



U.S. Department
of Transportation

**Federal Railroad
Administration**

Office of the
Administrator

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

2-2-75

RECORDATION NO. *6690-NNN*
Claudia Baker

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

OCT 15 1982 3 12 PM
INTERSTATE COMMERCE COMMISSION

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 and locomotives listed in the enclosure hereto. Pursuant to Amtrak's request, the Administrator hereby releases, with respect to the passenger cars and locomotives, the lien under the aforesaid Security Agreements dated August 7, 1972; December 27, 1973; January 29, 1975; March 20, 1975; and April 16, 1975,

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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,

Thomas A. Till

Thomas A. Till
Deputy Administrator

Enclosure

Attest:

Subscribed and sworn to before me
this 14th day of October, 1982

Harold E. Finney

Notary Public

My commission expires September 1985

Amtrak Passenger Cars & Locomotives for Retirement

<u>Amtrak No.</u>	<u>Description</u>	<u>Reason</u>
1177	Baggage	Damaged by derailment
1220	Baggage	Damaged by derailment
4895	GG1	Not HEP equipped, fatigue cracks in steel underframe which are difficult and costly to repair and electrical and mechanical components are no longer being manufactured.
4901	GG1	SAME
4904	GG1	SAME
4905	GG1	SAME
4908	GG1	SAME
4909	GG1	SAME
4912	GG1	SAME
4914	GG1	SAME
4915	GG1	SAME
4921	GG1	SAME
4924	GG1	SAME
4925	GG1	SAME
4927	GG1	SAME
4928	GG1	SAME
4932	GG1	SAME
4934	GG1	SAME
966	E60MA	No further potential use to Amtrak because of replacement by the faster and more efficient AEM-7.
968	E60MA	SAME