Carolina Conductor

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Preserving the Past Active in the Present Planning for the Future

Web Site: hubcityrrmuseum.org
Facebook: Carolina Railroad Heritage Association & Hub City RR Museum

Hub City Railroad Museum and SOU Rwy Caboose #X3115:

Spartanburg Amtrak Station
298 Magnolia Street
Spartanburg, SC 29301-2330
Wednesday 10-2 & Saturday 10-2

Meeting Site:

Fountain Inn Presbyterian Church
307 North Main Street
Fountain Inn, SC 29644
Third Friday of the Month at 7:00 p.m.

Officers:

President: Raymond "Bo" Brown -
president@hubcityrrmuseum.org
Vice President: Bob Klempner -
vice.president@hubcityrrmuseum.org
Secretary: Pat O'Shields -
secretary@hubcityrrmuseum.org
Treasurer: Marv Havens -
treasurer@hubcityrrmuseum.org

Directors:

Steve Baker -
bod@hubcityrrmuseum.org
Bruce Gathman -
newsletter@hubcityrrmuseum.org
David Winans -
museum.info@hubcityrrmuseum.org

Mailing Address:

Carolina RR Heritage Association
Suite #129 2123 Old Spartanburg Road
Greer, South Carolina 29650-2704

Newsletter Editor:

Bruce Gathman -
newsletter@hubcityrrmuseum.org
Articles can be submitted anytime.

Amtrak at 50!

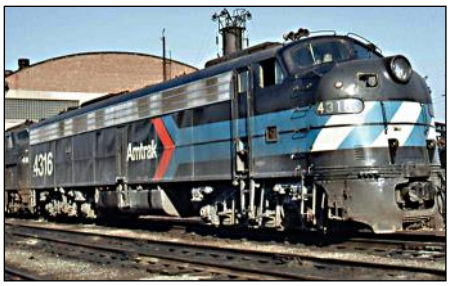
This timeline covers the first 50 years of Amtrak's history. ED.

Since 1971, Amtrak has been America's Railroad, connecting friends and families across the country to the places they want to go. As we celebrate our 50th Anniversary, we welcome you to join us as we honor our past and look toward our future.

On May 1, 1971, when the first Amtrak train rolled out of New York City enroute to Philadelphia, no one could have imagined what lied ahead. Yet, here we are today with more than 17,000 dedicated employees and a national system connecting more than 500 destinations across 46 states, the District of Columbia and three Canadian provinces, on more than 21,400 miles of routes.

We continue to make incredible investments in the customer experience. And the best is yet to come. Amtrak has a bold vision for the future of rail that includes investing in new equipment, reimagining our stations, modernizing vital rail infrastructure, leveraging new technology, combating climate change and expanding service to enhance the mobility of more Americans. At 50, we are just getting started. The future rides with us.

1971 The first Amtrak train rolls out of New York enroute to Philadelphia on May 1. The new company, which served 43 states and the District of Columbia, represents the consolidation of 20 private passenger railroads into one national rail network.



Early Amtrak paint scheme on equipment acquired from member railroads.

1972 Amtrak opens its first brand new station building, the River Road Station in Cincinnati. Amtrak introduces international service to the Canadian cities of Vancouver and Montreal.

1973 Amtrak regional reservation centers across the U.S. provide 24-hour nationwide toll-free reservations, ticketing, and general information via the Amtrak Automated Reservation and Ticketing System (ARTS). ARTS, a new computerized

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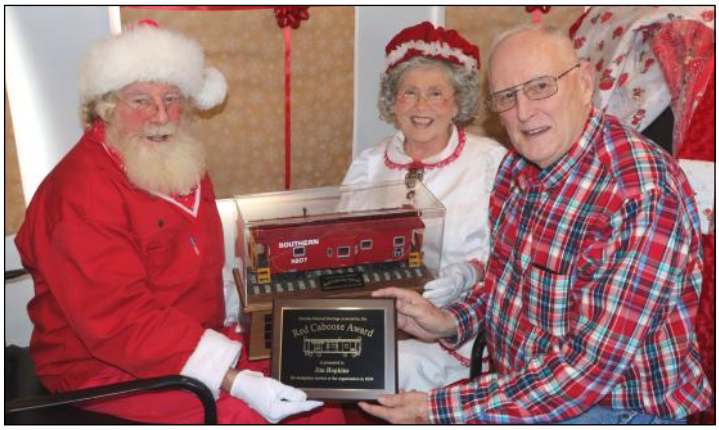
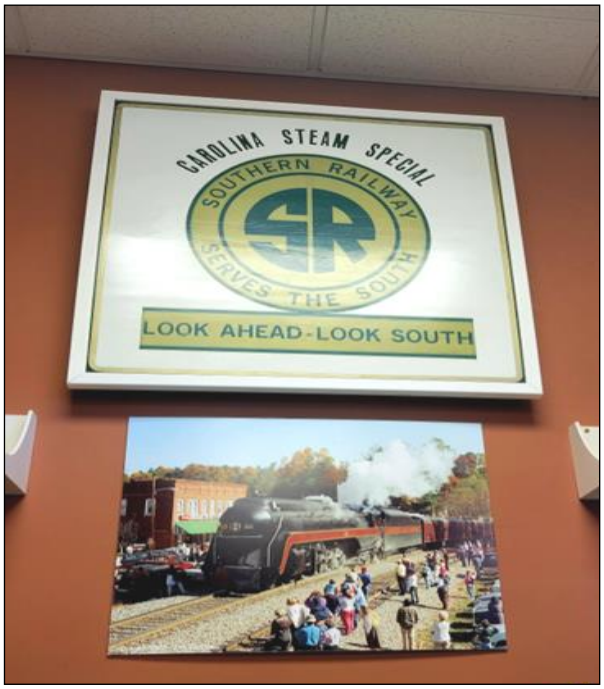
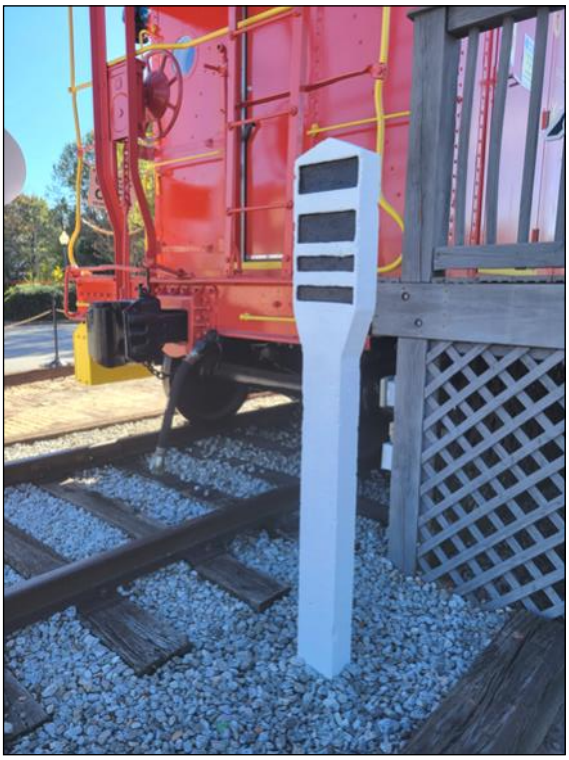
Museum Happenings



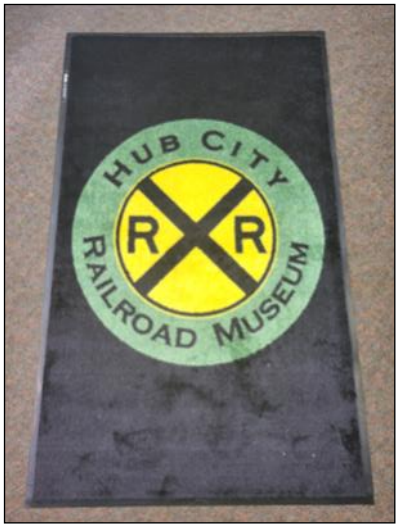
Jim Hopkins was awarded the 2024 *Red Caboose Award* for meritorious service to the CRHA by Bruce Gathman. Jim and Donna volunteered as Mr. and Mrs. Santa at the caboose this Christmas.



The drumhead used on the *Carolina Steam Special* fan trips run by the club was hung on a wall at the museum. The photo below is the 611 locomotive at Saluda pulling one of the club sponsored trips.



Newly installed whistle post at the caboose. Notice that the two longs and two shorts are different than used today. "The road crossing signal two longs and two shorts was adopted as Rule 49 on April 14, 1887 by the General Time Convention. On April 12, 1899 the same signal became Rule 14(I) in the completed Standard Code of Operating Rules that was adopted by the General Time Convention. It remained that way until November 1938, when it was changed to two longs a short and a long, prolonged or repeated until the crossing is reached."



New logo door mat provided by the city.

Wanted—Articles for the Carolina Conductor

Submit an article of 200 words or more with some photos and captions and see them in print. Every one of us has some unique railroad experience that would make interesting reading for our membership. Your editor always needs more contributions of railway history and news.

system, eliminated the need to hand-write ticket reservations. The Inter-American debuts between Forth Worth and Laredo, where customers can cross the border to access the Mexican railway system. The service extended to St. Louis and Chicago, then shortened to Chicago-San Antonio. The train gained a new name, the Eagle, and through cars to Los Angeles via the Sunset Limited and is now known as the Texas Eagle.

1974 Amtrak makes it easier for customers to leave their cars at home by creating Greyhound bus-to-rail connections for cities not served directly by rail service. Amtrak adds two new routes. The San Joaquin runs between San Francisco/Oakland and Bakersfield through the San Joaquin Valley, and with funding from Michigan, the Blue Water provides service between Chicago and Port Huron.

1975 Amtrak makes a $313 million investment in 235 state-of-the-art bi-level Pullman-Standard Company Superliner cars for long distance trains. The order includes coaches, sleeping, dining, cafe/lounge cars. With the purchase of the Beech Grove, Ind., heavy maintenance facility from Penn Central, Amtrak brings heavy overhauls of its equipment in-house.

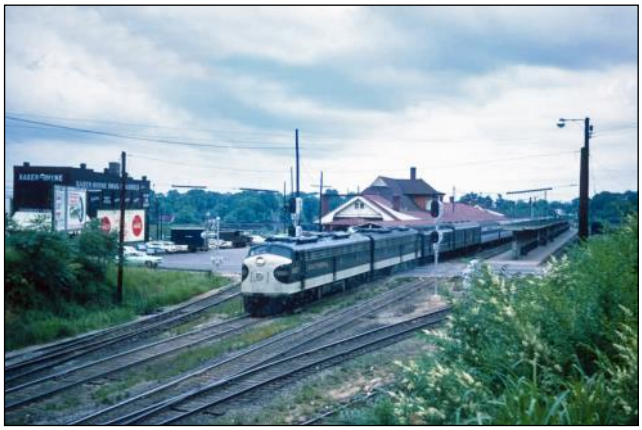
1976 Amtrak becomes the first national company to offer reservations service to passengers with hearing disabilities. Amtrak debuts the Palmetto route between New York City and Savannah, while California begins to fund Amtrak service with one of four round-trip San Diegan trains between Los Angeles and San Diego.

Amtrak San Diegan runs along Pacific Ocean.

1977 Amtrak and the federal government kick off the $1.75 billion Northeast Corridor Improvement Program (NECIP), to modernize the main line's infrastructure including track, signaling systems, maintenance facilities and stations, as well as to reduce travel time between Washington, New York, and Boston. Amtrak implements automated Ticket-by-Mail (TBM) system for added customer convenience.

1978 Amtrak begins to convert older passenger cars from steam heat to reliable, electric head-end power. Amtrak makes interline agreements with 12 new carriers, increasing the number of cities served by such connections from 322 to 503.

1979 Amtrak takes over the Crescent route between New York and New Orleans, and partners with Missouri to operate daily service between St. Louis and Kansas City. Amtrak completes or rehabilitates 61 stations across America, creating thousands of local jobs while enhancing customer amenities.



The Crescent prior to being taken over by Amtrak.

1980 Amtrak opens its BWI Rail Station, America's first intercity air-rail-ground transportation connection which offers energy-conserving connections between various modes of public transportation, including rail, air, and bus lines. With financial support from Pennsylvania, the new Pennsylvanian route debuts, providing service between Pittsburgh and Philadelphia, and later to New York City.

1981 The Amtrak fleet includes 1,436 new or rebuilt all-electric passenger cars and a fuel-efficient locomotive fleet, with an average age of four years. Conversion to an all-electric fleet reduces equipment malfunctions and resulting delays by 31 percent. Introduces Arrow, Amtrak's new nationwide ticketing and reservation computer system for faster, comprehensive ticketing services.

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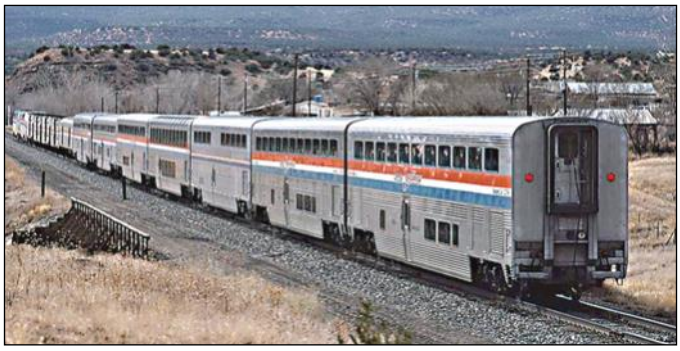
1982 Amtrak is granted a patent for its test signal generator that enables testing of railroad car brake controllers.

1983 The newly named California Zephyr between Chicago and the San Francisco area is rerouted to take passengers along the scenic Colorado River. Amtrak begins tri-weekly Auto Train service from Virginia to Florida, which becomes so popular, the service is soon expanded to daily operations.

1984 In conjunction with the State of Michigan, Amtrak starts the Pere Marquette service between Chicago and Grand Rapids. Amtrak and the Long Island Rail Road agree to share in modernizing New York Penn Station, including a state-of-the-art train control system and extensive improvements to all passenger facilities.

1985 New bi-level Superliners hit the rails for several of Amtrak's western routes. These cars feature upper level dining rooms, Sightseer lounge cars with movies and wrap-around windows for viewing and sleeping car rooms with showers. Amtrak becomes the first non-airline member of the Airline Reporting Corporation, making it easier for more than 27,000 travel agencies to process Amtrak ticket sales.



Superliner cars bring up the rear of the Southwest Chief.

1986 Amtrak begins modifying electrical equipment on Amfleet cars so that trains can operate in "push-pull" service for increased fuel efficiency and improved operational safety.

Amtrak completes its first Viewliner prototype. These cars measure 85 feet long and 14 feet high and offer wide views of the passing landscape through two rows of windows.

1987 Unveils new "Self-Serve Ticketing" machines at heavily trafficked stations such as New York, Philadelphia, Washington, and Los Angeles. A Centralized Electrification & Traffic Control (CETC) system provides state-of-the-art computer technology to control train routing. This replaces the old model of issuing instructions to local control towers.

1988 Following a three year, $160 million restoration, Washington Union Station reopens, showcasing the structure's magnificent historical architecture while offering modern amenities, including retail and dining for travelers and local residents.

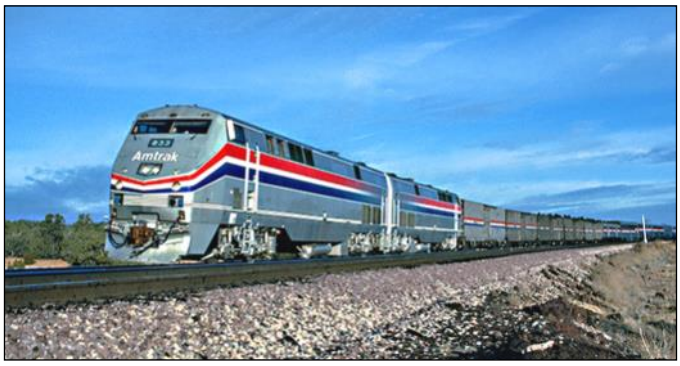
1989 Amtrak carries more passengers between Washington, D.C. and New York than all of the airlines combined. Amtrak purchases 104 Horizon cars from Bombardier, Inc., to meet the growing demands of its short-distance routes.

1990 Amtrak completes Automatic Train Control installation on all locomotives operating within the Northeast Corridor. With financial support from the state of North Carolina, Amtrak initiates the Carolinian from New York to Charlotte.

1991 Caltrans and Amtrak launch Capitol Corridor service between San Jose and Sacramento. The service would quickly grow and expand eastward to Auburn, California. Amtrak rededicates Philadelphia's classic art deco 30th Street Station after a three-year, $75 million renovation. In New York City, it consolidates all services at Penn Station for greater efficiency following completion of the Empire Connection in partnership with the State of New York.

1992 Amtrak and Metra join forces to complete the $32 million renovation of Chicago Union Station, including the removal of the Great Hall skylight's blackout paint, a remnant from World War II. Amtrak takes delivery of 20 new diesel P32-8BWH locomotives which feature the first new generation of GE-built engines.

1993 Amtrak receives 22 P40 locomotives that were designed using Amtrak's own industrial engineers' specs for greater fuel efficiency, safety, and aesthetics.



New P40 locomotives lead the Southwest Chief train.

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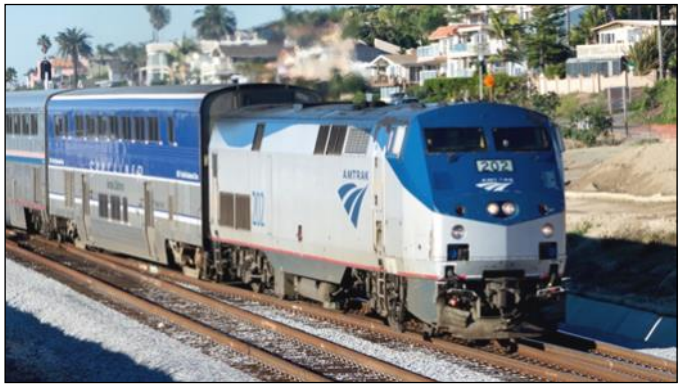
1994 Amtrak completes the first phase of modernization of the New York Penn Station Control Center, replacing 1910s technology for greater operational efficiency.

1995 Amtrak enters the internet age with the launch of Amtrak.com. The site offers information about Amtrak services and would offer online booking capabilities two years later. Leaf peepers and skiers alike celebrate the launch of the Vermonter. Financially supported by the state of Vermont, it offers passenger rail service between Washington, D.C. and St. Albans, Vermont.

1996 During a historic January blizzard, Amtrak is the only intercity mode to maintain service in the Northeast. Amtrak, with financial support from Vermont, debuts the Ethan Allen Express, providing the first direct rail service between New York and Rutland, VT, in more than 40 years.

1997 Amtrak takes delivery of 111 new P42 diesel locomotives. These lighter and more aerodynamic engines provide improved fuel efficiency while also generating more horsepower than earlier models. Amtrak's popular Metroliner Service between Washington D.C. and New York City sets a ridership record of 2,081,326, an increase of 20,000 from the previous record.

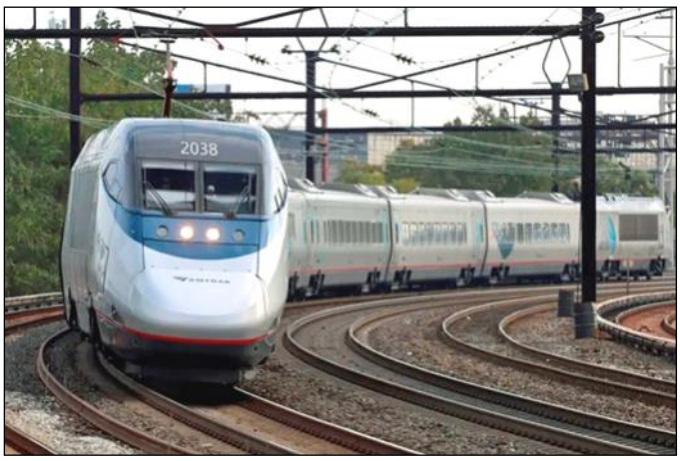


Amtrak P42 pulling California Surfliner along the Pacific Ocean.

1998 Amtrak partners with nine states to propose the Midwest Regional Rail Initiative to develop a 3,000 mile high-speed rail system for the region that will significantly increase service while reducing travel times. "Amtrak Cascades" branding is introduced on trains operating in the Eugene-Portland-Seattle-Vancouver, B.C. corridor thanks to partnership funding from the Washington State Department of Transportation and the Oregon Department of Transportation.

1999 With financial support from the State of Oklahoma, Amtrak reintroduces daily passenger service between Oklahoma City and Fort Worth on the Heartland Flyer. Refurbished Amfleet cars emerge from the "Capstone" program with enhanced comfort, amenities and accommodations that comply with the Americans with Disabilities Act.

2000 The first Acela Express trainset is introduced in revenue service, ushering in a new age of high-speed rail. Amtrak initially offers one daily roundtrip between Washington and Boston with more frequencies added to the schedule as trainsets are delivered. Amtrak customers are introduced to an even more rewarding way to travel with the launch of the Amtrak Guest Rewards program. It allows them to earn points that can be redeemed for Amtrak reward travel, hotels, car rentals and more.



Amtrak Acela train on the Northeast Corridor.

2001 Following the terrorist attacks on September 11, Amtrak becomes the primary transportation link between New York City and the nation when air travel is grounded. Additional coaches are added to provide transportation to emergency workers, military personnel, and victims' families. Introduces a "Quiet Car" to nearly every weekday train on the Northeast Corridor. Passengers are asked to limit conversation, speak in subdued tones, and not make phone calls.

Continued on Page 6 - *Amtrak*

Due to their popularity, Quiet Cars are added to other routes.

2002 Amtrak is granted the second of two patents (the first was in 2000) for an automated track inspection vehicle that enables Amtrak to better identify the type and location of track anomalies and required remedial actions.

2003 Amtrak closes the year with record ridership of more than 24 million passengers across its national network.

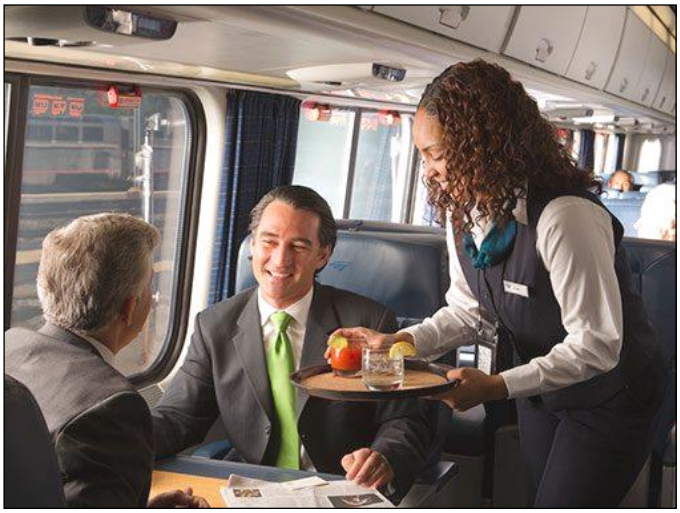
2004 "Ask Julie" automated voice service is ranked top voice response system by Speech Technology Magazine. Amtrak is granted a patent for a new thick web miter rail joint system to provide improved joints between stationary and vertically movable track sections.

2005 Amtrak and the State of Wisconsin open Milwaukee General Mitchell Airport Station, another step in multi-modal travel. Designed in the Prairie style to pay homage to Wisconsin native Frank Lloyd Wright, the station proves especially popular with commuters between Chicago and Milwaukee.

Amtrak General Mitchell Airport station in Milwaukee.

2006 The Keystone Corridor Improvement Project, a partnership between Amtrak and the Commonwealth of Pennsylvania, reaches a milestone with restoration of all-electric train service. The total number of Keystone Service roundtrips in Pennsylvania grows from 11 to 14 with speeds up to 110 mph. With support from the State of Illinois, additional frequencies are added to routes from Chicago to Carbondale (Saluki), Chicago to Quincy (Carl Sandburg), and Chicago to St. Louis (Lincoln Service).

2007 Amtrak begins at-seat cart and beverage service on some Acela Express trains. Amtrak fosters partnerships with communities wishing to invest in their stations by launching the Great American Stations website with case studies, grant information and other resources. Amtrak had earlier donated $2 million to the Great American Station Foundation that was set up to help communities repair and improve their train stations.



At your seat food service in Business Class.

2008 Amtrak installs wind power generator and solar panels in its Chicago yard to power signal system with renewable energy. A multi-year effort to replace the Thames River Bridge lift span in Connecticut is completed. Historic aspects of the bridge were retained without sacrificing 21st century safety and operational efficiency along the busy Northeast Corridor.

2009 Amtrak launches its Mobility First program to make stations more accessible to passengers with disabilities. The Commonwealth of Virginia provides funding for a daily roundtrip Northeast Regional between Washington, D.C., and Lynchburg. In one year, the new service notched more than 126,000 trips, a 147% increase over the initial estimate of 51,000. Within a few years, passenger rail service is expanded to Richmond and restored to Norfolk and Roanoke.

2010 While waiting for their trains, Amtrak customers enjoy free Wi-Fi service at New York Penn Station, Washington Union Station, Boston South Station, Philadelphia 30th Street Station, Baltimore Penn and Wilmington, Del-

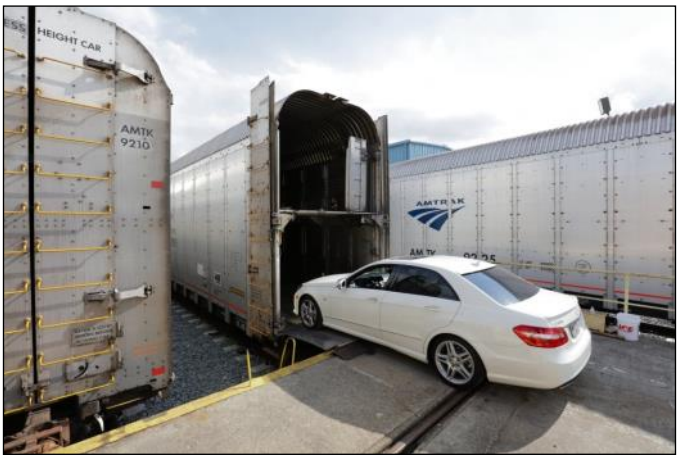
Continued on Page 7 - *Amtrak*

aware. By year's end, 14 commuter agencies or state transportation agencies contract with Amtrak to provide passenger service or use portions of the Amtrak system and facilities to serve their riders.

2011 Amtrak celebrates its first four decades with a special 40th Anniversary Exhibit Train year-long tour that hits 45 cities and welcomes more than 85,000 visitors. "Amtrak Connect" Wi-Fi equipment is installed on more than 450 Amfleet cars, providing nearly 75 percent of all Amtrak passengers with access to free on-board Wi-Fi.

2012 In the aftermath of Hurricane Sandy, Amtrak works to quickly restore service along the busy Northeast Corridor by pumping out flooded tunnels in New York and offering free travel to emergency personnel and those working on recovery efforts. Amtrak implements eTicketing across the entire national network including on Northeast Corridor, state-supported and long-distance services.

2013 Auto Train passengers gain the opportunity to purchase Priority Vehicle Offloading which guarantees that their vehicle will be one of the first 20 off the train. Amtrak achieves Bronze status by the American Public Transportation Association for continued achievements in its sustainability efforts.

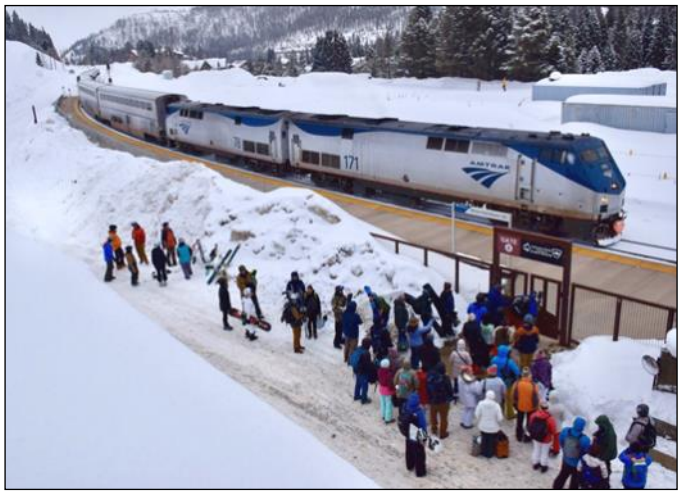


Amtrak Auto Train between Virginia and Florida.

2014 Renovated historic stations in Denver and St. Paul, Minn., open to the public and offer new retail, event, and hospitality spaces. These beautifully preserved buildings bring hundreds of jobs and millions of dollars in new investment to these communities. Amtrak makes it easier for travelers to leave their cars at home by increasing Thruway bus connections along the Gulf Coast and in Montana, Virginia, Indiana, Ohio, Kentucky, and Tennessee.

2015 Amtrak activates Positive Train Control, a safety technology designed to match train speed to track conditions for improved safety, on track between New York and Washington, D.C. This completes PTC installation on most Amtrak-owned infrastructure between Washington and Boston. Amtrak is granted the second of two patents (the first was in 2012) for a multi-probe rail scanning system that allows for testing of subject track areas in a single pass. This results in more efficient track scanning and analysis to determine the presence, or absence of, defects in rail segments or joints.

2016 Amtrak is granted a patent for an improved bridge plate to assist boarding and detraining passengers when there is a need to cross gaps between high platforms and trains. Amtrak partners with the Winter Park Resort in Colorado to restore weekend rail service from Denver to the popular ski area via the new Winter Park Express. Snow lovers enjoy fast and safe service right to the mountain and skip the frustrations of stop-and-go traffic—and its associated carbon emissions.



The Winter Park Express takes skiers from Denver to the ski resorts in the Rockies.

2017 To modernize critical infrastructure at New York Penn Station (the busiest station in North America), Amtrak begins a $7.6 million effort to install new track ties, turnouts, signals, and lighting. Amtrak announces the "Ready to Build" campaign of critical in-

Continued on Page 8 - *Amttrak*

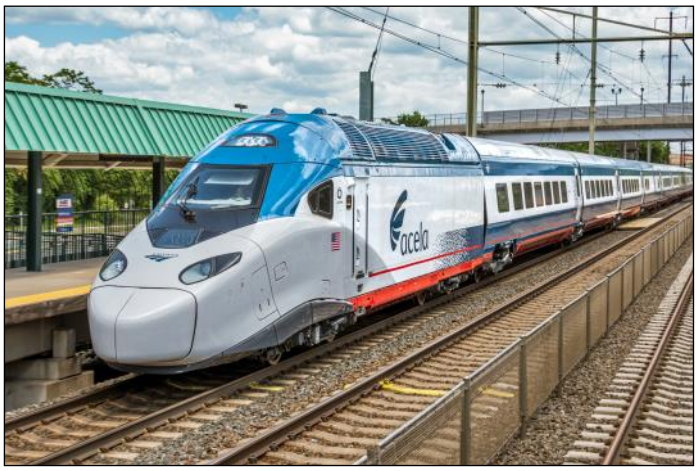
vestments in tunnel, bridge, and station projects. These upgrades support the necessity of modern passenger rail service to meet the economic development needs of the Northeast Corridor.

2018 All Amtrak-owned or controlled track has Positive Train Control (PTC) in operation except approximately four miles of slow-speed track in the complex Chicago and Philadelphia terminal areas. Amtrak trains also operate with PTC on approximately 16,600 miles of host railroad-controlled track.

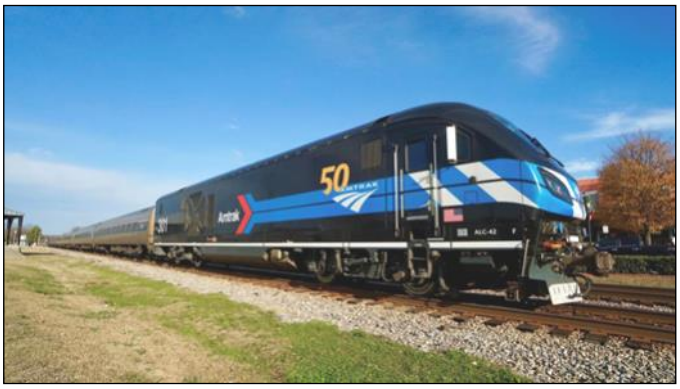
2019 Amtrak invests $713 million in state-of-good-repair projects including the repair or replacement of 24,080 feet of catenary hardware, 79,985 concrete ties, 1,784 bridge ties and 283 miles of high-speed surfacing. Amtrak files a patent application for its AWARE (Amtrak Waypoint Alert & Response for Conductors/Engineers) technology to improve situational awareness for train personnel to alert them to approaching speed restricted areas.

2020 Despite unprecedented challenges presented by the COVID-19 pandemic, Amtrak continues to upgrade its digital platforms so that customers can access its reservations and booking systems from their computers, tablets, and phones. This includes first-of-its-kind capacity indicators to enable customers to see how full their train is at the time of booking.

2021 Amtrak continues testing the new Acela trainsets at the Transportation Technology Center near Pueblo, Colorado and along the Northeast Corridor. The new $1.6 billion Moynihan Train Hall opens in the historic 1912 James A. Farley Post Office building across from New York Penn Station. The expansive facility will alleviate crowding and improve customer comfort by offering new commercial, retail and dining space. Moynihan Train Hall operates with Penn Station as one complex.



New Acela equipment is now running on the Northeast Corridor.



Amtrak ALC-42 loco in special 50th anniversary paint scheme in 2001.

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