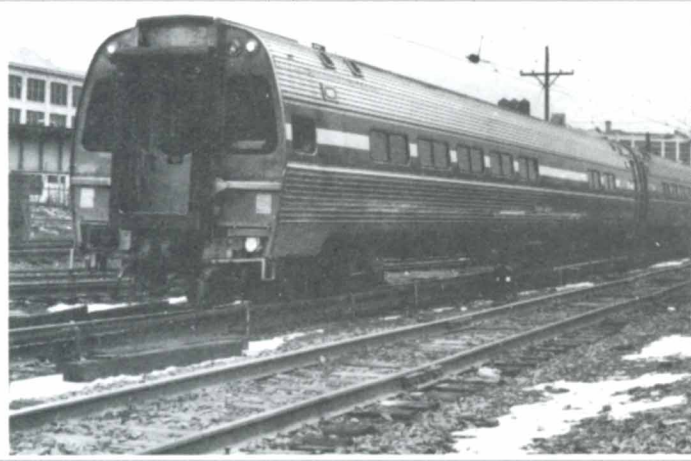


*All Aboard!*

## **Amtrak's Passenger Trains**



Amtrak Public Affairs  
60 Massachusetts Avenue, N.E.  
Washington, D.C. 20002  
(202) 906-3860



## WELCOME ABOARD

The National Railroad Passenger Corporation, Amtrak, was formed in 1971 to preserve and improve a national network of intercity passenger rail service. Since then, Amtrak has worked hard to improve rail travel in the U.S.

Amtrak initially inherited a fleet of 20- to 30-year-old steam-heated cars. Today, our fleet numbers over 1,800 cars, many of which have been purchased new by Amtrak. The remaining cars have been entirely rebuilt and refurbished, and are fully compatible with Amtrak's newer equipment.

Locomotives have also been replaced or completely rebuilt. The result is that Amtrak's locomotive fleet is now more dependable, fuel efficient, and capable of pulling trains at higher speeds.

See Amtrak's equipment for yourself by making your next intercity trip on one of our trains or by attending one of our nationally acclaimed train displays. Once you see Amtrak's modern fleet, you will realize our sincere commitment to provide the traveling public an attractive, comfortable, and efficient passenger rail system.

All types of rail passenger equipment in Amtrak's fleet are listed in this brochure, along with some other equipment of historical and related interest. Most of the cars are in actual service, some are being renovated or scheduled for renovation soon, and some are prototypes of what is to come in the near future.

All aboard Amtrak!



# LOCOMOTIVES

## Diesel

The majority of Amtrak's trains are pulled by diesel-electric locomotives. Additional diesel-electric locomotives are used for switching service in terminals and yards.

The mainstay of Amtrak's motive-power fleet is the F40PH diesel-electric locomotive. With 3000 horsepower, the F40 is capable of hauling trains at speeds of over 100 miles per hour. Built by the Electro-Motive Division of General Motors (EMD), 207 F40's are currently in service nationwide.

Amtrak also has 23 P30CH locomotives which have the same horsepower and speed potential as the F40, but were built by General Electric. The P30 is used primarily in the Southwest and on Amtrak's *Auto Train*.

In the Midwest Amtrak operates eight GP40TC locomotives in short-distance service. They also have 3000 horsepower and are geared for 103 miles per hour service. They were built in 1986 by EMD.

Amtrak has six versatile FL-9's which can operate either as diesel-electric locomotives or as pure electric locomotives powered by an electric third rail in the New York City area.



Amtrak also has two prototype F69PH-AC locomotives, built by EMD in 1989, and one F40AC locomotive converted by Amtrak from an F40PH. These locomotives are unique in that they feature alternating current (AC) traction motors rather than direct current (DC) ones. The new AC technology results in significant fuel savings, reduced maintenance, and improved reliability. The prototypes are being tested extensively throughout the Amtrak system.

## Electric

Amtrak's Washington - New York - New Haven and Philadelphia - Harrisburg lines are electrified by overhead wires. Electric locomotives are normally used on these routes.

The star of Amtrak's electric locomotive fleet is the AEM-7. It has 7000 horsepower and is capable of hauling high speed trains at 125 miles per hour. Amtrak owns 52 AEM-7 locomotives, which pull Amtrak's high speed "Metroliner Service" trains in addition to most of the conventional trains operating on Amtrak's electrified Northeast Corridor routes. These locomotives were built by EMD under license from ASEA of Sweden. Carbodies for the first forty-five units were built by the Budd Company, and the last seven carbodies were built in Austria. All 52 locomotives were assembled by EMD at LaGrange, Ill.

Amtrak also has twelve heavy duty electric E60MA/E60CP locomotives, which have 9000 horsepower and are capable of pulling trains at 120 mph. The E60's pull Amtrak's long-distance trains on their Northeast Corridor segments.



### Baggage Car

Amtrak has 152 baggage cars in service to help meet the demand for reliable mail, baggage, and Amtrak Express service.

### Material Handling Car

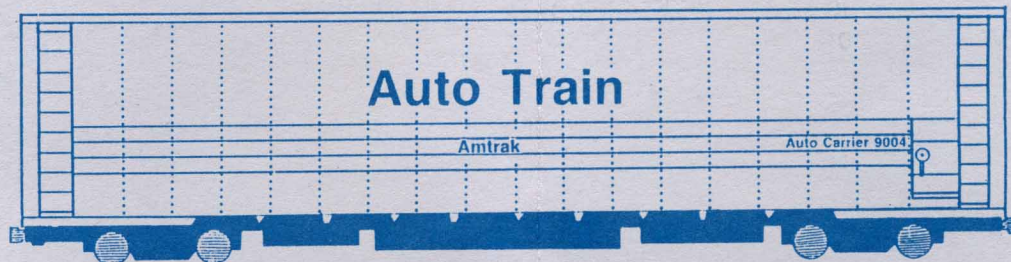
In 1986, Amtrak added a fleet of 73 material handling cars for mail and Amtrak Express shipments. The cars, built by the Thrall Company, greatly expand Amtrak's capacity to carry U.S. Mail and small-to-large express shipments. They are used in the Washington-Boston Northeast Corridor and on most of our long-distance trains to meet the growing demand for this service. Subsequent orders have raised the fleet to a present total of 127 cars.

### 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. Twenty-three are in service on long-haul trains.

### Auto Carrier

Used exclusively on Amtrak's *Auto Train* between Lorton, Va. (near Washington, D.C.) and Sanford, Fla., auto carriers transport the automobiles of passengers riding *Auto Train*. Amtrak has a total of 61 auto carriers, 40 of which carry autos on two levels, and 21 of which carry autos on three levels.





## Heritage Fleet

When Amtrak began operations, it inherited from various railroads a fleet of steam-heated cars, built between 1948 and 1964 by the St. Louis Car Company, the Budd Company, American Car and Foundry, and the Pullman-Standard Company. Amtrak then spent up to \$450,000 on each car to completely rebuild and refurbish them, and convert them to head-end power (HEP), so they are now all-electric and fully compatible with Amtrak's new equipment. Although expensive to rebuild, the conversion cost per car was estimated to be about a third of the cost of a new car. All electrical conversion work was done by Amtrak at its Beech Grove, Ind., car shops.

## Coach

Ranging in seating capacity from 44 to 88, 136 Heritage Fleet coaches are in service, many of them with the capability of accommodating disabled passengers in specially designed seats and restrooms. Most Heritage Fleet coaches were inherited from the Union Pacific, while some were former Burlington, Santa Fe, Southern Pacific, and Pennsylvania Railroad cars. All have two lavatories, and seats are arranged so that there are two on each side of the aisle, as is customary with all of Amtrak's coaches.



## Vista-Dome Coach

Amtrak owns 12 vista-dome coaches which can accommodate up to 66 passengers each. Forty-six seats are located on the lower section. Twenty unreserved seats in the dome section, located in the center of the car, permit 360-degree viewing through windows that curve into the ceiling. Vista-dome coaches operate between Washington and Chicago on the *Capitol Limited*, between Chicago and New Orleans on the *City of New Orleans*, and between Lorton and Sanford on Amtrak's *Auto Train*.

## Dome Lounge Car

Built by the Budd Co. in 1955, the three dome lounge cars were rebuilt for exclusive use on Amtrak's *Auto Train* in 1983. The dome runs the full length of the car and seats 90 passengers on two levels. A bar and lounge area is featured on the lower level and an electric piano for the use of passengers is on the upper level.

## Dining Car

Perhaps Amtrak's most popular cars, the dining cars are the focal point of each train they serve. There are 28 of these Heritage Fleet cars in service. On some trains, one will even find china and linen in the dining car, while on others disposable tableware is still being used but will be phased out gradually.





### Buffet Car

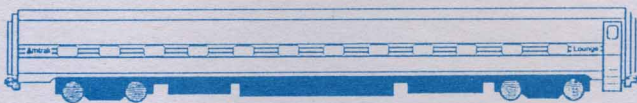
These food service cars feature buffet-style service and seat 32 passengers. Operating with Heritage dining cars and lounges, they effectively increase the dining capacity of Amtrak's Florida services. Amtrak has fifteen of these cars in service, three of which are used on Amtrak's *Auto Train*.

### Table Car

Amtrak has four of these cars which seat 80 passengers at tables and are used exclusively on Amtrak's *Auto Train* for dining service and the showing of feature films after dinner.

### 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. Four of the cars have electric pianos so they can operate in "Le Pub" service on the *Montrealer* between Washington, New York, and Montreal.



### Sleeping Car

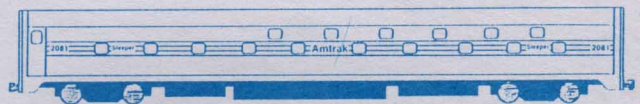
Heritage Fleet sleeping cars provide first class service on overnight Eastern trains. Eighty-two of these cars sleep 22 passengers in six bedrooms and ten roomettes. An additional nine cars sleep 22 passengers in eleven bedrooms, and are used exclusively on Amtrak's *Auto Train*. Almost half of Amtrak's Heritage sleeping cars are accessible to the disabled.

A roomette is a private accommodation for one passenger with a seat by day, a bed by night, and a private toilet and sink. A bedroom accommodates up to two adults with enclosed lavatory facilities, a wash basin with a vanity, and closet space. Many bedrooms can be expanded into bedroom suites by opening the wall panel between them to accommodate four passengers.

Most of Amtrak's Heritage sleeping cars were built by the Budd Company in the late 1940's and early 50's. All were completely rebuilt at Amtrak's Beach Grove, Ind., car shops during the mid- to late-1970's. All 91 are from the Santa Fe, Southern Pacific, Union Pacific, Burlington, and Seaboard Coast Line railroads.

### Slumbercoach

Amtrak's 23 slumbercoaches enjoy growing popularity because of their economical sleeping accommodations. They provide privacy and comfort for up to 40 passengers in single and double compartments and have lavatory facilities in each room.





## Amfleet I

"Amfleet I" is the name given to 483 high speed, lightweight, Metroliner-type cars ordered from the Budd Company in 1973 and 1974, and placed into service in 1975 through 1977. Amfleet I is used on many of Amtrak's short- and medium-distance routes. When coupled to Amtrak's new, high performance locomotives, Amfleet can operate at speeds up to 125 mph.

### Cafe

Primarily intended for short-distance service, these 42 cars provide 53 coach seats each, with a cafe section in the center. The cafe section offers sandwich, snack, and beverage service. All Amfleet cafes are accessible to the disabled.

### Club Service

Club Service Cars seat 18 passengers in first class Club Service seating at one end of the car, and 23 passengers in coach seating at the other end. Some cars feature dinette tables with booth seating at one end rather than coach seating. A cafe is located in the center of the car providing food and beverage service. There are 24 of these cars in service.

## Coach

The workhorse of corridor service, these high-capacity cars seat 84 passengers in coach accommodations. Each coach has two lavatories at one end of the car and overhead luggage racks providing ample storage. Each seat reclines and has a tray table and an individual reading light. There are 278 in service.

### Leg-Rest Coach

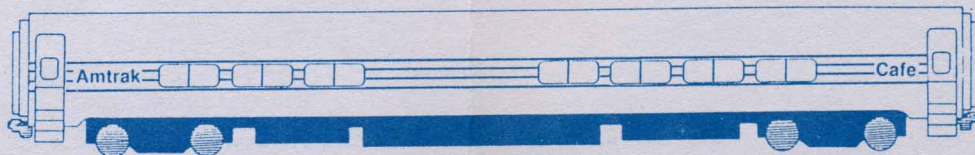
Similar to Amfleet coach, these cars seat 60 passengers in more spacious leg-rest coach seating to provide Custom Class service. Each of the 17 cars in service has either a dressing room or a Railfone Service telephone booth at one end.

### Dinette

There are 24 Amfleet dinettes in the fleet. Each dinette seats 32 people at booth tables and either 23 in coach seating or 18 in Club Service at opposite ends of the car, with a food service section in the center. All are accessible to disabled travelers.

### Lounge

Eight of these cars allow passengers to meet and enjoy a drink and a sandwich or a snack from the food service section in the center. Each Amfleet lounge car can seat 32 at booth tables and 22 in lounge seats.





## Metroliner Service

In 1981, Amtrak replaced all of its original Metroliner trains with refurbished Amfleet cars powered by the new AEM-7 electric locomotives. Metroliner Service trains whisk passengers between Washington and New York at 125 mph, and provide additional service to New Haven, Boston, and seasonal service to Cape Cod.

### Metroliner Coach

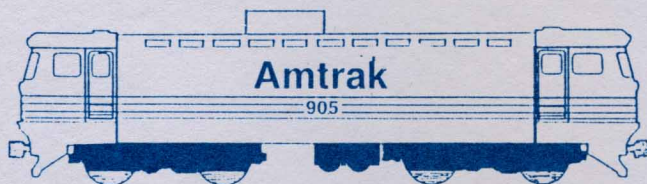
There are 58 Metroliner coaches which seat 60 to 68 passengers in spacious leg-rest coach seating. At one end of most cars there is either a dressing room or Railfone Service in an enclosed, private telephone booth.

### Metroliner Club

Metroliner Service trains also feature first class Club Service for even more spacious seating, at-your-seat food service, and personal attention. There are 16 Metroliner Club cars, each of which seats 32 passengers, offers Railfone Service, and complimentary meal service.

### Metroliner Dinette

There are 16 Metroliner dinettes, which seat 23 at booth tables and provide light meals, sandwiches, snacks, and beverages. There is also a Railfone Service telephone booth available in each car.



## Metroliner Club Conference Car

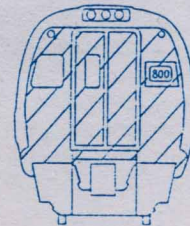
In 1990, the Metroliner Club Conference Car was introduced on an experimental basis. Converted from a food service car from the original Metroliner fleet, this car now features a private conference room for parties up to eight people, four semi-private seating areas for two or four people, a central food service section, and eighteen first-class club seats. One end of the car is equipped with cab controls for operating the train when pushed by a locomotive located at the other end of the train.

## Cab-Control Cars

Amtrak currently operates 24 cab-control cars in push-pull service in "Atlantic City Express" service, "San Diegan" service, and in Chicago hub routes. Each car features coach seating for 74 passengers, two lavatories, and a cab-control section at one end of the car.

These cars were converted from Amtrak's original Metroliner fleet, and current plans call for additional original Metroliner cars to be converted.

The original Metroliner cars were built by Budd and the propulsion equipment by General Electric and Westinghouse between 1967 and 1969 as self-propelled electric cars for Washington - New York service. The original Metroliner was authorized by the High Speed Ground Transportation Act in the 1960's, to help address the growing traffic congestion problems in the Northeast. Amtrak's present Metroliner Service trains use high speed AEM-7 electric locomotives and refurbished Amfleet equipment.









## SINGLE-LEVEL PASSENGER CARS

### Amfleet II

Introduced in 1981, Amfleet II was built by the Budd Company. It is used for long-distance service and features larger windows than original Amfleet I cars and has only one vestibule. The entire fleet is accessible to the disabled.

#### Coach

Amtrak has 124 Amfleet II coaches, which seat either 55 or 59 passengers in spacious leg-rest accommodations. At one end of the car there are two lavatories and a dressing room.

#### Lounge

There are 25 Amfleet II lounge cars in service, which are similar in configuration to the original Amfleet lounges.



### Turboliners

Turboliners operate on Amtrak's Empire Corridor in New York state. The trains are patterned after their French counterparts designed by ANF-Franeco and used by French National Railways. Car interiors were designed by Amtrak for American-style taste and comfort.

#### Power Car

Each train has a power car on each end, which contains a gas turbine engine. The two power cars produce 2,280 horsepower for the train, providing a potential top speed of 125 mph. An additional gas turbine in each power car provides electrical power for lights, heating, and air conditioning. Each power car also has a third-rail capability for electric-powered operation in New York City. Amtrak presently operates fourteen power cars.

#### Custom Class

One power car on each Turboliner train features deluxe, club-style seating which can be reserved on Empire Corridor trains for a small additional charge.

#### Coach

Each Turboliner coach can seat up to 76 passengers. However, there are also configurations to provide food service. Presently thirty Turboliner coaches are in service.





## Horizon Fleet

In 1988 Amtrak placed its first privately financed passenger car order. A total of 104 cars, named the "Horizon Fleet," were built for Amtrak by Bombardier, Inc., and all were received by Spring 1990. They are now in short-distance service throughout the Midwest and in California on the *San Joaquins*.

### Coach

A total of 86 coaches, seating 78 to 82 passengers in reclining seats, are in service. Fourteen coaches are accessible to disabled passengers. Each coach has two lavatories at one end of the car and overhead luggage racks with newly designed safety features providing ample storage. Each reclining seat also has a fold down tray and an overhead reading light.

### Food Service Car

There are 18 Horizon Fleet food service cars in service, all of which are accessible to disabled travelers. Eight seat 32 at booth tables and 19 in either Custom Class or coach seating. The remaining ten seat 48 passengers at booth tables. Both configurations have a food-service section in the center that serves tray meals, sandwiches, snacks, and beverages.



## Viewliner

In mid-1982, Amtrak began initial engineering and design of a new generation of single-level long-distance passenger cars, later named "Viewliners." The Viewliner features a number of innovations, including a double row of windows, improved ride quality and sound levels, micro-processor-controlled systems, and modular interiors. At present one prototype Viewliner dining car and two prototype Viewliner sleeping cars are undergoing extensive testing in service on Eastern long-distance routes. In the near future Amtrak plans to acquire a fleet of Viewliners to augment and eventually replace the Heritage Fleet.

### Dining Car

The Viewliner dining car can seat 48 passengers at twelve tables, and also has an all-electric kitchen with new features, such as a trash compactor.

### Sleeping Car

The Viewliner sleeping car has a total capacity of 30 passengers. Each car contains two deluxe bedrooms, which can sleep two passengers; each room has private shower and toilet facilities. The two deluxe bedrooms can be expanded into a bedroom suite by opening the wall panel between them.

There is also one handicapped accessible special bedroom, with the same features as a deluxe bedroom which is designed with the disabled traveler in mind.

Each car also contains 12 compartments, each of which can sleep either one or two passengers. Each compartment has a toilet and sink, as well as two seats which convert to beds for sleeping. There is also one shower for the use of compartment passengers in each sleeping car.



## BI-LEVEL PASSENGER CARS

Amtrak's long-distance trains west of the Mississippi River are made up of passenger cars with two levels, providing spacious accommodations for transcontinental travel.

### Hi-Level Cars

Originally built by the Budd Company in Philadelphia in the mid-1950's for the Santa Fe Railway, a total of 69 Hi-Level cars are now in Amtrak service. Most of the cars have been completely refurbished by the Santa Fe's Topeka, Kan., car shops under contract to Amtrak, and the rest have been refurbished by Amtrak at its Beech Grove, Ind., car shops.

### Transition Coach-Dormitory

These multi-function cars have leg-rest coach seats for passengers as well as sleeping accommodations for on-board employees. Their *transition* designation comes from their role as adapters between single and bi-level cars. Amtrak has thirty-six transition coach dormitory cars on its roster.

### Coach

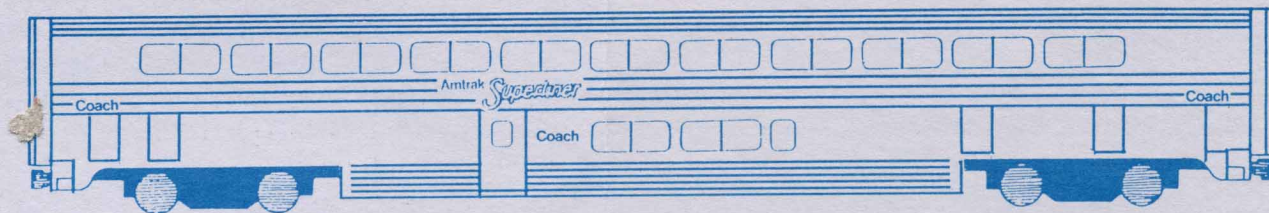
Amtrak has 21 of these 72-seat cars. Except for lavatories, all accommodations are on the upper level.

### Diner-Lounge

Six of these cars, each capable of seating 72 people on the upper level, are in service. The lower level contains an all-electric kitchen where complete meals are prepared.

### See-Level Lounge Car

For panoramic views through larger-than-usual windows, 60 passengers can relax in lounge seating and enjoy a drink and a light snack on the upper-level of this car. The lower-level can seat an additional 26 passengers in lounge seating and also contains a food service bar. Amtrak has six of these cars in service.





## Superliner

In 1981, Pullman-Standard completed its delivery of Superliner cars to Amtrak. The fleet is in service on Western long-distance routes. Similar in exterior appearance to the former Santa Fe Hi-Level Fleet, these bi-level cars set a standard of traveling luxury and convenience.

### Baggage Coach

Amtrak has 48 of these versatile cars. The upper levels, originally designed to seat 78 passengers, are being reconfigured to seat 62 with more leg-room. The lower level features a women's lounge, four lavatories, and space for checked baggage and Amtrak Express packages.

Ninety-one of these cars each seat 62 passengers on the upper level and 13 on the lower. Facilities for the disabled, a women's lounge, and five lavatories are also on the lower level.

### Coach Snack Car

In addition to 62 coach seats on the upper level, this car also has a snack bar on the lower level serving light snacks and beverages. Amtrak owns 11 Superliner coach snack cars.

### Dining Car

Thirty-nine of these restaurants on wheels travel Amtrak's Western long-distance routes. On the upper level, each car seats 72 passengers at booth tables and some trains feature linen and china. The lower level contains an all-electric kitchen, and the food is delivered to the upper level by elevators.

## Sightseer Lounge Car

Amtrak's 25 Sightseer lounge cars feature swivel chairs and lounge seating on the upper level for passengers wishing to view the passing scenery through oversized windows which curve into the ceiling. There are also monitors for viewing full-length feature films in the evening and children's features in the morning. On the lower level a food service section serves sandwiches, snacks, and beverages to passengers at three restaurant-type booths and a lounge area.

### Sleeping Car

Amtrak has 68 Superliner sleeping cars. On the upper level, there are five deluxe bedrooms featuring a lower double bed, a single upper bed, and a private lavatory and shower. Four of these rooms can be opened into bedroom suites, which are two deluxe bedrooms with the wall panel removed. Also on the upper level are 10 economy bedrooms which can accommodate two passengers each, with two seats by day and an upper and lower bed by night.

On the lower level there are four additional economy bedrooms, as well as a family bedroom and a special bedroom for disabled travelers. The family bedroom can accommodate up to two adults and two children, and the room is unique in that it extends the entire width of the car. The special bedroom also extends the full width of the car and accommodates one disabled traveler and a companion. It also has a private sink and toilet.

Lavatories for economy and family bedroom passengers are on the lower level, and there is also one lavatory on the upper level. Also, a public shower is being installed in a lavatory room on the lower level.

In all, each Superliner sleeping car can accommodate up to 44 passengers.



### Track Inspection Cars

#### The Beech Grove

In mid-1984, Amtrak designed and built its first instrumented track inspection car, numbered "10001," and named the *Beech Grove*. An advanced Track Geometry Measurement System, capable of making accurate measurements at 125 mph, was installed. The car with this system enabled Amtrak to make monthly inspections of the Washington - Boston Northeast Corridor to meet Federal Railroad Administration (FRA) track maintenance standards and Amtrak's standards for passenger service. The *Beech Grove* now monitors ride quality throughout the Amtrak system.

#### The Corridor Clipper

Since the *Beech Grove's* computer system was limited in processing power, leading to delays in sending track repair information to field maintenance personnel, Amtrak designed and built a second track inspection car, numbered "10002" and named the *Corridor Clipper*. This car provides instant evaluations of track conditions at speeds up to 125 mph using a sensitive track geometry measurement system transferred from the *Beech Grove*. The *Corridor Clipper* also has a high-speed data processing and reporting system that provides real-time readouts of track data such as gauge, curvature, and alignment to maintenance personnel, enabling them to act quickly to correct any deviations from standards. The *Corridor Clipper* is used to measure ride quality on Amtrak's Northeast Corridor and on the tracks of contracting railroads throughout the Amtrak system.

### Private Railroad Cars

Before there were private airplanes, the ultimate in luxury travel was on a private railroad car. Travel on private cars offered personalized attention by service staff, along with gourmet meals and beverages.

Today, this way of travel can be recaptured on Amtrak. Nearly four-hundred private cars are certified to move in Amtrak passenger service systemwide. Many private cars are available for charter from private car owners, enabling people to experience the ultimate in rail travel without the necessity of private car ownership. In addition, some private cars are in regular service attached to Amtrak trains for those desiring this form of luxury travel.

A published private car tariff governs standards, inspections, and rates applicable for private car movements.

### Special Trains

Amtrak operates charter trains for sponsors or organizations requiring special railroad travel beyond standard service outlined in Amtrak's National Timetable. While operating considerations and equipment availability may restrict certain desired itineraries, Amtrak successfully operates nearly one hundred charter trains a year systemwide.

A special trains tariff covers rules, regulations, and applicable charges for charter train operations.



Amtrak can't operate by itself. Outside its own Northeast Corridor, Amtrak contracts with fourteen private freight railroads to dispatch its trains, maintain the tracks, and maintain other support services necessary for efficient train operations. Our relationship with these freight railroads is characterized by a sense of cooperation and good will — an attitude indicative of rail passenger service's acceptance as a vital and permanent element in the national transportation picture.



Amtrak contracts directly with labor organizations representing approximately 20,000 employees. Engineers, brakemen, conductors, maintenance workers, signalmen, and myriad other agreement covered employees work for and with Amtrak to deliver safe, timely, convenient service. Amtrak and freight railroad employees are represented by these major labor organizations:

American Federation of Railroad Police Inc.  
 American Railway and Airway Supervisors Association - A Division of TCU  
 American Train Dispatchers Association  
 American Service Workers Council  
 Brotherhood of Locomotive Engineers  
 Brotherhood of Maintenance of Way Employees  
 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 Electrical Workers  
 International Brotherhood of Firemen and Oilers  
 Joint Council of Carmen, Helpers, Coach Cleaners and Apprentices  
 Railroad Yardmasters of America  
 Sheet Metal Workers' International Association  
 Transportation Communications Union  
 United Transportation Union