

# Amtrak NEWS

A NEWSLETTER FOR AMTRAK EMPLOYEES

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October 15, 1976

## Ground Broken For Rail/Air Intermodal Station



Ready at their shovels for the BWI Station groundbreaking were Richard Pinkham of Amtrak's Northeast Corridor Group, Senator J. Glenn Beall, Congresswoman Marjorie Holt, Maryland DOT Secretary Harry Hughes and Senator Charles McC. Mathias.

Ground was broken on Wednesday, October 13, for a unique demonstration project in U.S. intermodal transportation — this country's only intercity air/rail passenger station.

The site of the ground breaking is in Maryland's Anne Arundel County immediately adjacent to the electrified main line of Amtrak's Washington-New York-Boston rail corridor and about one mile from the main terminal of Baltimore-Washington International Airport (BWI).

Among those participating in the ceremony were Maryland's United States Senators J. Glenn Beall and Charles McC. Mathias; U.S. Representative Marjorie Holt, whose district includes both the airport and the proposed intermodal station; Richard E. Pinkham, Amtrak director of commuter operations, Northeast Corridor and Maryland Secretary of Transportation Harry R. Hughes.

The concept of the air/rail station was first studied in detail in a 1968 report prepared for the U.S. Department of Transportation's Federal Railroad Administration by the consulting firm of Gibbs and Hill, Inc. The effort to secure federal funding

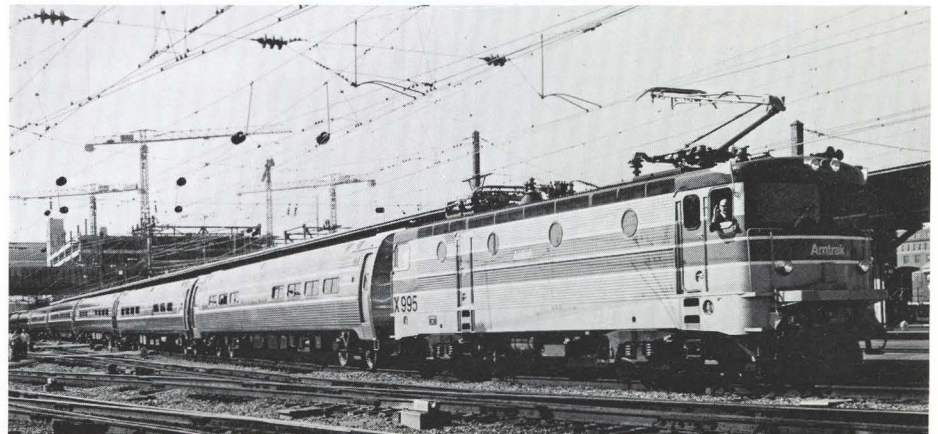
## Swedish Locomotive In Service

A lightweight electric locomotive from Sweden made its inaugural run in revenue service for Amtrak on Tuesday, October 1, marking the first time that a high-speed foreign electric locomotive has been used in this country.

The locomotive, being leased by Amtrak from ASEA of Sweden, went into service hauling Amtrak's *Statesman*, a regular Washington-to-Boston train using Amtrak's new Amfleet cars.

In ceremonies at Washington Union Terminal marking the inaugural, Amtrak President Paul H. Reistrup announced that starting the following week, the Swedish locomotive with Amfleet cars would make

one round-trip daily, Monday through Friday, operating at Metro-  
(See *Swedish Locomotive*, Page 8)



Amtrak President Reistrup waves as ASEA heads out of Washington's Union Terminal.



in the Congress was led by Senators Beall and Mathias and Representative Holt. In 1975 the Congress appropriated the \$1.5 million needed to begin construction of the new station and its supporting facilities. Amtrak's Board of Directors authorized work to start last August.

Preliminary architectural and engineering plans have been completed and Amtrak is selecting a firm to complete detailed designs and specifications. Construction could begin as early as next spring with the station ready for use by the end of next year.

The Maryland Department of Transportation and its State Aviation Administration which operates Baltimore-Washington International airport, has been an enthusiastic supporter of the proposed air/rail connec-

tion. It was the Gibbs and Hill study which first pointed out that, while major air and rail connecting facilities have proven successful in other countries, nothing similar has been tried here.

The Amtrak and Maryland DOT planners project that the new station will draw its passengers from international or domestic air travelers using BWI but originating from or destined for any of the cities accessible by rail in the Washington-New York corridor. Principal cities feeding the air/rail market would, of course, be Baltimore and Washington, but Wilmington, Philadelphia and even New York could be conceivable end points for air travelers.

Air passengers making rail connections will be moved between the rail

station and airport by shuttle buses.

Additionally, because of residential and industrial growth in the area around the airport, the planners foresee that the new station will attract substantial numbers of new intercity rail passengers and more passengers for existing rail commuter services.

The proposed air/rail station will be designed for convenient transfer of passengers between air, rail and highway transportation. It will include a waiting area, train platforms with shelters and a parking lot. The Maryland Department of Transportation will provide land for the buildings and parking lot, as well as the access roads, the shuttle bus service and a passenger lounge in the airport building.

## “Shenandoah” Inaugural Scheduled, Amfleet, Daytime Service

Amtrak has announced schedules, fares, and a special inaugural trip for the new Washington-Parkersburg-Cincinnati train, the *Shenandoah*, scheduled to begin service on October 31.

The *Shenandoah* will be a daytime

train through some of the most scenic parts of Maryland, West Virginia, and Ohio, and will use new Amfleet equipment. The Amfleet is already used on the Washington-Cumberland *Blue Ridge*, but the *Shenandoah* will be the first use of new

passenger equipment between Washington and Cincinnati in over 20 years.

Amtrak will give people along the route a chance to inspect the Amfleet and learn about the new service on October 29-30, when a special inaugural train will make a westbound trip. It will go from Washington to Parkersburg on the 29th and from Parkersburg to Cincinnati on the 30th. Carrying Amtrak, railroad and government officials, the train will be met by city officials at each station on the route. At Cumberland, Keyser, Parkersburg, Athens, Chillicothe and Cincinnati, the public will be invited to walk through the train.

The regular schedule, beginning Oct. 31, calls for a 9:25 a.m. departure from Washington, with stops in Silver Spring, Md., at 9:37; Rockville at 9:48; Brunswick at 10:20; Harpers Ferry at 10:30; Martinsburg at 10:55; Cumberland at 12:30 p.m.; and Keyser, W. Va., at 1:10 p.m.

Continuing westbound, it will stop in Oakland, Md., at 2:10 p.m.; Rowlesburg, W. Va., at 2:55; Graf-



*Badger fans arrive in Madison, Wisconsin on a special football train for the Wisconsin-Washington State game September 25. Wisconsin took the game 35 to 26. Two more trains are planned for this fall.*



ton at 4:00; Clarksburg at 4:45; Parkersburg at 7:15; Athens, Ohio, at 8:10; Chillicothe at 9:30; arriving in Cincinnati at 11:59 p.m.

Eastbound, the *Shenandoah* will leave Cincinnati at 6:45 a.m., and stop in Chillicothe at 9:15; Athens at 10:35; Parkersburg at 11:30; Clarksburg at 2:00 p.m.; Grafton at 2:50; Rowlesburg at 3:50; and Oakland at 4:35 p.m.

Continuing eastbound it will make stops in Keyser at 5:35 p.m.; Cumberland at 6:18; Martinsburg at 7:55; Harpers Ferry at 8:20; Brunswick at 8:30; Rockville at 9:05; Silver Spring at 9:20; and will arrive at Washington Union Station at 9:40 p.m.

Amtrak employees in the east will be interested in knowing that Oakland, Md., is the stop for Deep Creek Lake, a popular recreation area in Western Maryland, offering various summer sporting facilities (boating and swimming) and winter gigs (skiing and skating.)

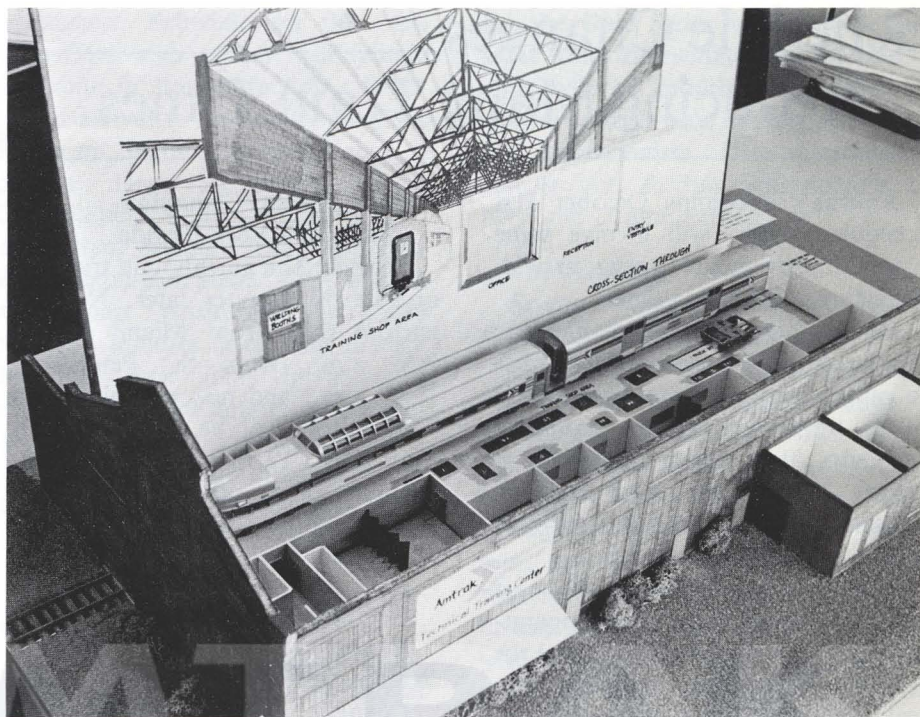
### Station Renovation

A \$1 million station renovation and construction program is underway on ten stations along the route, and most of the work will be completed by the start of service on October 31. New stations are being built in Cumberland and Parkersburg. Heated, glass enclosed shelters are being constructed at Rowlesburg, Grafton, Athens and Chillicothe. Existing stations are being renovated at Keyser and Clarksburg. Station work also includes installation of platform lighting, building new platforms, or repairing existing ones.

### Cincinnati Expansion

At Cincinnati, Amtrak is doubling the size of the station, expanding the parking lot, and extending the platform to accommodate up to 16 passenger cars. In addition, facilities are being constructed to handle routine maintenance, cleaning, and turn-around servicing of the *Shenandoah*. Work on the Cincinnati station is expected to be complete by the end of 1976.

The *Shenandoah's* Amfleet cars



A mock-up shows the planned technical training center in Beech Grove, Ind.

## Board Approves Technical Training Center

Amtrak's Board of Directors, at its September 29 meeting, approved construction of a \$1.8 million technical training center at the Beech Grove, Indiana, shops.

The facility, expected to be completed and in operation by mid-1977, will include classrooms, an audio visual center and laboratory for use by mechanical, electrical and supervisory forces enrolled in apprenticeship and advanced training programs.

"This is a major step in our efforts to train craftsmen in the complexities of passenger car maintenance,"

will offer comfortable coach seats, with individual tray tables and reading lights at each seat; carpeting on floors, walls and ceilings for extra sound absorption; electrically controlled heating and air conditioning; and improved suspension systems for a smoother ride.

The *Shenandoah* will also carry an Amcafe food service car with everything from snacks and beverages to full hot meals.

said Amtrak President Paul H. Reistrup. "Formal training is a necessity because of our advancing technology, especially with use of the new Amfleet and the future acquisition of bi-level passenger cars."

Amtrak expects to assign a total of 228 employees from around the nation to the facility temporarily for training during its first year in operation.

The center will be located within an existing shop building at Beech Grove.

Amtrak has made Beech Grove the central overhaul point for cars from all over its nationwide system. The plant employs 600 people and has a yearly payroll of \$9.8 million.

Since Amtrak acquired the plant in 1975 from Penn Central, production has increased from 208 cars rebuilt per year to 320. The rebuilding cost per car has declined from an average of \$47,890 to \$45,070.

The Beech Grove shop facilities and land cover 64 acres, including almost 13 acres under roof, and are located six miles southeast of Indianapolis.



# Schedule Changes

## Reducing Many Train Times

Amtrak's upcoming October 31st schedule changes will involve some major improvements in train arrival, departure and running times.

Many of the schedule changes are the result of our successful efforts to reduce running times, and a total of 28 trains will operate on faster schedules than those presently in effect. This is the most comprehensive series of schedule speed-ups ever attained by the company.

Faster running times in the west will be achieved under a new operating contract between Amtrak and the Burlington Northern railroad. Amtrak also sought, and obtained, faster times in the midwest and east as track improvement projects went forward under the auspices of Conrail, the Illinois Central Gulf railroad and the State of New York.

As part of our continuing effort to reduce travel times, new contracts, similar to the one signed with the BN, will be sought with other railroads. We will also continually monitor track improvement programs undertaken by the railroads, and attempt to initiate additional Amtrak-sponsored track projects, to further increase train speeds and reduce schedules.

### Summary of Changes

#### Montrealer

**Route:** Washington, D.C. - New York - Vermont points - Montreal

**Change:** The northbound train will be placed on an experimental schedule to better test the ski market. The train will leave Washington one hour later, 6:05 p.m., arriving at all points one hour later, thereby improving the schedule for persons bound for ski areas in Vermont. The southbound schedule will remain the same.

#### Silver Meteor/Champion

**Route:** New York-Florida

**Change:** The northbound train will operate 50 minutes later. New departure time from Miami will be 9:55 a.m., from St. Petersburg, 10:10 a.m., and new arrival time in Washington will be 7:45 a.m. and New York, 12:10 p.m. Southbound schedule and other New York-Florida trains to retain present schedules.

#### Northeast Corridor

**Route:** New York-Philadelphia-Washington

**Change:** A new Amfleet train named the *Embassy* will depart Washington for New York at 5:05 p.m., Mondays through Fridays, as a substitution for the *Montrealer* that will depart one hour later. The new southbound *Embassy*, also operating Mondays through Fridays, will leave New York at 9:00 a.m. Friday and Sunday only Metroliners leaving Washington at 8:00 p.m. and New York at 8:30 p.m. will be discontinued and traffic diverted to Amfleet trains operating on similar schedule patterns. The *Night Owl* will begin to stop in both directions in Bridgeport, Conn. The northbound stop made in Aberdeen, Md. will be changed to 8:18 a.m.

#### Broadway Limited

**Route:** New York/Washington-Chicago via Pittsburgh

**Time Savings:** 20 minutes (Washington-to-Chicago section only)

**Change:** The westbound Washington-to-Chicago section of this train will be shortened by 20 minutes with the Washington departure becoming 4:05 p.m. instead of 3:45 p.m. Chicago arrival time of 10:35 a.m. will remain the same. Stops at Capital Beltway will be discontinued for the Broadway Limited. A stop at North Philadelphia will be added for the

### AMTRAK REDUCED SCHEDULE TIMES

Route and Direction	Train Name	Time Savings	
		Hours	Minutes
Seattle to Chicago (Southern Route)	North Coast Hiawatha	2	50
Chicago to Seattle (Southern Route)	North Coast Hiawatha	2	0
Seattle to Chicago (Northern Route)	Empire Builder	1	45
Chicago to Seattle (Northern Route)	Empire Builder	1	45
Chicago to Laredo	Inter American	1	10
Laredo to Chicago	Inter American	1	10
Chicago to Denver	San Francisco Zephyr		55
Denver to Chicago	San Francisco Zephyr		55
Washington to Kansas City	National Limited		35
New York to Kansas City	National Limited		20
Kansas City to New York	National Limited		10
Kansas City to Washington	National Limited		10
Washington to Chicago via Pittsburgh	Broadway Limited		20
Chicago to Washington via Pittsburgh	Broadway Limited		3
New York to Montreal via Albany	Adirondack		15
Montreal to New York via Albany	Adirondack		15
Carbondale to Chicago	Shawnee		15
Chicago to Carbondale	Shawnee		5
Chicago to Boston	Lake Shore Limited		10
Washington to Chicago via Cincinnati	James Whitcomb Riley		10
Chicago to Washington via Cincinnati	James Whitcomb Riley		10
Chicago to Champaign/Urbana	Illini		10
Champaign/Urbana to Chicago	Illini		10
Chicago to Quincy	Illinois Zephyr		5
Quincy to Chicago	Illinois Zephyr		5
Chicago to Dubuque	Black Hawk		5
Dubuque to Chicago	Black Hawk		5
Detroit to Jackson, Michigan	Michigan Executive		5

(Effective Oct. 31, 1976)

New York section of this train. Schedules for the eastbound Chicago-New York section will remain the same; The Chicago-D.C. section will be shortened by three minutes.

#### The Lake Shore Limited

**Route:** Boston/New York-Cleveland-Chicago

**Time Savings:** 10 minutes on Chicago-to-Boston section only

**Changes:** Arrival and departure times at New York and Chicago remain the same but schedule at intermediate points change. This results from reducing the schedule 20 minutes on the western portion of

the route where Conrail has improved its track, but lengthening the schedule on the eastern part where track conditions require additional time. The Chicago-to-Boston section will have 10 minutes taken out of its schedule, with the new Boston arrival set for 3:30 p.m.

#### The National Limited

**Route:** New York/Washington-Pittsburgh-St. Louis-Kansas City

**Time Savings:** 20 minutes, New York to Kansas City; 10 minutes, Kansas City to New York and Washington, and 35 minutes, Washington to Kansas City.

**Changes:** Schedule on the New York-Pittsburgh section will remain the same in both directions. Westbound arrival in Kansas City will be 5:40 p.m., 20 minutes earlier than at present. Departure from Kansas City will be at 11:10 a.m., 10 minutes later than present. The tri-weekly Washington-to-Kansas City section will depart Washington at 12:30 p.m., 15 minutes later than present departure time. This 15 minutes, along with the 20 minute savings between Pittsburgh and Kansas City, results in a 35 minute schedule reduction Washington to Kansas City.

#### The Adirondack

**Route:** New York-Albany-Montreal

**Time Savings:** 15 minutes each way

**Changes:** New York City arrival and departure times will remain the same while Montreal arrival will be at 7:30 p.m. and departure at 10:30 a.m. The schedule shortening is the result of New York State-financed track work between Rouses Point and Albany/Rensselaer.

#### James Whitcomb Riley

**Route:** Washington, D.C.-Charlottesville, Va.-Cincinnati-Chicago

**Time Savings:** 10 minutes each way

**Changes:** Schedule between Charlottesville, Va. and Chicago will remain the same. In each direction between Washington and Charlottesville, the schedule will be reduced by 10 minutes. New departure and arrival times at Washington will be 5:20 p.m. and 1:20 p.m., respectively. The new Washington departure time will enhance the connection from the 5:00 p.m. arrival of the *Minute Man* train from Boston, New York and Philadelphia.

#### The Blue Ridge

**Route:** Washington, D.C.-Harpers Ferry-Martinsburg

**Changes:** Effective with the *Shenandoah* going into regular service on Oct. 31, The *Blue Ridge* will begin to operate as far west as Martinsburg, W. Va., instead of Cumberland, Md. The weekday schedule

for the *Blue Ridge* will remain the same while the evening runs on weekends will be modified to allow a shorter layover time in Harpers Ferry for excursionists. The eastbound run on Sat. & Sun. will operate 1 hour and 27 min. earlier.

#### The Floridian

**Route:** Chicago-Louisville-Jacksonville-Miami/St. Petersburg

**Changes:** The schedule will be reversed for this train to give passengers a two-day, one-night trip instead of the present two-night, one-day trip between Chicago and Florida. The Chicago departure is set for 8:30 a.m. instead of 9:00 p.m. and arrival in Chicago will be at 9:25 p.m. instead of 7:00 a.m. In conjunction with the revised schedule, Amtrak and Auto-Train will operate on a 6 month experimental basis a combined train daily between Louisville and Sanford, Fla. Concurrently, Amtrak will not use the old passenger station in Louisville, but will begin to use Auto-Train's new Louisville station.

#### The Shawnee and The Illini

**Route:** Chicago-Champaign/Urbana-Carbondale

**Time Savings:** Ranging from 5 to 15 minutes

**Changes:** Chicago departure times stay the same while the *Illini* arrives in Champaign-Urbana 10 minutes earlier and the *Shawnee* arrives in Carbondale 5 minutes earlier. Northbound, the departure times remain the same while the *Illini* arrives Chicago 10 minutes earlier and the *Shawnee* arrives 15 minutes earlier. Faster running times are possible because of track improvements completed by the Illinois Central Gulf railroad. These trains were placed on slower schedules earlier this year as the ICG began its track program.

#### Illinois Zephyr

**Route:** Chicago-Galesburg-Quincy

**Time Savings:** 5 minutes

**Changes:** Each train to depart from originating terminal 5 minutes later with same arrival times at destination.



### **Michigan Services**

*Route:* Detroit-Jackson-Chicago

*Time Savings:* 5 minutes, Detroit-to-Jackson *Michigan Executive*

*Changes:* The eastbound *Saint Clair* will leave Chicago 30 minutes later, at 4:30 p.m., arriving in Detroit at 11:00 p.m. The westbound *Saint Clair* will depart Detroit 20 minutes later, at 5:35 p.m., arriving in Chicago at 10:05 p.m. The westbound *Michigan Executive* will leave Detroit 20 minutes earlier, at 5:15 p.m., arriving at Ann Arbor at 6:00 p.m. and Jackson at 6:45 p.m. The 5 minute schedule speed-up applies only to this westbound *Michigan Executive*. Schedules for all other trains on this route remain the same.

### **Chicago-Milwaukee Service**

*Route:* Chicago-Glenview-Chicago

*Changes:* The 7:20 a.m. Milwaukee departure for Chicago, arriving at 8:52 a.m., will be changed to leave Milwaukee at 6:55 a.m., arriving in Chicago at 8:32 a.m. The 9:20 a.m. departure from Milwaukee will be changed to 8:20 a.m., arriving in Chicago at 9:52 a.m. A northbound train will operate out of Chicago at 1:00 p.m., 20 minutes later than present, arriving in Milwaukee at 2:32 p.m. (See listings for the *Empire Builder* and *North Coast Hiawatha* for other schedule changes which affect Chicago-Milwaukee.)

### **The Black Hawk**

*Route:* Chicago-Rockford-Dubuque

*Time Savings:* 5 minutes each way

*Changes:* Chicago arrival and departure times to remain the same. Each train to leave Dubuque 5 minutes later and arrive Dubuque 5 minutes earlier.

### **The Inter-American**

*Route:* Chicago-St. Louis-Little Rock-Dallas-Fort Worth-Austin-San Antonio-Laredo.

*Time Savings:* 1 hour, 10 minutes

*Changes:* This service will be restructured extensively as of Oct. 31. The train will be extended to

Chicago, eliminating a change of trains in St. Louis for through passengers, and will operate on a daily basis between Chicago and Fort Worth. The *Inter-American* will continue to operate on a tri-weekly basis between Fort Worth and Laredo. Further, the southbound train will arrive in Laredo, Texas, in time to connect to the Nuevo Laredo-Monterrey-Mexico City train. The *Inter-American* will leave Chicago at 8:35 a.m. and arrive in Laredo the next day at 6:15 p.m. The Laredo departure is set for 10:55 a.m., arriving in Chicago at 9:15 p.m. the next day. This train will operate Chicago-St. Louis in place of the *Ann Rutledge*.

### **The Arrowhead**

*Route:* Minneapolis-Superior, Wisc.

*Change:* The northbound train will leave Minneapolis 1 hour and 35 minutes earlier, at 5:30 p.m., and arrive in Superior at 8:30 p.m.

### **The Empire Builder**

*Route:* Chicago-Minneapolis-Havre, Montana-Seattle.

*Time Savings:* 1 hour, 45 minutes each way

*Change:* Train times change at most stations along the route because of the reduction in running times. The new Chicago departure will be at 3:30 p.m., arrival time at 2:20 p.m. The train will arrive in Seattle at 11:20 a.m. and depart at 2:30 p.m.

### **The North Coast Hiawatha**

*Route:* Chicago-Minneapolis-Billings-Seattle

*Time Savings:* 2 hours westbound, 2 hours, 50 minutes eastbound

*Change:* Times for this tri-weekly train will change at all stations along the route because of the faster schedule. The new Chicago departure will be at 11:30 a.m., arrival at 8:45 p.m. The train is scheduled to depart Seattle at 9:15 p.m., arrive at 7:00 a.m.

### **The San Francisco Zephyr**

*Route:* Chicago-Omaha-Denver-

Ogden-Reno-Sacramento-Oakland  
*Time Savings:* 55 minutes each way, Chicago-Denver

*Change:* In addition to the schedule reduction, the train is slated to arrive and depart Oakland at times slightly different from the present schedule. Consequently, times change at all stations along the route. In Chicago, the *Zephyr* will leave at 6:00 p.m. and arrive at 11:55 a.m. The new Oakland arrival time will be 4:35 p.m. with departure at 10:25 a.m. A new stop will be added at Colfax, California, at 12:19 p.m. westbound and 1:35 p.m. eastbound. Colfax, an increasingly popular tourist destination, is located in the California Mother Lode country between Sacramento and Truckee.

### **The Sunset Limited**

*Route:* New Orleans-Houston-El Paso-Tuscon-Phoenix-Los Angeles

*Changes:* The departure from New Orleans and arrival in Los Angeles for this tri-weekly service will remain the same, but times at intermediate points will vary up to 50 minutes. The eastbound train will depart Los Angeles 30 minutes later, at 9:30 p.m., arrive in New Orleans 30 minutes later, at 7:30 p.m., with the schedule adjusted at all intermediate points.

### **The Southwest Limited**

*Route:* Chicago-Kansas City-Albuquerque-Los Angeles

*Changes:* This train to be combined with the *Lone Star*, a Chicago-Dallas/Houston train, between Chicago and Kansas City where the two trains serve a common route. The combination will be in effect only during off-peak travel seasons. As a consequence, train times change at most communities along the route. The new Chicago departure time will be 5:00 p.m., arrival at 2:35 p.m. The train will leave Los Angeles at 7:30 p.m. and arrive there at 8:55 a.m.

### **The Lone Star**

*Route:* Chicago-Kansas City-Fort Worth-Dallas/Houston

*Change:* See entry above regarding



the combination of this train with the *Southwest Limited* between Chicago and Kansas City. Train times will change at every point served by the *Lone Star*. Chicago times are the same as the *Southwest Limited*. The train will arrive in Dallas at 3:50 p.m. and Houston at 9:10 p.m. The northbound train will depart Houston at 10:35 a.m. and Dallas at 3:35 p.m.

#### **San Diegan Service**

*Route:* Los Angeles-San Diego

*Change:* The northbound train leaving San Diego at 5:00 p.m. will be changed to 4:30 p.m., arriving in Los Angeles at 7:35 p.m. This change is to create a better time spread for San Diego departures now that additional service has been added to the route in a joint Amtrak-California project. All other Los Angeles-San Diego trains will maintain the present schedules.

#### **The Mount Rainier and The Puget Sound**

*Route:* Seattle-Tacoma-Portland

*Change:* The train leaving Seattle at 5:30 p.m. to have minor intermediate time changes of up to 4 minutes. A northbound train will leave Portland at 5:05 p.m., 25 minutes earlier than presently scheduled, and arrive in Seattle at 8:55 p.m. to connect with the eastbound *North Coast Hiawatha* which will leave Seattle at a new time, 9:15 p.m. The train leaving Seattle at 8:30 a.m. will arrive in Portland at 12:20 p.m., 5 minutes later than currently scheduled.

#### **The Pacific International**

*Route:* Seattle-Everett-Vancouver, B.C.

*Changes:* Times at Vancouver become more attractive. The southbound train to operate 10 minutes later, leaving Vancouver at 7:00 a.m., arriving Seattle, 11:30 a.m. Northbound, the train will leave Seattle 15 minutes earlier, at 6:00 p.m., arriving in Vancouver at 10:45 p.m. The popular connection at Seattle with the *Coast Starlight* will remain.

## Rohr Turbo Displayed Enroute to N.E.C.

Amtrak took delivery of the fourth of seven Rohr Turbos recently, the first three of which are already in revenue service in New York state. Turbo number four was opened for public and news media inspection as it moved from Chicago to Washington and generated considerable media coverage at stops in Indianapolis, Dayton, Columbus and Pittsburgh.

The purpose of bringing the train set to Washington was a request by the Federal Railroad Administration that the new equipment be made available for testing in the Northeast Corridor. Learning of the move to the nation's capital prior to revenue service, the Rohr Company asked if the Turbo could be opened for inspec-

tion by Rohr employees of the company's Flexible Bus Division outside Columbus. The request was granted and it was decided to open the train for display at other major cities along the route.

The Turbo left Chicago early on the morning of September 29th, Wednesday, arriving in Indianapolis at 11:00 a.m. for a brief display. Media coverage was strong there and again at Dayton where the train arrival was covered by local television stations. The Turbo was the big news item in Columbus the following day, where local television ran live broadcasts from trackside.

Amtrak instructors and technicians were on board the train to break-in engine crews on the operation of the new equipment, and between the efforts of Turbo instructor Pat Hennesey and R.J. Grimes every new engineer was running the Turbo as if it were old hat after 20 minutes.

The Turbo was on display again Monday for Members of Congress and the press, and got its share of attention over the next few days from local television and newspapers. Tuesday, the board of directors was given a sample of the Turbo's abilities on a trial run to Baltimore and back.

## Amtrak Board OK's New Miami Station

Amtrak's Board of Directors recently approved spending \$5.7 million for a new Miami metropolitan rail passenger station.

The amount includes money to construct a 22,400-square-foot station, utilities, lighting, paving, site-work and landscaping as well as necessary new tracks, platforms and canopy. The new station is expected to be ready for use in 1978.

As previously announced, the new station will be located at the present Seaboard Coast Line railroad's property on Northwest 83rd Street in Miami. Of the total cost of the new station, \$1,250,000 will be paid to SCL to buy land, existing track and improvements, and to compensate the railroad for relocating its freight operations.

The new station will replace the present Amtrak station on Seventh Avenue in Miami. The existing station is 48 years old, inadequate for Amtrak's current passenger needs, in deteriorated condition and very costly to operate. Amtrak expects to save almost \$500,000 a year by replacing the old station.



*Turbo Instructor Pat Hennesey approaches Horseshoe Curve at the controls.*



## SWEDISH LOCOMOTIVE

(Continued From Page 1)

liner speeds and replacing regularly scheduled Metroliners.

Reistrup was joined at the ceremonies and on the inaugural run by Dr. Curt Nicolin, ASEA's board chairman. The Amtrak president thanked ASEA for its cooperation in making the locomotive available.

"Together," said Reistrup, "we are working to see if this locomotive can perform regularly at high speeds. If so, it may foster a new generation of locomotives in America."

Dr. Nicolin replied that the revenue run, only 10 months after the lease agreement was signed, reflects the high degree of cooperation between his company and Amtrak.

An unusual feature of the inaugural run was the use of closed-circuit television cameras, placed in the cab of the locomotive. Monitors, located in the first car, gave passengers an "engineer's-eye" view of the track ahead.

The lightweight, four-axle locomotive has been modified to meet Amtrak requirements to permit it to evaluate the advanced design and technology embodied in the Swedish vehicle.

Called an Rc4a, the locomotive is 55 feet long, and has a 6,000-horsepower continuous rating. It develops almost 10,000 horsepower for short

## P-30, Amfleet On Display in Chicago

Three Amfleet cars, a new P30 locomotive and a reconditioned SDP40 stood out as the only passen-

periods, yet weighs only 180,000 pounds, less than half that of the comparably-powered General Electric E60 now in Amtrak Corridor service.

The Swedish locomotive uses an advanced thyristor control system that provides completely stepless acceleration. It also incorporates an "early warning" wheel slip control device that enables it to accelerate rapidly, with relatively heavy loads, to high speeds.

After arriving in the United States on July 21, the locomotive underwent exhaustive tests to determine its dynamic characteristics, braking and performance at up to 120 miles an hour.

As a result of the tests, the Federal Railroad Administration has approved the ASEA locomotive's operation at speeds up to 120 miles an hour, track conditions permitting.

Amtrak is leasing the locomotive for six months, with an option for up to an additional six months. A high-speed French electric locomotive, also being leased by Amtrak for testing purposes, will arrive in the United States in January.

ger equipment in the Railway Supply Association's exhibit and convention in Chicago, September 25-29.

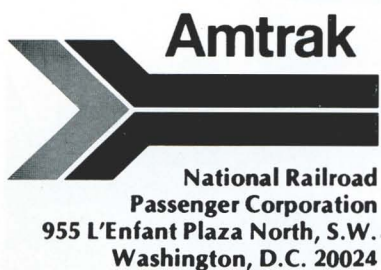
The Amclub, Amdinette and Amcoach were coupled to the P30 and were displayed among box cars, tank cars and freight locomotives on the site of the former Illinois Central's Central Station along Michigan avenue.

The SDP 40 was part of an Illinois Central Gulf exhibit of four locomotives that had recently been overhauled at the ICG's Paducah, Kentucky, shops.

The display was open to the general public from noon to 5 p.m. on Saturday and Sunday, and to railroaders and railway suppliers the rest of the time.

On-board Service Attendant J.W. Woolridge manned the food unit in the Amcafe to answer questions and dispense coffee and soft drinks to visitors. Response to the equipment was excellent according to Woolridge. "For many of the people it was the first time they had ever stepped inside a passenger train," he said.

Also represented at the convention were many of Amtrak's suppliers including General Electric, the Electromotive Division of General Motors and the Westinghouse Air Brake division of WABCO.



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