

# update

A Newsletter for Amtrak Employees



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**ONE OF AMTRAK'S  
POWERFUL NEW LOCOMOTIVES.**

*See details on page 2*

# amtrak's new locomotives now in service

Amtrak's first completely new diesel locomotives—3,000 horsepower, 100 mile-per-hour units—are now powering the Super Chief between Chicago and Los Angeles.

The new locomotives are the first of 40 coming off production lines of the Electro-Motive Division of General Motors this month and next. In addition to the Super Chief route, trains running between Chicago-Houston, Los Angeles-San Diego and Los Angeles-Seattle will get the new power over the next few weeks.

Each new unit, designated SDP40F, replaces two 1,500-horsepower locomotives, averaging 20 years old, that have been powering the Amtrak trains on these routes.

The new locomotives are the first all-new equipment Amtrak has received. However, they are not the only new items on order. Four Turbo Trains—including two new French ones—will begin service late this summer on Amtrak's Chicago-Milwaukee and Chicago-St. Louis routes. Amtrak has also ordered 15 new electric locomotives, which will go into service next year.

Amtrak's capital equipment program for Fiscal Year 1974 proposes \$15 million for the corporation's first new conventional cars, \$27 million for additional locomotives and \$25 million for self-propelled, high performance cars for corridor service.

According to Amtrak, a number of safety and operating features will make the new locomotives far more efficient than those in use now.

- New silencing devices reduce engine noise to the lowest of any locomotives of this horsepower operating in the United States.
- The new locomotives meet the most critical exhaust emission standards, and are designed to emit far lower pollutants than the locomotives they replace.
- Higher fuel and water storage capacity of the new locomotives enables them to operate longer distances without servicing stops.
- Fuel consumption per horsepower will also be lower than older Amtrak locomotives.

The high-adhesion design of the 3-axle truck (wheel unit) will enable the new locomotives to pull heavier trains without wheel slippage. This is handled auto-

matically, without the engineer having to make constant adjustments, and will also improve acceleration.

The locomotive cab area is designed for maximum safety and comfort of the crew, with emphasis on structural strength and excellent visibility.

Amtrak's new locomotive contains two steam generators, each capable of evaporating 2,500 pounds (830 gallons) of water an hour for train heating or air conditioning, with tanks providing a total steam generator water capacity of 3,500 gallons.

When new, all-electric Amtrak passenger cars are introduced, they will require electric power for heating and cooling. In preparation for this, the new locomotives can easily be modified by substituting two diesel-electric AC train power plants for the steam generators.

The 440-volt, 3-phase alternating current power for light, heat and air conditioning will be transmitted through a "train line" to the cars. Another train cable provides communications between the cars of the train and the locomotive.

Amtrak's new locomotive is also designed for easy access of components and simplified maintenance. It features a modular control system in which all critical electrical controls are packaged in solid state modules.

Should a system malfunction, technicians simply remove the appropriate module (or card) and replace it with an operating module. Completing the system is an annunciator, which records any irregularities in operation, and helps locate any module needing replacement.

Extensive use is made of solid state, transistorized components, and all control circuitry

is converted to heavy-duty printed circuit boards. This eliminates problems often associated with locomotive wiring and wiring connections.

The designation SDP40F for Amtrak's new passenger locomotives may mean nothing to most of us, but to operating experts it gives a wealth of information regarding the new power units. The SD initials tells them that it is a six-axle locomotive. The P indicates that it was designed to power passenger trains and the F indicates a full width body without the sidewalkways often seen on locomotives of this type built for freight service.

## SPECIFICATIONS FOR AMTRAK INTERCITY PASSENGER TRAIN LOCOMOTIVE—GENERAL MOTORS MODEL SDP40F

Horsepower .....	3,000
Major Dimensions:	
Length (over end plates) .....	68 ft. 2 in.
Height (overall) .....	15 ft. 7¼ in.
Width (over handrail supports) .....	10 ft. 8½ in.
Drive:	
Driving motors .....	6
Driving wheels .....	6 pair
Diameter wheels .....	40 in.
Weights:	
Total maximum loaded weight on rails (approximate) .....	396,000 pounds
Fuel Capacity (maximum) .....	2,500 gallons
Steam generator water .....	3,500 gallons
Cooling water .....	275 gallons
Lubricating oil .....	243 gallons
Sand .....	56 cubic feet
Engine:	
One General Motors 645 E Series 16-cylinder turbocharged engine .....	3,000 HP (3,300 gross)
Steam generators .....	2—2,500 pounds each
Maximum speed .....	103 MPH



Turning a train trip into a pleasant, interesting journey for Amtrak passengers is the goal of Emogene Madison, left, and Nancy Bernstein, right, of the Special Services Department.

## coddling amtrak passengers makes for pleasant trip

Traveling by train has another advantage besides offering passengers a unique opportunity to see the countryside without being cramped and confined. Thanks to the innovations initiated by Amtrak's Special Services Department, a train trip is becoming a lively and entertaining event for passengers of all ages.

Formerly known as "On-Board Services," the newly reorganized Special Services Department is headed by Nancy Bernstein. One of Ms. Bernstein's major responsibilities is providing on-board entertainment packages for several Amtrak trains on a regular or seasonal basis.

For example, during the Christmas season Special Services provided a holiday entertainment program for Florida-bound travelers on the Silver Meteor. Passengers enjoyed musical tapes especially selected by Ms. Bernstein and her assistant Emogene Madison to suit the care-free mood of the vacationers. Activities on-board the Meteor ranged from bingo moderated by a Passenger Service Representative (PSR) to a horse race game monitored by close-circuit TV and evening movies selected for their appeal to passengers of all ages. Passengers were also treated to fashion shows featuring creations by Evan-Picone, Craig Craely and Roxanne Swimsuits. Southbound travelers received an Amtrak gift bag

filled with such items as luggage tags, wash cloths and Amtrak brochures. (During the holiday season similar gift bags were distributed on the four other Amtrak Florida trains.) Both southbound and northbound passengers participated in a "door prize" drawing. Prizes southbound were Amtrak beach towels, trivets or travel bags. Northbound winners received Florida oranges.

The Special Services Department is justly proud of its popular live-entertainment on the Montrealer/Washingtonian's Le Pub car. On Thursday, Friday, Saturday and Sunday on the northbound New York to Montreal run, a vocalist-pianist sings between 8:30 p.m. and 2 a.m. He performs for twenty minute intervals, then breaks for ten minutes. During the entertainer's break, taped music is provided. This same program is featured Friday, Saturday, Sunday and Monday southbound.

Entertainment now is a feature of Amtrak's refurbished Coast Starlight/Daylight. Movies chosen for general audiences, taped music and closed-circuit TV games with prizes are popular.

In addition to entertainment programs the Special Services Department can take credit for the many service "extras" which have begun appearing on Amtrak trains over the past months. Ms. Bernstein views

each small, personal service instituted on our trains as a positive indication to passengers that Amtrak is actively seeking their traveling comfort and enjoyment.

Now there are newspapers and magazines in train lounges and special "On-Board Amtrak" stationery (several trains have a personalized version, for example, "On-Board the Empire Builder"). Amtrak playing cards are now provided on a loan basis to first-class passengers by the PSR and may be purchased by coach passengers from bartenders, lounge and snack attendants.

On the Super Chief, Broadway Ltd., Coast Daylight, Montrealer and Silver Meteor, the PSR makes it a point to find out if anyone on the train is celebrating a birthday, anniversary or taking his first train trip. A complimentary Polaroid photograph is taken to commemorate each occasion.

The Special Services Department is also looking after the younger set. "Amtrak Fun 'N Games" books are distributed on priority trains by PSRs. Besides providing hours of traveling diversion, this combination story/coloring/game book was especially designed to teach children ages two to ten about Amtrak and trains.

What the Special Services Department lacks in size it more than makes up in enthusiasm and knowledge of the Amtrak system. Prior to heading Special Services, Nancy Bernstein was Amtrak's Assistant Supervisor for Passenger Service Representatives—valuable experience since many special services are designed to be operated by the PSRs. A former airline hostess, she has had direct contact with the traveling public and is aware of the level of service desired.

Emogene Madison joined Special Services in January to assist Ms. Bernstein with the department's many ongoing projects. She, too, is familiar with the Amtrak system, having worked as a PSR and a member of Amtrak's Agency Sales Department.

In the coming months entertainment programs will be expanded and new special service items will appear on many Amtrak trains. Among the innovations to watch for are an Amtrak cross-word puzzle book and Amtrak postcards.

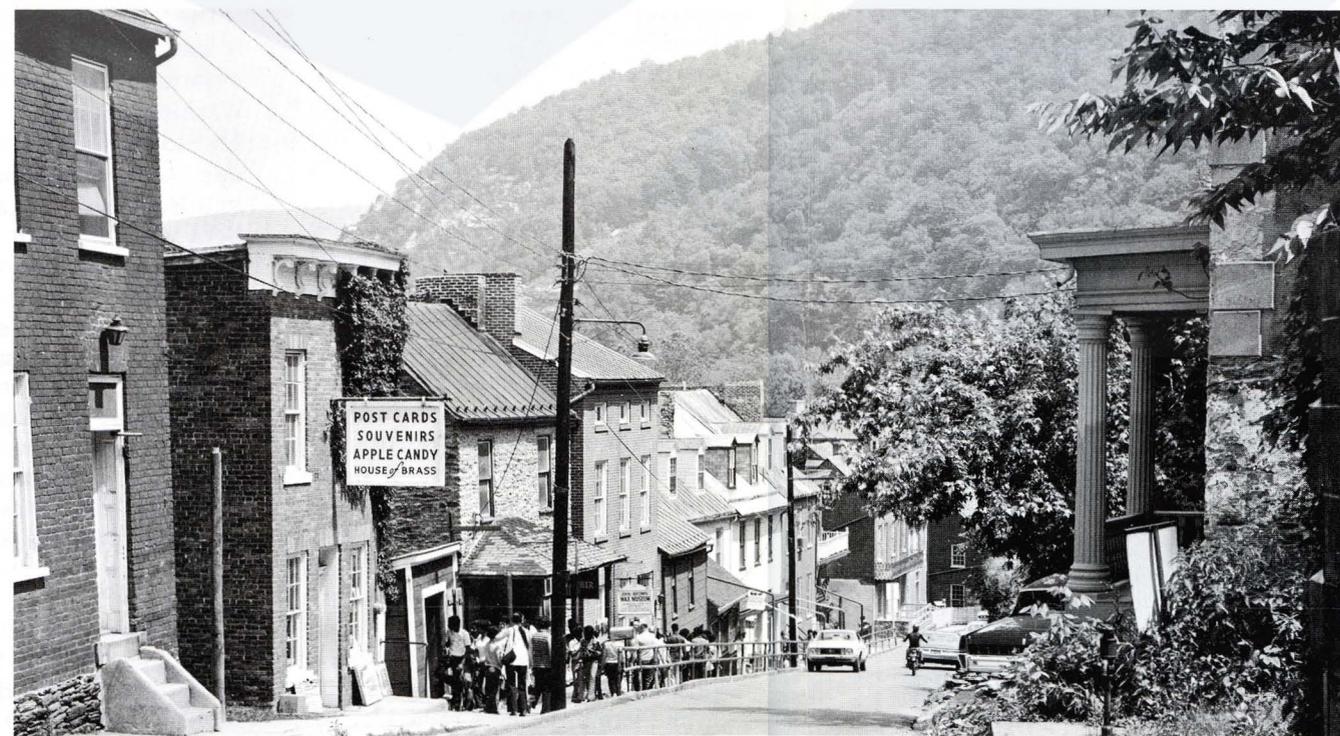
# harpers ferry: a train ride into america's past

Robert Harper chose a site high above flood levels for his home shown below, now the oldest surviving structure in the town he founded. Construction on the Harper House, located at the left end of the building, began in 1775, but labor shortages during the Revolutionary War delayed completion until 1782. Current visitors may watch a bread making demonstration by women in dresses of the Civil War days. Sewing demonstrations are another featured attraction.



Harpers Ferry railroad station introduces train passengers to the 19th Century ambience of historic Harpers Ferry. The station recently was repainted by local residents volunteering their services.

The firing of a Civil War weapon typical of those manufactured at Harpers Ferry during that period is demonstrated below by Jim Pitcher of the National Park Service. Pitcher's demonstration is part of the "Living History" program initiated at Harpers Ferry this summer.



Quaint "High" Street in historic Harpers Ferry features a variety of shops selling everything from antiques to candy. A wax museum which depicts the life of abolitionist John Brown from youth to gallows, is popular. Photos by Susan Dwyer.

Tourists and Washington, D.C. area residents alike should set aside at least one week end this summer for a train trip to Harpers Ferry, West Virginia.

This historic junction of the Potomac and Shenandoah Rivers has become increasingly popular since 1963 when it was designated a National Historic Park. And this summer the National Park Service will institute a "Living History" program which will make Harpers Ferry even more of an attraction.

Dan Card, the National Park Ranger who is organizing the program, explains that "Living History" is one form of interpretation currently used by the National Park Service. "Living History is an attempt to capture through little things the flavor of the time period. In this case, we would hope that visitors would leave feeling that they had experienced living in the period 1859-1865," he said.

By July 1, restoration will be completed and the program should be in full swing with twenty-five seasonal Park Service employees, ranging from retired persons to college and high school students, interpreting life during the Civil War. The interpreters will dress in authentic costumes hand-made in the Harpers Ferry Costume Shop. Although much preliminary research was required of the interpreters, they will not use prepared scripts. Mr. Card believes that spontaneous delivery is more natural and appropriate to the Living History approach and will have more impact on visitors.

All of the newly restored buildings which will comprise the Living History program are clustered in the heart of Harpers Ferry close to the rail station. Their variety will offer visitors a glimpse of the many facets of Civil War life.

At the recruiting station, visitors will hear the story of the Civil War from the points of view of individual soldiers. Because Mr. Card hopes to

acquaint visitors with the economic and social backgrounds of the soldiers, much research has come from actual diaries of men who fought at Harpers Ferry and Antietam.

The evolution of the firearm coincided with and was responsible for the evolution of the town of Harpers Ferry. At the master armorer's, interpreters using authentic reproductions of Civil War weapons will simulate various stages in firearm production. Percussion and flintlock weapons will be fired in Arsenal Square.

The tavern of the 1859-1865 period was a man's wholesocial world. Here information was disseminated throughout the male population. Through "heresay" and "gossip" interpreters will recreate the atmosphere and issues of the Civil War. For contrast at Harpers House, six girls will reconstruct a woman's world—housework. They will demonstrate quilting, sewing, darning, and candle and soap making. Everyday they will actually cook the family style noon meal on wood stoves.

Dan Card describes the restored pharmacy as "magnificent." Its interior is stocked with actual period items on loan from the Smithsonian.

The town's historical heritage is only one of many reasons for making the trip to Harpers Ferry. Fishing (trout and bass), canoeing, camping, hiking (the Appalachian Trail crosses here), and biking are all offered. The area abounds in antique shops, most within walking distance of the rail station.

Amtrak's Washington, D.C.-Cumberland, Md. service is the most practical and economical way for D.C. area residents and tourists to tour Harpers Ferry. A quaint, unspoiled quality is the essence of the town's visitor appeal today. By taking advantage of the convenience of rail service, visitors can help preserve this 19th century ambience of historic Harpers Ferry.

## amtrak patronage rising faster than air in corridor

The traveling public has turned sharply to Amtrak as a swift and economical means of transportation between New York and Washington, an official study of the Federal Aviation Administration has shown.

Statistics compiled by the FAA's Office of Aviation Economics disclosed that rail passenger through traffic between Washington and New York-Newark jumped by 19 per cent during calendar year 1972 as compared with 1971. Airline patronage over the route in the same period increased three per cent.

Total rail passengers between the two cities reached 854,000 in 1972, an increase of 134,000 over 1971 and the highest rail total over the four-year period covered by the report.

Metroliner passengers increased by 21 per cent and conventional train passengers jumped by 15 per cent in 1972 when compared with the previous year.

The FAA study pointed out that the increase in conventional rail passengers was the first gain in years for passengers using this type of service and "reflects the benefit of a more aggressive sales promotion effort and a special fare of only \$11.25 one way."

Rail passengers on the New York-Washington route totaled 812,000 in 1969, the first year of Metroliner service. The total declined to 720,000 in 1971 before climbing to 854,000 in 1972.

The 1971 decline, the report said, was associated with conventional rail passenger service which fell drastically from about 558,000 in 1969 to 267,500 in 1971.

In 1972, however, the total of conventional rail passengers climbed to almost 307,000, reversing an annual decline of several years standing. Conventional rail first began posting gains in May of 1972 and the increases continued throughout the remainder of the year.

Throughout the 1970-72 period, the air passenger share of the combined total was about 75 per cent and rail 25 per cent, the report

stated. It added, however, "... examination... shows that rail passenger traffic made a stronger recovery from the economic slowdown characteristic of 1970 and the first half of 1971 in the corridor than did air beginning with September of 1971. This higher-than-air-rate of growth continued each month through December of 1972.

"As a result, rail's share of the combined air-rail passenger total on this busy Northeast Corridor route exceeded 25 per cent for eight of the twelve months in 1972. Contributing strongly to the rail inroad into the combined air-rail market was the unusual gains made by conventional rail service in the last half of 1972. This apparently is associated with the cut in conventional rail coach fares from \$13 one way to \$11.25—a drop of 13½ per cent at a time when almost all other consumer costs were rising."

## train fans ride amtrak to richmond

Five hundred Washingtonians recently chose Amtrak for a rail excursion along the shores of the Potomac to Richmond, Virginia. Organized by the Washington Chapter of the National Railway Historical Society and trip chairman George Bowie, the tour included visits to the state capitol, St. Johns Church where Patrick Henry made his famous speech, and the tri-level railroad crossing of the Seaboard Coast Line, Southern Railway, and Richmond, Fredericksburg and Potomac tracks.



Railroad enthusiast Douglas Riddle views his remodeling efforts on display in Amtrak's Washington, D.C. lobby. Upon seeing a picture of the lobby with a Santa Fe model train in the background, Douglas volunteered to authenticate the train. After checking an actual Amtrak train for details, Douglas painstakingly drilled, customized and painted—with the above results.

## amtrak increases service on western routes

With advance bookings already far ahead of last summer, Amtrak is boosting service on two Western routes and increasing seating capacity on other Western trains. Changes went into effect June 10.

Amtrak is offering daily service on two of its most scenic and popular Western runs — the San Francisco Zephyr, between Denver and San Francisco, and the Coast Starlight, between San Francisco and Seattle. The trains run three times weekly in off-season. The Coast Starlight is a continuation of the daily Coast Daylight between Los Angeles and San Francisco/Oakland. The San Francisco Zephyr is an extension of the daily overnight Denver Zephyr to and from Chicago.

This summer Amtrak schedules also include the first passenger use in two years of a spectacular section of track between Spokane and Seattle—a routing via Wenatchee and the 7.79-mile-long Cascade Tunnel, longest in the Western Hemisphere.

This routing is being taken by the North Coast Hiawatha, Amtrak's three-times-a-week service between

(Continued on Page 8, Col. One)

## amtrak receives award from san francisco

Amtrak has been chosen by the Convention and Visitors Bureau of San Francisco as "the commercial concern which did most to promote tourism" to that city in 1972. In announcing the award, the Bureau said it had chosen Amtrak in recognition of its work in revitalizing the country's passenger train system in its two years of operation.

Among Amtrak's accomplishments noted in the announcement were refurbished equipment, passenger service representatives on the trains and trains with lounges, movies, television and even piano bars. High quality food service at lower prices was also considered a major factor in drawing the traveling public back to passenger trains.

Amtrak's Marketing Vice President Harold Graham, Public Relations Vice President Edwin Edel and Sales Director Roger Brown accepted the Sam N. Mercer Award at ceremonies in San Francisco.

Each day five thousand visitors to the State of California arrive by Amtrak trains with hundreds destined for the San Francisco Bay Area. One of Amtrak's completely refurbished trains serves San Francisco from Los Angeles and Seattle—the Coast Starlight/Daylight. Ridership on the Coast train has shown a dramatic increase since Amtrak assumed control of the nation's passenger rail network two years ago. The city is also served by the San Francisco Zephyr which arrives daily from Chicago and Denver.

Amtrak sponsors over 70 packaged rail vacations with the "San Francisco Holiday" among the most popular. Amtrak has distributed 250,000 brochures describing the San Francisco trip which is co-sponsored by the Bureau. A second San Francisco rail tour is now being developed.

The Sam N. Mercer trophy was instituted in 1972 to honor the late travel industry leader and to recognize outstanding commercial promotions of San Francisco.



*Amtrak's San Francisco Zephyr, shown here running through a scenic canyon near Reno, Nevada, was one of the reasons Amtrak was chosen for honors by San Francisco.*

## western routes

(Continued from page 6)

Seattle and Chicago via Southern Montana, a popular routing to Yellowstone National Park.

Amtrak's daily Chicago-Seattle service, the Empire Builder, with a more northerly routing via Glacier National Park, continues to operate between Spokane and Seattle via Pasco, Yakima and Ellensburg. Before the June 10 schedule change, both trains were combined at Spokane for the routing to Seattle via Yakima.

Amtrak reservations centers in the Midwest and West report far heavier bookings than usual, with many travelers commenting that they plan to go by train this year on their vacations because of expected widespread gasoline shortages.

To meet the increased demand, Amtrak is adding as many cars as possible to all of its Western trains. All equipment on the Coast Starlight has been completely refurbished, and many cars on other Western trains have also been renovated.

## free and easy baggage service at los angeles

Amtrak's Los Angeles passengers will experience an added convenience when traveling by train this summer — free curbside baggage service.

The pilot project was initiated June 11 at Los Angeles' Union Station following cancellation of the 25-cent Red Cap charge on June 1, another program Amtrak is testing in Los Angeles.

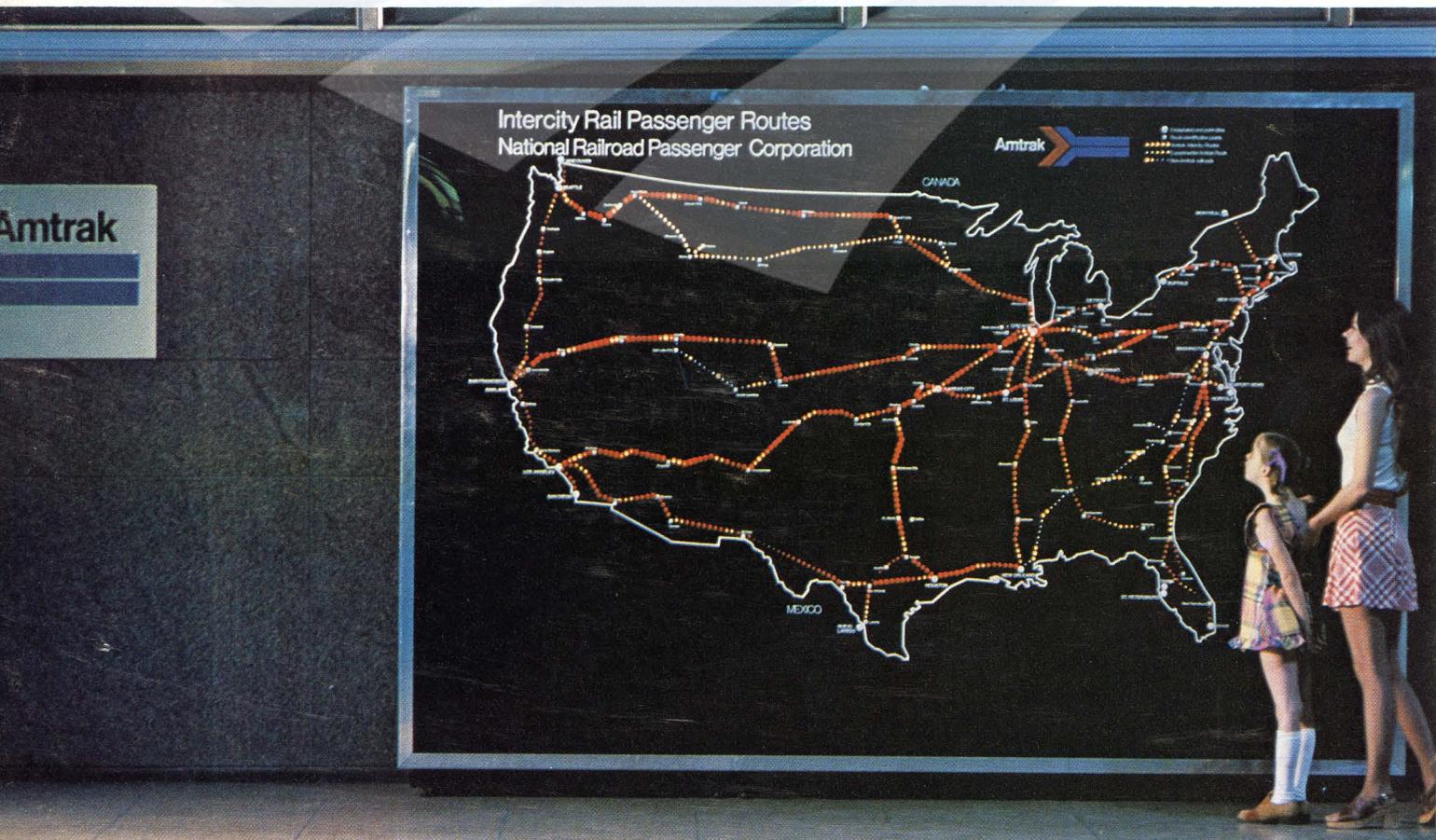
The action was taken to maximize convenience to Amtrak passengers as well as encourage checked baggage, an Amtrak service provided without cost. In addition to the convenience factor, Amtrak officials feel the checked baggage system is safer. It eliminates the danger of luggage falling from overhead racks or being dropped on passengers while being placed on the racks, being stolen while a passenger is away from the seat or being left on the train and

carried to the wrong destination.

Under the new system, passengers arriving at the Los Angeles station may check their baggage through to their destination before entering the station.

Arrangements have also been made to hold passengers' luggage if they need to pick up a ticket before having it checked.

Red Caps in six cities—Los Angeles, Washington, D.C., New York, Chicago, Miami, and St. Louis — have been outfitted in new experimental uniforms. The one piece navy blue jumpsuits have drawn praise for their comfort and convenience to care for. Red baseball style hats add color and an Amtrak logo is planned for the back of the suit to make the Red Caps more identifiable. The word "baggage" will be added to the caps.



Amtrak's electronic route map now is a permanent fixture in New York City's busy Pennsylvania Station. Here a mother and daughter see that Amtrak is a coast to coast rail network as they plan a rail trip to Chicago.