliable units.

During the year Amtrak had asked for bids on the first eight of a series of 30 new high-speed electric locomotives that will be able to haul Amfleet trains in the Northeast Corridor at the 120 mile-an-hour speeds made possible when the Corridor improvement program is complete.

Rebuilding Metroliners

Late in the year General Electric company won a \$20 million contract to upgrade and refurbish 16 Metroliner cars which provide premium service in the Northeast Corridor. The program, aimed at improving ride quality and reliability, will eventually cover as many as 57 Metroliners if funds become available.

When winter forced Amtrak to use Amfleet equipment on some of its overnight trains, sleeping car service was suspended because older conventional equipment could not be operated along with Amfleet cars. During the year, 25 of the best conventional sleeping cars were approved for conversion to electric heat and air conditioning. By year's end the converted sleepers had been restored to the *Cardinal*, the *Panama Limited* and the *Night Owl*. Other Amfleet trains were to get converted sleepers as they become available.

Amfleet Arrives

The last of 492 cars in the Amfleet series arrived during summer 1977 but the stainless steel cars were a fixture of Amtrak service over many parts of the nation long before that. Amfleet trains now operate from Boston to Savannah; from Washington to Chicago; from Chicago to New Orleans, as well as many cities in the Midwest; from Chicago to Laredo; from Los Angeles to San Diego; and from Seattle to Portland, Salt Lake City and Vancouver, British Columbia. Three-fourths of Amtrak passengers, who travel in day service, now ride in new passenger equipment, either Amfleet or the equally-modern Turboliners.

Superliners Delayed

Major introduction of new passenger equipment had been planned for 1977 — this time on long-distance, over-night routes. Amtrak's new double-decker Superliner cars had been scheduled to enter service during the summer on routes between Chicago and Seattle. However, a lengthy strike at Pullman Standard's plant delayed delivery.

Early in 1977 Amtrak's directors voted to lease two advanced LRC trains from Canada. The trains, which have a unique cradle suspension system, will be used in fast corridor-type service between Vancouver, Seattle and Portland sometime in late 1978 or early 1979. Approval was also given to evaluate the world's rail technology to be able to choose the design for a "Metroliner II," a high-speed, electrically-powered train that would operate on the improved Northeast Corridor of the 1980s.

Stations

During 1977 Amtrak opened a new \$750,000 station in Cleveland and began construction of new stations in Miami, Rochester, Minneapolis-St Paul and Canton, Ohio. Major improvements were approved for stations at Detroit, Omaha and Charleston, West Virginia. Over \$500,000 was spent in Oregon, Idaho and Utah for the 13 stations on the new *Pioneer's* route between Seattle and Salt Lake City.

Agreement was reached with New York State for a new downtown station in Schenectady. Amtrak will build the station, the city will donate the land and the state will pay nearly \$4 million for track connections. A similar agreement was reached with Michigan for construction of a new station at Dearborn. Work on a new station at St. Louis, which had been scheduled to begin in 1977 was delayed because of disputes with the local developer.

Maintenance Facilities

On December 1, Amtrak began maintaining its seven Turboliners as-



News reporters question Amtrak and DOT officials at start of work on the Northeast Corridor Improvement Project.

signed to New York State service, as well as diesel locomotives, in a new \$15 million maintenance facility at Rensselaer. Designed and engineered by Amtrak personnel, this is the second maintenance facility Amtrak has built from scratch. (The other is at Brighton Park, Illinois.) Rensselaer has joined a growing list of Amtrak-owned-and-operated maintenance or repair facilities.

Amtrak's major car overhaul and repair plant is at Beech Grove, Indiana, and modernization and expansion of this former Penn Central facility continued through 1977.

Spurred by lessons learned during the winter of 1976-77, Amtrak pushed the modernization of the 12th Street car yards and the 16th Street locomotive shop in Chicago. A \$38 million modernization program, to be completed by 1981, is now underway at the Chicago facilities. Nearly \$22 million was authorized for this project during 1977.

New Services

Amtrak inaugurated two new trains in 1977: the *Pioneer*, an all-Amfleet train from Salt Lake City to Seattle, and the *Hilltopper*, also Amfleet, between Washington and Tri-State station at Catlettsburg, Kentucky.

A fifth round-trip was added to the San Diego-Los Angeles corridor. This

increased frequency, along with all Amfleet trains, triggered a ridership surge. Passengers totaled 70 per cent higher for many months in 1977 compared to 1976.

Older conventional equipment on the *Adirondack* was replaced with a modern Turboliner in March and Amfleet coaches replaced older cars on the *Inter-American* in August.

Wooing The Passenger

National and local advertising, along with such encouragements as special fares for round-trip, family or group travel, and — that super bargain — the U.S.A. Rail Pass helped bring passengers to the trains.

Special round-trip coach excursion fares were offered, some just a few dollars more than regular one-way fares. There were also tie-ins with theaters, hotels and sports events.

In some test cities children could ride free by presenting a special coupon. Travelers arriving or departing late at night in certain cities got a break with lower "Night Owl" fares. And, on the two big shopping weekends just before Christmas, special *Santa Claus* fares were offered in many areas giving riders a reduced round-trip fare to the nearest big city. All of this was part of a nationwide promotional campaign to convince people that "tracks are back."

Suspension Lifted

Congressional action eliminated the suspension threat from the *Floridian* in December and the company announced plans to reroute the train through Chattanooga and Atlanta, perhaps as early as next spring.

The *Panama Limited* not only received an all-electric sleeping car but also saw the restoration, on December 9, of dining service complete with table cloths, fresh flowers and waiters and waitresses.

Train schedules, which had improved in 1976, worsened in spring 1977, mostly because of track conditions and locomotive speed restrictions. By fall, however, it was possible to shorten the travel time for 26 trains including reductions of as much as six hours on trains between Chicago and Seattle.

Northeast Corridor

On March 31, Secretary of Transportation Brock Adams and Amtrak President Paul Reistrup officially kicked off the \$1.7 billion Northeast Corridor Improvement Program.

The 1977 work program centered on rebuilding the track structure and roadbed. In addition, rehabilitation and painting of 25 bridges was started, while survey and planning work continued for major projects scheduled to begin in 1978 or later.

Improvements by year's end included approximately 60 track miles of continuous welded rail laid; 350 track miles surfaced; 230,000 ties laid; 39 track miles cleaned by undercutting; 112 track miles of shoulder ballast cleaned; 3,600 joints eliminated or renewed; and seven turnouts, 5,700 switch timbers and 10,000 ties renewed at 26 interlockings.

A year-long \$5.5 million right-of-way clean-up program began in September resulting in over 350 acres being cleaned. By completion of the program next year, 2,000 acres of right-of-way, from Boston to Washington, will have been cleaned of underbrush, garbage, abandoned household appliances, automobiles and other refuse dumped on railroad property.

Keeping Track Of Amtrak

Railroad Retirement Up

All Amtrak employees will find their 1978 paychecks slightly smaller because of the increase in Railroad Retirement tax payments.

Beginning January 1, both the percentage rate and the salary base were increased resulting in larger contributions to the system by both employees and Amtrak.

Each employee's contribution was raised from 5.85 per cent to 6.05 per cent while the salary base was increased from \$16,500 to \$17,700.

Thus, an employee earning the maximum of \$17,700 a year will now be paying an additional \$105.60 a year into the system.

Amtrak, as the employer, also con-

tributes to each employee's account. Last year this was 15.35 per cent but has been raised to 15.55 per cent.

So, for each employee who makes the maximum wage under the system, Amtrak now contributes \$2,752.35 a year into Railroad Retirement.

Santa Pilots Lake Shore

Santa Claus may have used reindeers and a sleigh on Christmas Eve, but on December 23 he was piloting Amtrak's *Lake Shore Limited* between Boston and Albany.

Santa was, in fact, Conrail Engineer George C. Munger who donned the red and white costume to greet boarding passengers in Boston with a bagful of gifts. Gentlemen

received cigars, while kids and ladies were presented candy by Munger and his daughter who was dressed as one of Santa's elves.

At departure time, Munger climbed into the cab and headed the train west, beard flying in the wind.

Safety Standings

Piedmont and Twin Cities tied for first place in the district category for November in the President's Safety Contest. The two had no injuries at all for the month and a resultant zero injury ratio.

In the shop category, Rensselaer maintenance facility also turned in a zero ratio with no injuries for the month.

Western and Central tied in the regional category with a 6.7 ratio for November.

For the year to date, Piedmont leads the districts with a 1.75 ratio,

Kellogg, Amtrak Join To Promote Kiddy Rides

Amtrak and the Kellogg Company have entered into a promotional program featuring coupons redeemable for free Amtrak tickets for children.

The program is the first known cooperative effort between a national transportation corporation and a ma-

ajor food producer with free transportation offered as a promotional item.

Beginning January 1, the "Free Kiddy Ride" coupons began appearing nationally on 64 million family-size cereal boxes of Kellogg's Raisin Bran, Corn Flakes and Frosted Flakes. The coupons are redeemable — when presented with three box tops from any of these cereals — for a free Amtrak train ticket for a child under 12 years of age traveling anywhere in the country accompanied by an adult purchasing a full-fare, non-discount ticket.

Savings under the promotional program can be substantial. A family of two adults and two children under twelve, for example, would save \$172 traveling round-trip between New York and Miami.

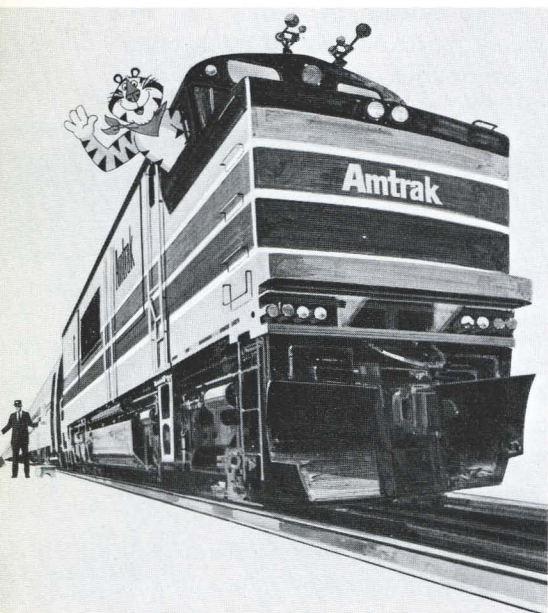
As many as 500,000 additional riders could use Amtrak in 1978 as a result of the special transportation offer. The "Free Kiddy Ride" coupons will be good for trips as short as Chicago-Milwaukee or as long as a cross-

country round-trip. The offer is good through January 1979.

Discounted Amtrak fares such as U.S.A. Rail, family plan, excursion or any other special fares do not qualify. Tickets are for use on any Amtrak train, including the premium-fare Metroliners, except during certain specified holiday and other peak travel times.

Tickets may be purchased to Canadian points served by Amtrak, but will not be sold in Canada or elsewhere outside the United States. Space in sleeping cars or other premium accommodations may be reserved, but these extra accommodation charges must be paid for in full for all family members.

Kellogg is advertising the "Free Kiddy Ride" program nationally, showing Tony the Tiger at the controls of an Amtrak locomotive. Details of the plan are printed on the cereal packages, and will also be available from Amtrak ticket and travel agents as well as Amtrak's toll-free information numbers.



Tony the Tiger engineers Amtrak's new Kellogg promotion.

with Twin Cities, at 2.2, and St. Louis, with 2.8, closely behind.

Central leads the regions with a 6.2 ratio, with Western, with a 6.5, closely behind.

Rensselaer leads the shops with a 5.1 ratio, while Beech Grove, at 6.5, and Brighton Park, with 7.0, follow at its heels.

The injury ratio is a figure that denotes the number of injuries per 200,000 man-hours. All injuries that

require more than first aid are counted.

Overnight Shenandoah

The *Shenandoah*, linking Washington with Cincinnati, has been placed on an overnight schedule, beginning January 8, in an effort to boost ridership on the route.

The train now arrives in the morning and departs in the evening in both

Washington and Cincinnati.

The new times, which should prove convenient for one-day business or shopping trips, also allow direct connections in Cincinnati to Chicago and Indiana points and in Washington to the Carolinas, Florida and the Northeast.

The *Shenandoah* also began serving Gaithersburg, Maryland, to tap more of Washington's growing suburban market.

FASTER TRAINS

(Continued from page 1)

some paid for by the state. Speeds were raised from 70 to 79 miles per hour on many segments of track.

Service between New York and Albany speeded up by 10 minutes on each of 11 daily trains. Higher speeds save 20 minutes in each direction on *Salt City Express* and *Empire State Express* (formerly *Water Level Express*) between New York and Syracuse. And, *Empire State Express* is 30 minutes faster westbound and 25 minutes faster eastbound between New York and Buffalo.

San Francisco Zephyr/55 minutes cut from both directions as result of a new contract with the Union Pacific, one of the railroads the *Zephyr* travels.

By leaving Chicago later, new connections became available from *Twin Cities Hiawatha*, *Inter-American* and *Saint Clair*.

Zephyr's earlier arrival in Chicago allows connections to *Broadway Limited*, *Lake Shore Limited*, *Blue Water Limited*, *Illini* and *Lone Star*.

A new connection was also established between *Zephyr* and *Pioneer* in Ogden to allow travel between Salt Lake City and Reno/San Francisco. Westbound *Zephyr* continues its connection with northbound *Pioneer*.

Sunset Limited/Travel time shortened by 15 minutes in both directions with train times changed at many intermediate points.

New connection was created in New Orleans to allow passengers

from *Panama Limited* to transfer to westbound *Sunset*.

Floridian/Major change was a reversed schedule making the train a two-night, one-day trip from Chicago to Florida, instead of a two-day, one-night trip.

Benefits of the new schedule include availability of train connections at Chicago, more attractive mid-day hour service at major Florida points, and daytime service in Birmingham and Montgomery.

Chicago departure is at 11 p.m., but train is available for occupancy at 10 p.m.

Floridian continues on same route pending completion of the DOT study. Amtrak's board of directors has decided that train should operate via Atlanta in the future if operating and capital funds are available.

Hilltopper/Major change was to extend the train from Washington to Boston, in both directions, offering, for the first time, through coach service from the Virginias to the Northeast Corridor cities.

The *Hilltopper* now leaves Washington for the Virginias in the morning while the return run arrives in Washington at night.

Major benefit of this change is morning eastbound and evening westbound service in West Virginia instead of middle-of-the-night service.

It also brings about better scheduling in the busy Washington-Richmond corridor. There now is a new morning southbound and an evening northbound train between the two points, making a total of five trains—

well spaced through the day—in the Richmond-Washington mini-corridor.

All operate north of Washington to New York with two of the trains continuing to New Haven, Providence and Boston.

By April, a sixth train will be added to the mini-corridor when the *Champion*, another Florida train, resumes operation.

Panama Limited/Now leaves Chicago one hour, 50 minutes earlier, with subsequent earlier arrival in New Orleans, enabling passengers to make a connection with the *Sunset Limited* there.

Northbound *Panama* continues on former schedule.

Pioneer/Train is 40 minutes faster in both directions as a result of a new contract negotiated with the Union Pacific.

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ELECTRIC LOCOMOTIVES

(Continued from page 1)

million for fiscal year 1979. That amount includes money for escalation, spare parts and contingencies.

The new locomotives are based on the Rc4a locomotive built by ASEA, Inc., of Sweden, which Amtrak tested successfully last winter.

EMD, licensee in the United States for ASEA electric locomotive technology, will build a locomotive similar to the ASEA unit but with more power and higher speed.

The Amtrak locomotives will have a tractive effort of 52,500 pounds short term and 30,500 pounds continuous, and horsepower at the rail of 8,400 short term, 6,100 continuous.

The locomotives, which will nominally weigh 199,500 pounds each, will also contain electric generating units to provide head-end power for heating, air conditioning and lighting throughout the train.

Electric components will be manufactured by ASEA in Sweden, but American content will make up the majority of the value of the order.

Special features include a Press-

Technical Specifications Amtrak High Speed, Lightweight Electric Locomotive

Total Length, over couplers	51 Feet
Locomotive Width	10 Feet
Locomotive Height	12 Feet, 2-1/4 Inches
Service Weight	199,500 Pounds
Number of Cabs	Two, Full Width
Number of Axles	Four
Number of Traction Motors	Four
Wheel Diameter	50 Inches
Design Speed	125 Miles Per Hour
Braking Systems	Three

(Dynamic, Blended Air/Dynamic, Electro-Pneumatic)

ductor slip-slide wheel assembly developed by ASEA for maximizing locomotive tractive effort under all rail conditions.

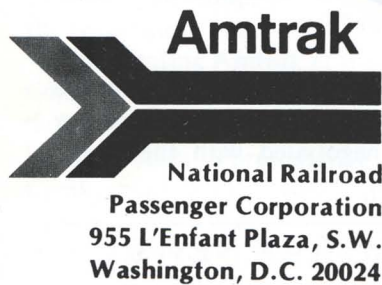
The new electrics, along with modified Metroliners, will insure that high-speed equipment will be ready when the Northeast Corridor Improvement Project is completed in 1981.

The locomotives, hauling Amfleet cars, will be able to meet the Congressionally-mandated 1981 trip times

of two hours and 40 minutes between New York and Washington, and three hours and 40 minutes between New York and Boston, each with five intermediate stops.

The first new locomotive is scheduled for delivery in December 1979.

The new units will replace the old GG1 units and be capable of operating on three different power supply systems, including the 25,000-volt, 60-hertz frequency to be used in the upgraded Northeast Corridor.



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