Amtrak Empire Service
P32AC-DM

User Manual
and Installation Guide

ngc, 2024

History of the Prototype

The Amtrak P32AC-DM locomotives have been an integral part of Amtrak's fleet, primarily serving the state-funded Empire Service trains in New York, among other notable name trains. Introduced in the mid-1990s, these locomotives were built by General Electric and featured dual mode operation to run on both 750v DC third-rail power, or the 7FDL-12 prime mover on non-electrified lines. They were primarily purchased by both Amtrak and Metro North to allow them to run in the entirely-underground New York Penn Station and Grand Central Terminal (for the MTA), while also not needing to change locomotives when exiting the electrified sections of the line.

When new, the locomotives were practically identical looking to regular P42DCs, wearing Amtrak's original Phase III Genesis paint scheme. Over the years, they were repainted into Phase IV, and later Amtrak's modern Phase IVb paint scheme. The locomotives were eventually cycled through Amtrak's maintenance program, and in 2016, emerged from Amtrak's Beech Grove, Indiana, maintenance facilities wearing a heritage F40PH-esque Phase III livery with a special "Empire Service" service emblem. Also eventually added was a new nose escape hatch, similar to how Metro North had ordered their P32ACDMs from the factory, to allow a quicker and safer escape for the engineer in the event of a fire emergency in one of New York Penn Station's tunnels.

The Empire Service is a state-funded Amtrak route that runs entirely inside New York. Started in 1967, to give commuters access from Amtrak's New York Penn Station all the way up to upstate New York destinations such as Albany, Rochester, and Niagara Falls. Several extensions of the Empire Service trains are run daily, such as the Adirondack to Montreal, the Ethan Allen Express to Burlington, and the Maple Leaf to Toronto. Initially, the Empire Service trains originated out of the famous Grand Central Terminal, but as of April 1991, they were moved to New York Penn Station to eliminate having 2 Amtrak-operated stations in New York. A typical train consists of 4 Amfleet I coaches and a Cafe car, in varying arrangements.

Requirements

Required to use this mod pack is the [Metro-North P32 AC-DM 'Genesis' Loco Add-On](#), available on Steam. This reskin is ___not___ compatible with the P32AC-DM that is included with the Hudson Line.

___Not required___, but very highly recommended for a good experience;

- [Hudson Line: New York – Croton-Harmon Route Add-On](#)
  - There's an [extended version](#) of this route on the Steam Workshop that extends this route all the way up to Albany
- [FanRailer's P32ACDM Physics and Sound Patch](#)
- [trinancrat's OpenNEC mod](#)
- [Amfleet I Enhancement Pack](#)

Installation Instructions

1. Drag and drop the "Assets" folder into your Railworks directory *(Usually found in C:\Program Files (x86)\Steam\steamapps\common\Railworks)*
2. Go inside the Assets folder in your Railworks directory, and locate *"EmpireService_P32_InstallMe.bat"*, double click to launch the file
3. The .bat file should automatically copy over all the required files, and delete itself ,as well as "7za.exe", when completed

Credits

chihaeru for the original P32ACDM Hudson Line reskin, for which they allowed me to do some final polishing and release

MattJ who provided the P32 headlight flares, tech support, some promo screenshots, as well as the installation .bat file

Usage

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Use of this pack in freeware scenarios is permitted.

You may modify this locomotive for personal use, but if you wish to release these modifications, please contact me prior to releasing them.