



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

Administrator

1120 Vermont Ave., NW.  
Washington, DC 20590



AUG 12 2002

RECORDATION NO. 6690-SSSSSSSS FILED  
AUG 13 '02 3-81 PM  
SURFACE TRANSPORTATION BOARD

Surface Transportation Board  
Office of Proceedings  
Mr. Timothy Cambridge  
1925 K Street, N.W., Suite 703  
Washington, D.C. 20423

Dear Mr. Cambridge:

This letter is in reference to Security Agreements dated August 7, 1972; December 27, 1973; January 29, 1975; March 20, 1975; April 16, 1975, and October 5, 1983, between the National Railroad Passenger Corporation (Amtrak), having its principal place of business at 60 Massachusetts Avenue, N.E., Washington, D.C. 20002, 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; on May 28, 1975, at 12:15 p.m., recordation No. 6690-O and on September 25, 1989, at 2:45 p.m., recordation No. 6690-MMMM. 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 passenger cars, locomotives, and the work equipment car listed in the enclosure hereto dated June 14, 2002. Pursuant to Amtrak's request, the Administrator hereby releases, with respect to the listed cars, the Secretary's lien under the aforesaid Security Agreements dated August 7, 1972; December 27, 1973; January 29, 1975; March 20, 1975; April 16, 1975, and October 5, 1983, respectively, and under any other agreement or agreements between the Administrator and Amtrak.

Therefore, I request that this document be recorded and appropriately filed pursuant to 49 U.S.C. 11303(a).

Sincerely,

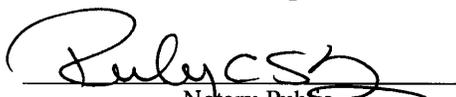


Allan Rutter  
Administrator

Attest:

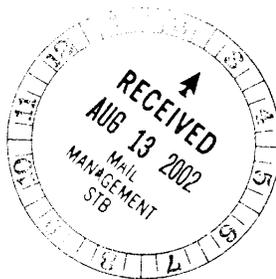


Subscribed and sworn to before me  
this 12th day of August 2002

  
Notary Public

My commission expires 5-14-03

Enclosure



June 14, 2002

S. Mark Lindsey, Esq.  
Chief Counsel  
Office of Passenger and Freight Services, RPF  
Federal Railroad Administration  
400 Seventh Street, SW  
Washington, DC 20590

6690-SSSSSSSS  
RECORDATION NO. FILED

AUG 13 '02 3-31 PM

SURFACE TRANSPORTATION BOARD

Dear Mr. Lindsey:

In compliance with the provisions of paragraph 2 of the Security Agreement dated October 5, 1983, between the National Railroad Passenger Corporation and the Federal Railroad Administration, enclosed is a schedule of equipment for disposal.

For our files, please acknowledge your receipt of this information and that it satisfies the requirements of paragraph 2 of the Security Agreement, and permission is granted to dispose of this equipment. I would appreciate a copy of the Release of Lien.

Sincerely,

Kevin McGraw  
Manager, Capital Reporting

**Enclosure**

*I acknowledge receipt of the information described above. This filing satisfies the requirements of paragraph 2 of the Security Agreement dated October 5, 1983, between the National Railroad Passenger Corporation and the Federal Railroad Administration, and permission is granted to dispose of this equipment in the most beneficial manner.*

AUG 12 2002

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Date

  
S. Mark Lindsey, Chief Counsel

NATIONAL RAILROAD PASSENGER CORPORATION

30th Street Station, Philadelphia, PA 19104



### AMTRAK EQUIPMENT FOR DISPOSAL

UNIT NO:

4606,4619  
13506,13508,13513  
583,586,765,767,769,  
771,776,783,550,560  
484,485,486,487,488,489  
4607,4624  
2233

DESCRIPTION:

Coach Car  
Gondola Car  
Switcher Locomotives  
Switcher Locomotives  
FL9 Locomotives  
Heritage Coaches  
Heritage Sleeper

REASON:

Surplus Equipment  
Beyond Economic Repair  
Surplus Equipment