

Amtrak GE P30CH



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1 Background

1.1 Loco

Nicknamed the “Pooch” after the similarities in the designation of the locomotive, this was one of the first brand-new diesel-electric locomotives built for Amtrak at the start of their formation between 1975 and 1976.

These locos were designed around the GE U30C with a similar cowl car body not unlike GE’s competitor locomotives built by EMD.

Initially the order was placed for 25 of the locomotives in 1974 which was a follow up to the order of 40 SDP40F’s in 1973. This was the first Amtrak diesel locomotive built from the factory to offer HEP (Head End Power) which supplies electrical power from a separately driven generator for the train.

The six-axle P30CH’s, costing Amtrak in the region of \$500,000 each, were unfortunately plagued with mechanical problems and were never particularly popular with the crews and management. Ultimately these were replaced when Amtrak opted to favour four-axle designs over six-axle locomotives.

In 1978 Amtrak leased 15 of the locomotives to the Southern Pacific Railroad for use on the Peninsula Commute between San Francisco and San Jose. Additionally, Caltrans leased several for its failed LA CalTrain commuter service.

Nearing the end of their careers, the locomotives were regularly used into the mid-1980’s on the Sunset Limited (between Los Angeles and Orlando - extending to Miami later from 1993) and Auto Train (between Lorton and Sanford) routes before they were finally withdrawn from service and scrapped in 1992.

Sadly all 25 locos were retired and none have been preserved. Today the only remaining record of these classic and iconic locomotives now only exist in people’s hearts, minds and photo albums.

1.2 Design & Specification

Builder	General Electric Transportation Systems
Locomotive Weight	17.5t
Vehicle Length	72ft 4in (22.05m)
Vehicle Width	10ft 8.8in (3.27m)
Top Speed	103mph (165.76km/h)
Brake Types	Dynamic
Tractive Force	96,500lbs (starting) 46,822lbs (continuous)

2 Rolling Stock

2.1 Amtrak GE P30CH



2.2 Amtrak Heritage Diner Phase 3



2.3 Amtrak Baggage Coach



2.4 Amtrak Passenger Coach



2.5 Amtrak Café Coach



2.6 Amtrak Dome Coach













3 Driving the P30CH

3.1 Cab Controls




















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|---|-------------------|----|--------------------|
| 1 | Auto Brake | 9 | Instrument Lights |
| 2 | Independent Brake | 10 | Cab Light |
| 3 | Horn | 11 | Rear Headlights |
| 4 | Sander Control | 12 | Forward Headlights |
| 5 | Bell | 13 | GyraLite |
| 6 | Dynamic Brake | 14 | Windscreen Wipers |
| 7 | Power Handle | 15 | Startup/Shutdown |
| 8 | Reverser | 16 | Brake Pipe Gauge |

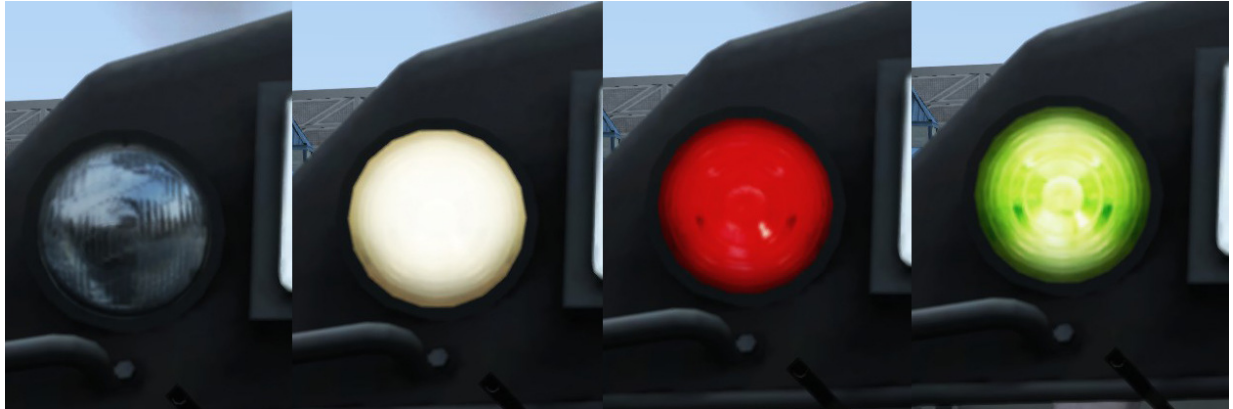
3.2 Locomotive Keyboard Controls

Key Equivalent	Action
 	Increase or Decrease Throttle.
 	Move reverser control Forward or Backward.
 	Increase or Decrease Train Brake.
 	Increase or Decrease Engine Brake.
 	Increase or Decrease Dynamic Brake.

3.3 General Keyboard Controls

Key Equivalent	Action
	Load/Unload. Press once to load/unload passengers or freight.
	Headlights. Repeatedly pressing will cycle through headlight states where appropriate.
	Windscreen Wipers. Press once to switch on and again to switch off.
	(Expert) Engine Stop/Start. By default engines will already be running at the start of a scenario. Press this button to stop and then again to restart the engine.
	(Expert) Sander. Causes sand to be laid on the rails next to the wheels to assist with adhesion. Press and hold to activate sander, let go to stop.
	Horn. Press once to sound the Horn.
	Bell. Press once to sound the Bell.
	Handbrake. Press to toggle the train Handbrake on and off.
	Sun Visors. Press to toggle the sun visors up and down.
	GyraLite. Press to toggle the Gyralite (OSC Light) control on and off.
 	
 	Class Lights. Press to cycle the classification lights.
  	Couple manually.

3.4 Classification Lights



The P30CH is fitted with Classification lights. The purpose of these was to identify the train in accordance with the light in use.

White

A White Class light identified the train as an extra service that was not timetabled.

Green

Green Class lights were used on timetabled trains followed by extra sections that were not timetabled. Each section added to the service bar would display Green Class lights to identify it as a single service.

Red

Whilst uncommon, the Red Class lights were used when the locomotive was placed at the trailing end of a train in lieu of a red marker light.

These can be cycled through with **Ctrl+1**.

4 Scenarios

4.1 Northern Meteor – Part 1

Following a baseball game, this is the first part of a northbound Silver Meteor return service. For this leg of the journey you will take this train up as far as Fort Lauderdale.

Duration: 30 Minutes

Difficulty: Easy

4.2 Northern Meteor – Part 2

The second part of a northbound Silver Meteor service. Continuing on from Fort Lauderdale you will take this express service up as far West Palm Beach.

Duration: 50 Minutes

Difficulty: Medium

4.3 Take Me Out to the Ball Game

Two local teams are playing baseball in Miami today. Run Amtrak 702 down to Miami Amtrak station where passengers will catch a shuttle to Marlins Way.

Duration: 35 Minutes

Difficulty: Easy

5 Acknowledgements

Dovetail Games would like to thank the following people for their contribution to the development of the P30CH:

Beta Testing Team
Gary Dolzall

