



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

RECORDATION NO. 6690-III Filed 1425

400 Seventh St., S.W.  
Washington, D.C. 20590

OCT 6 - 1981 - 2 39 PM

INTERSTATE COMMERCE COMMISSION

Ms. Agatha L. Mergenovich  
Secretary  
Interstate Commerce Commission  
Washington, D. C. 20423

Dear Ms. Mergenovich:

This letter is in reference to Security Agreements dated August 7, 1972; December 27, 1973; January 29, 1975; March 20, 1975; and April 16, 1975; between the National Railroad Passenger Corporation ("Amtrak"), having its principal place of business at 400 North Capitol Street, N. W., Washington, D. C. 20001, and the delegate of the Secretary of Transportation of the United States of America (the "Administrator"), Washington, D. C.

The Security Agreements have been recorded with and by the Interstate Commerce Commission on August 16, 1972 at 1:20 p.m., recordation No. 6690; on January 9, 1974 at 3:25 p.m., recordation No. 6690-D; on January 31, 1975 at 5:00 p.m., recordation No. 6690-J; on March 21, 1975 at 8:40 a.m., recordation No. 6690-M; and on May 28, 1975 at 12:15 p.m., recordation No. 6690-O. Pursuant to 49 U.S.C. 11303(a), the Security Agreements provide the Administrator a lien on all of Amtrak's rolling stock including locomotives, and contain an after-acquired clause with respect to all such rolling stock thereafter acquired by Amtrak.

This is to advise you that Amtrak has selected for retirement the passenger cars listed in the enclosure hereto. Pursuant to Amtrak's request, the Administrator hereby releases, with respect to the passenger cars, his lien under the aforesaid Security

*Christy - Claudia Booker*

Agreements dated August 7, 1972; December 27, 1973; January 29, 1975; March 20, 1975; and April 16, 1975; respectively and under any other agreement or agreements between the Administrator and Amtrak. I, therefore, request that this document be recorded and appropriately filed pursuant to 49 U.S.C. 11303 (a).

Sincerely,



Richard J. Schiefelbein  
Deputy Administrator

Enclosure

Attest:

Claudia Booker

Subscribed and sworn to before me  
this 5th day of Oct., 1981

Gay Boyle  
Notary Public

My Commission Expires 5-1-82

AMTRAK PASSENGER CARS FOR RETIREMENT

RECORDATION NO. 6696-III Filed 142b

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INTERSTATE COMMERCE COMMISSION

<u>†</u>	<u>Description</u>	<u>Reason to Retire</u> @
1570	Baggage Dorm	B,C,E
1603	Baggage	B,C,E
1604	Baggage	B,C,E
1605	Baggage	B,C,E
1750	Baggage	B,C,E
2214	Sleeper	B,D,E,F
2215	Sleeper	B,D,E,F
2216	Sleeper	B,D,E,F
2239	Sleeper	B,D,E,F
2242	Sleeper	B,D,F
2250	Sleeper	D,E,F
2251	Sleeper	E,F
2252	Sleeper	E,F
2253	Sleeper	E,F
2265	Sleeper	E,F
2445	Sleeper	D
2554	Sleeper	C,D,E,F
2561	Sleeper	C,E,F
2750	Sleeper	B,E
2751	Sleeper	B,E
2753	Sleeper	B,E
2754	Sleeper	B,E
2755	Sleeper	B,E
2757	Sleeper	B,E
2758	Sleeper	B,E
2759	Sleeper	B,E
2760	Sleeper	B,E
2761	Sleeper	B,E
2776	Sleeper	B,D,E
2788	Sleeper	B,D,E
2831	Sleeper	B,C
2833	Sleeper	B
2867	Sleeper	B,E
3201	Sleeper Lounge	B,F
3202	Sleeper Lounge	B,F
3203	Sleeper Lounge	B,F
3204	Sleeper Lounge	B,F
3205	Sleeper Lounge	B,D,F
3206	Sleeper Lounge	B,F
3208	Sleeper Lounge	B,F
3209	Sleeper Lounge	B,F

@ See page 5 for explanation of reason to retire

AMTRAK PASSENGER CARS FOR RETIREMENT

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<u>†</u>	<u>Description</u>	<u>Reason to Retire</u>
3210	Sleeper Lounge	F
3211	Sleeper Lounge	C,E,F
3231	Sleeper Lounge	E,F
3333	Lounge	A
3335	Lounge	B,C,F
3336	Lounge	B,C,F
3342	Lounge	B,D,E
3344	Lounge	B,F
3353	Lounge	E,F
3360	Lounge	B,C,E,F
3371	Lounge	B,E,F
3382	Lounge	B
3815	Coach Snack	B,D,F
3816	Coach Snack	B,F
3817	Coach Snack	B,F
3870	Coach	B,F
3901	Coach Snack	B,D,F
4406	Coach	B,E
4461	Coach	A
4462	Coach	A
4483	Coach	B,D,E
4488	Coach	B,E
4491	Coach	B,E
4502	Coach	B,E
4508	Coach	B,E
4512	Coach	B,E
4522	Coach	B,D,E
4525	Coach	B,E
4526	Coach	B,E
4530	Coach	B,E
4532	Coach	B,E
4534	Coach	B,D,E
4535	Coach	B,E
4540	Coach	B,E
4542	Coach	B,E
4543	Coach	B,E
4544	Coach	B,E.
4583	Coach	E,F
4584	Coach	E,F
4585	Coach	E,F
4586	Coach	E,F
4587	Coach	E,F
4592	Coach	E,F
4594	Coach	E,F
4842	Coach	B,E
4886	Coach	A

AMTRAK PASSENGER CARS FOR RETIREMENT

<u>#</u>	<u>Description</u>	<u>Reason to Retire</u>
4891	Coach	
4893	Coach	E,F
5230	Coach	E,F
5231	Coach	B
5235	Coach	B
5236	Coach	B
5251	Coach	B
5252	Coach	B,D,E
5255	Coach	B,E
5264	Coach	B,D,E
5267	Coach	B,E
5269	Coach	E
5270	Coach	E,F
5284	Coach	B,E
5285	Coach	B,F
5290	Coach	B,E,F
5292	Coach	B,E,F
5293	Coach	B,E,F
5409	Coach	B,E,F
5410	Coach	B,D
* 5433	Coach	B,D
5436	Coach	B,E
5440	Coach	B
5475	Coach	B,E
5478	Coach	D,E
5604	Coach	E
5611	Coach	A
5628	Coach	A
5659	Coach	E
5662	Coach	E
5664	Coach	E
5673	Coach	B
6009	Coach	B,D
6013	Coach	B,D
6014	Coach	B
6015	Coach	B,D
6020	Coach	B
6023	Coach	B
6024	Coach	B
6027	Coach	B
6028	Coach	B,D
6029	Coach	B
6031	Coach	B,D
6032	Coach	B,D
6064	Coach	B
6065	Coach	B

\* Permission to retire this car was granted previously on December 20, 1979.

AMTRAK PASSENGER CARS FOR RETIREMENT

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<u>#</u>	<u>Description</u>	<u>Reason to Retire</u>
6068	Coach	B
6069	Coach	B,D
6071	Coach	B
6072	Coach	B,D
6073	Coach	B
6075	Coach	B
6077	Coach	B
8003	Diner	A
8004	Diner	A
8016	Diner	B,D,F
8019	Diner	B,F
8024	Diner	B,C
8025	Diner	B
8038	Diner	A
8040	Diner	A
8043	Diner	A
8094	Diner	B,D,E,F
8096	Diner	B,E,F
9201	Dome Sleeper	B,F
9250	Dome Sleeper	B,F
9251	Dome Sleeper	B,F
9252	Dome Sleeper	B,F
9310	Lounge Dome	B,F
9350	Lounge Dome	B,D,F
9354	Lounge Dome	B,E,F
9501	Dome Coach	B,D,F
9540	Dome Coach	B,F
9560	Dome Coach	B,D,F
9801	Dome Coach	B,F
9810	Lounge Dome	B,F
9811	Lounge Dome	B,F
9813	Lounge Dome	D,F
9814	Lounge Dome	F
9990	Baggage Dorm	B,F
9992	Baggage Dorm	B,F
10502	Diner	B,F
10503	Diner	B,D,F

Reasons For Retirement

- A. Age: Cars are at least 40 years old and are deemed undesirable to continue in service in accordance with Amtrak Equipment Department policy supporting AAR Passenger Car Rule 19-b, subparagraph (2).
- B. Insufficient Operating Life: Cars are approaching the 40 year life limitation and years of service remaining do not justify the HEP conversion cost.
- C. Small Number of Cars in Series: Cost of engineering for a few cars in a series results in high unit cost.
- D. Wreck or Fire Damage: Cars have sustained heavy wreck damage or have interior gutted by fire. When cost of these repairs is added to the overhaul and conversion costs, the total unit cost prevents an economic return on investment.
- E. Structural Deterioration Due to Corrosion: Car is constructed of carbon steel or aluminum. Over the years, oxidation has structurally weakened the car, causing holes in the sides, roofs, and end sheets. Many of these cars were sheathed in stainless steel fluting. The deterioration of underside sheeting is causing the fluting to buckle or fall off.
- F. Car Configuration: The car's interior configurations have been listed by the Marketing Department as no longer compatible with Amtrak's service requirements. Amtrak has determined that in order to un-complicate reservation procedures and minimize On-Board Service (OBS) manning requirements, train consists would contain cars that have standard capacity and configuration designs. Cars with configurations not standard to this plan and cannot be economically reconfigured to a standard plan, are designated a surplus car.

**Interstate Commerce Commission**  
Washington, D.C. 20423

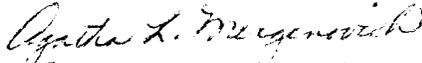
OFFICE OF THE SECRETARY

Richard J. Schiefelbein  
U. S. Dept. of Trnsp.  
Federal Railroad Administration  
400 Seventh St. S. W.  
Washington, D. C. 20590

Dear Sir:

The enclosed document (s) was recorded pursuant to the provisions of Section 11303 of the Interstate Commerce Act, 49 U.S.C. 11303, on 10/6/81 at 2:40PM , and assigned re-  
recording number (s) . 6690-III

Sincerely yours,

  
Agatha L. Mergenovich  
Secretary

Enclosure (s)