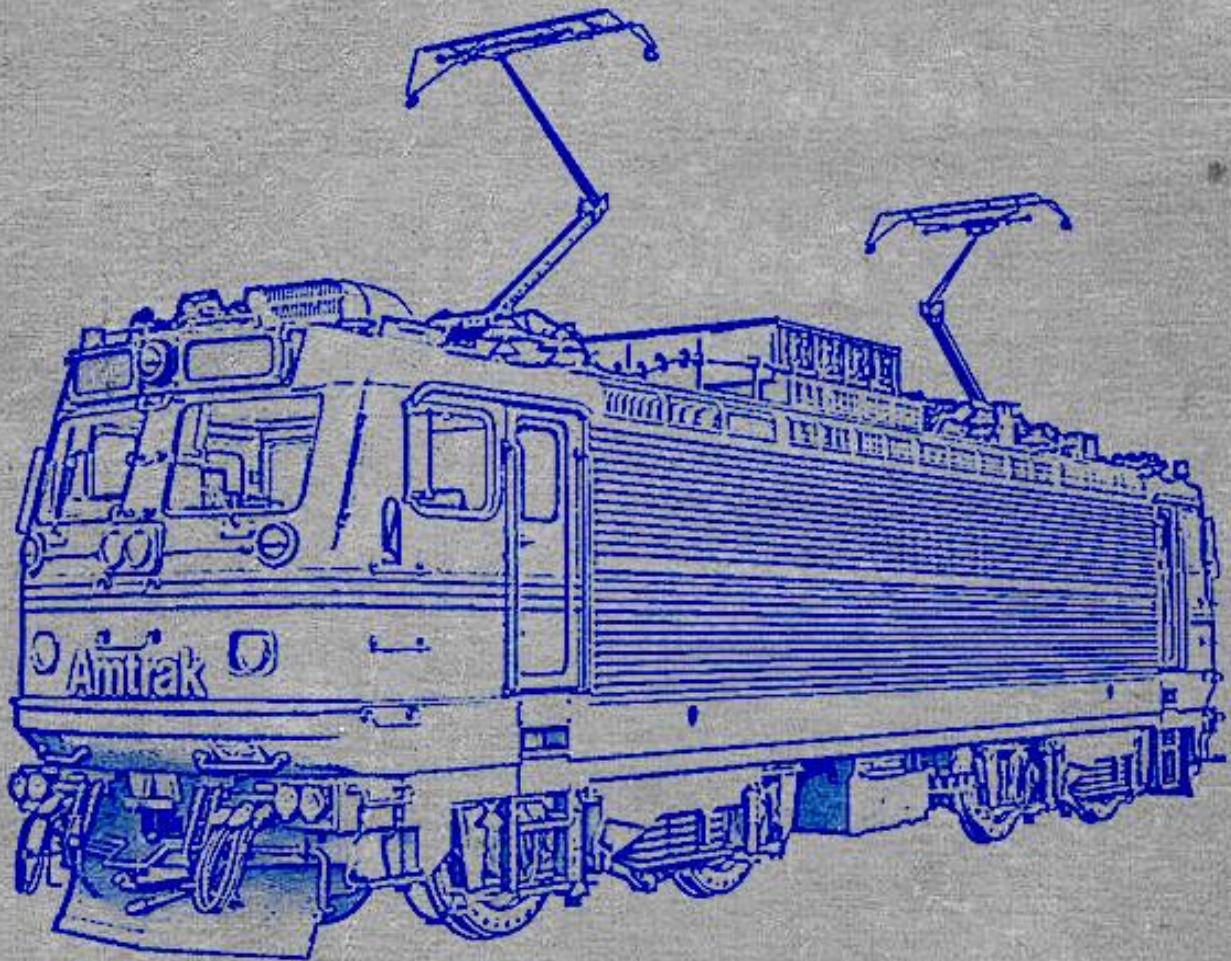


# AEM-7

## OPERATING MANUAL



3-76 (500) LSF



PRINTED  
IN  
U.S.A.  
E

**AMTRAK**  
**AEM - 7**  
**ADDON FOR**  
**TRAIN SIMULATOR**

# ROLLING STOCK



## LOCOMOTIVE AEM-7 AMTRAK LIVERY PHASE III



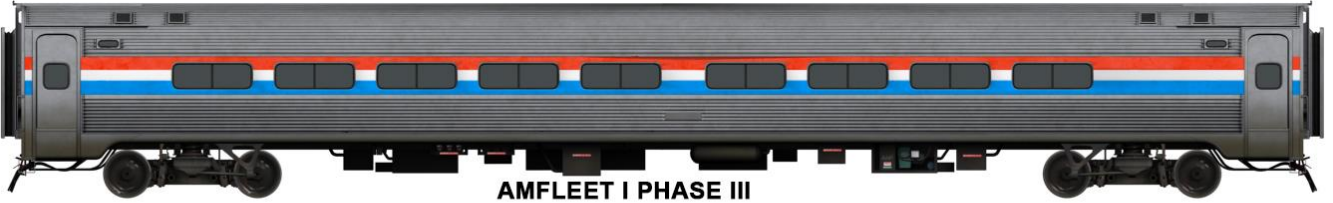
# LOCOMOTIVE AEM-7 AMTRAK LIVERY PHASE IV



AMFLEET I PHASE IV



AMFLEET I PHASE IV CAFE



AMFLEET I PHASE III



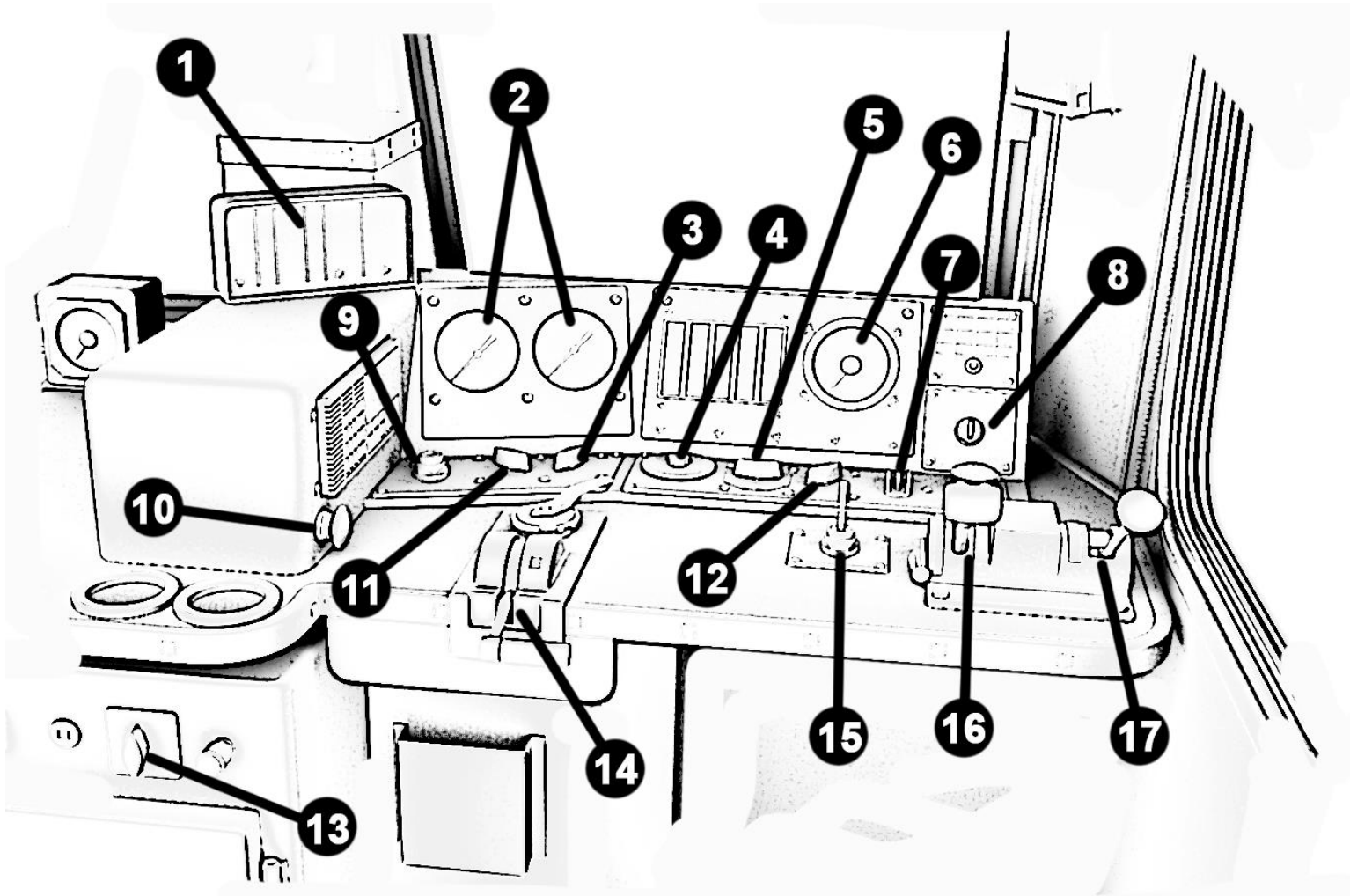
AMFLEET I PHASE III CAFE

# AMFLEET I CARS

# KEYBOARD OPERATION

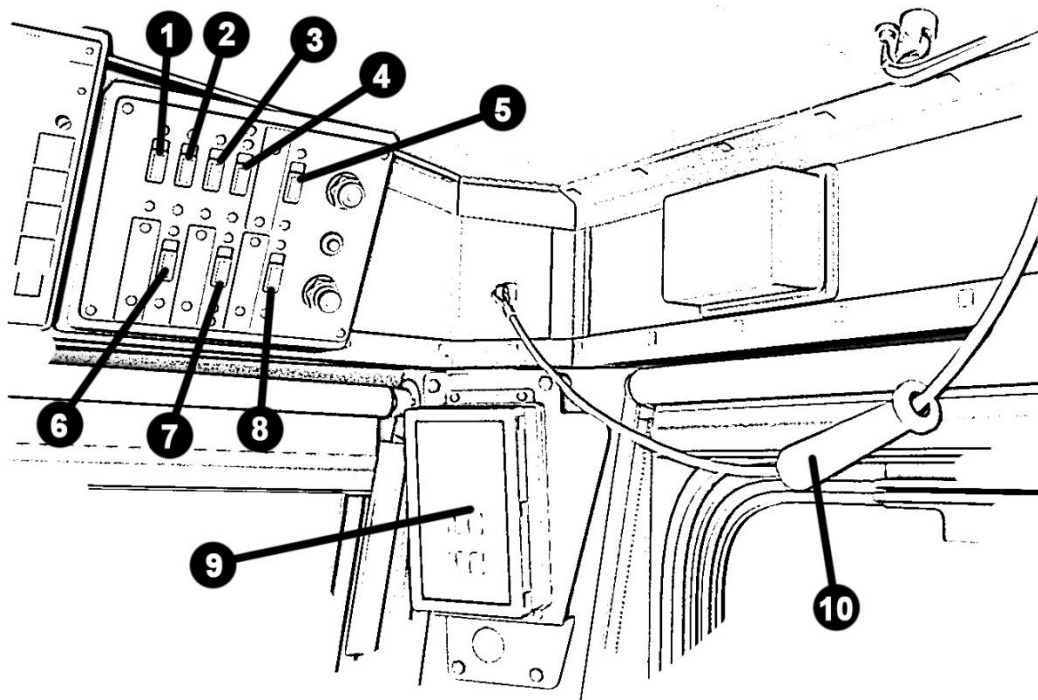
<b>W</b>	<b>REVERSER FWD</b>	<b>APOSTOPHE</b>	<b>TRAIN BRAKE +</b>
<b>S</b>	<b>REVERSER BWD</b>	<b>SEMI COLON</b>	<b>TRAIN BRAKE -</b>
<b>A</b>	<b>THROTTLE UP / DYN BRAKE DOWN</b>	<b>RIGHT BRACKET</b>	<b>ENG BRAKE +</b>
<b>D</b>	<b>THROTTLE DOWN / DYN BRAKE UP</b>	<b>LEFT BRACKET</b>	<b>ENG BRAKE -</b>
<b>SPACE</b>	<b>HORN</b>	<b>N</b>	<b>NORM PANTO DOWN</b>
<b>C</b>	<b>SHORT HORN</b>	<b>P</b>	<b>PANTO RISE</b>
<b>B</b>	<b>BELL</b>	<b>L</b>	<b>CAB LIGHT</b>
<b>X</b>	<b>SANDER</b>	<b>I</b>	<b>INST. LIGHT</b>
<b>Q</b>	<b>RESET ALERTER</b>	<b>CTR D</b>	<b>ATC CUT IN</b>
<b>CTR F</b>	<b>ALERTER CUT IN</b>	<b>Q</b>	<b>RESET ATC</b>
<b>H</b>	<b>FRONT HEADLIGHT +</b>	<b>SHIFT H</b>	<b>FRONT HEADLIGHT -</b>
<b>J</b>	<b>REAR HEADLIGHT +</b>	<b>SHIFT J</b>	<b>REAR HEADLIGHT -</b>

# CAB DIAGRAM



1. AMMETER & LINE VOLTMETER
2. AIR GAUGES
3. REAR HEADLIGHTS
4. CRUISE SPEED SELECTOR
5. CRUISE SPEED CONTROL
6. SPEEDOMETER
7. PANTO NORMAL / DOWN
8. PANTO RAISE
9. SANDER

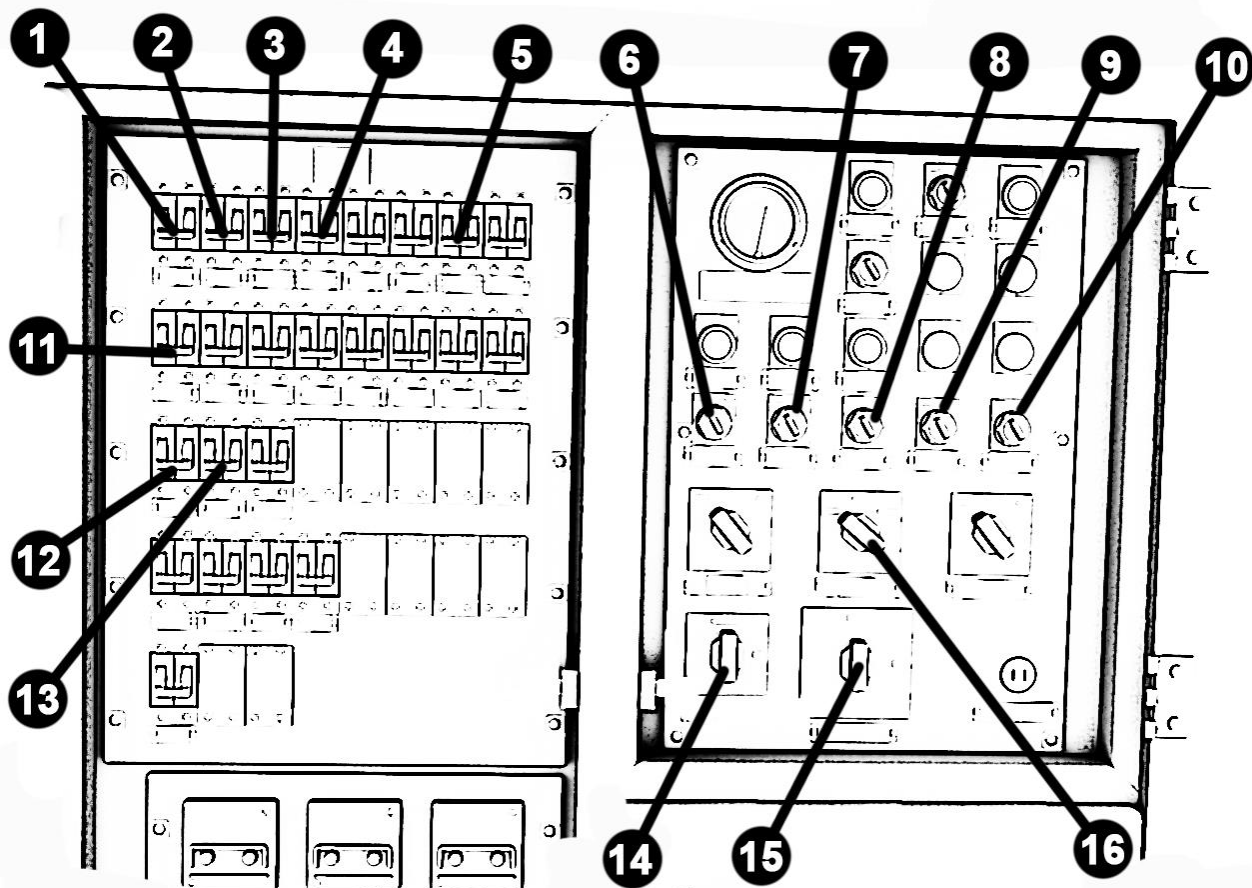
10. BELL
11. STROBE LIGHT MODE
12. FRONT HEADLIGHTS
13. WIPERS CONTROL
14. COMBINED POWER-DYN BRAKE
15. ALERTER RESET
16. TRAIN BRAKE
17. LOCOMOTIVE BRAKE



- 1. DITCH LIGHTS
- 2. BOARDING LIGHT
- 3. INST. LIGHT
- 4. NUMBERS LIGHT
- 5. HEATED WINDSHIELD

- 6. EP. BRAKE
- 7. MACHINE ROOM LIGHT
- 8. CAB LIGHT
- 9. SIGNALING BOX
- 10. HORN VALVE





1. HEADLIGHTS BREAKER
2. GENERAL LIGHTS BREAKER
3. STROBE LIGHTS BREAKER
4. ALERTER BREAKER
5. BLOWER BREAKER
6. TRACTION MOTOR 1 BREAKER
7. TRACTION MOTOR 2 BREAKER
8. TRACTION MOTOR 3 BREAKER

9. TRACTION MOTOR 4 BREAKER
10. DYNAMIC BRAKE BREAKER
11. CAB SIGNAL BREAKER
12. GENERAL CONTROL BREAKER
13. LOCAL CONTROL BREAKER
14. PROPULSION ISOLATOR
15. BATTERY SWITCH
16. PANTOGRAPH SELECTOR

# STARTUP PROCEDURE

## GO TO ROOM CABINET AND OPEN BOTH DOORS

1. TURN ON THE BATTERY SWITCH IN ROOM RIGHT PANEL
2. SELECT PANTO, REAR, FRONT OR BOTH
3. TURN ON THE LOCAL CONTROL BREAKER IN ROOM LEFT PANEL
4. GET BACK TO ENGINEMAN'S DESK
5. TURN ON THE PANTO NORMAL/DOWN SWITCH IN ENGINEMAN'S DESK
6. PUSH THE "PANTO RAISE BUTTON" DURING A FEW SECONDS
7. BE SURE THE VOLTMETER INDICATES LINE VOLTAGE.
8. GET BACK TO ROOM PANEL
9. TURN ON THE BLOWER BREAKER IN ROOM LEFT PANEL
10. TURN ON HEADLIGHTS, LIGHTS, STROBE BREAKERS IN ROOM LEFT PANEL
11. TURN ON BREAKERS OF TRACTION MOTORS 1-4 IN ROOM RIGHT PANEL
12. TURN ON THE DYN BRAKE CUT OFF KNOB IN ROOM RIGHT PANEL
13. IN ROOM RIGHT PANEL MOVE THE PROPULSION ISOLATOR KNOB FROM ISOLATED TO ON
14. SELECT DIRECTION WITH REVERSER.
15. RELEASE BRAKES.
16. APPLY THROTTLE.

# SCENARIO DESCRIPTION

## Northeast Corridor: Washington DC – Baltimore Route

### [AEM-7] Amtrak's Independence

It is the summer of 1982 and Amtrak's distinctive and powerful EMD/ASEA AEM-7 electric, nicknamed the "Toaster" for its boxy appearance, is the workhorse of the Northeast Corridor. You are the engineer of Amtrak Train 185 – the southbound *Independence* – and as the scenario begins you have arrived at Baltimore Penn Station with the last lap to Washington, D.C., ahead. Your consist is AEM-7 No. 913 and six Amfleet cars.

Duration: ~ 45 minutes.

Featured: Amtrak Phase III AEM-7 (running) and Amfleet equipment.

### [AEM-7] D.C. Departure

On a wintry 2001 day, you have been called as the engineer of Amtrak Train 172, a northbound regional service bound for New York and Boston. You have climbed aboard veteran AEM-7 No. 953 at Ivy City and first will run light to Washington Union Station where you will couple to your Amfleet consist in anticipation of a 7:05 a.m. departure.

Duration: ~ 50 minutes.

Featured: Amtrak Phase IV AEM-7 (C&D) and Amfleet equipment.

## **NEC: New York – New Haven Route**

### **[AEM-7] Hell Gate Spring Morning**

Amtrak's journey north from New York City's famed Penn Station began with a trip through the East River Tunnels, a sweep past Sunnyside Yard, and then a climb up and over momentous and historic Hell Gate Bridge. You are the engineer of Boston-bound Amtrak Train 170, carded for an 8:30 a.m. departure from New York with an AEM-7 powering a string of six Amfleet cars.

Duration: ~ 50 minutes.

Featured: Amtrak Phase IV AEM-7 (running) and Amfleet equipment.

### **[AEM-7] The Merchants Limited**

The *Merchants Limited* was a hallowed passenger train name which dated back to New Haven (NYNH&H) days and which Amtrak carried forward. You are the engineer of Amtrak Train 477 – the New York-bound *Merchants Limited* – and as the scenario begins you have climbed aboard AEM-7 No. 901 for the run over Metro-North (MNCR) trackage toward the Big Apple.

Duration: ~ 65 minutes.

Featured: Amtrak Phase III AEM-7 (running) and Amfleet equipment.

# CREDITS

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**NOVEMBER 2023**